TRAVERTINE
SPECIFIC PLAN AMENDMENT
DRAFT EIR
SCH# 2018011023

LEAD AGENCY:

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GEM of the DESERT

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Chapter 1 Executive Summary

1.1 Overview of the Executive Summary

This chapter has been prepared pursuant to Section 15123 of the California Environmental Quality Act (CEQA) Guidelines, which states that an EIR Summary shall: 1) contain a brief summary of the proposed action; 2) identify each significant effect of the project and proposed mitigation measures that would reduce or avoid each significant effect; 3) identify alternatives that would reduce or avoid identified significant effects; 4) identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public; and 5), identify issues to be resolved, including the choice among alternatives, and whether or how to mitigate the Project's significant effects.

1.2 Summary of the Proposed Action

1.2.1 Travertine

Proposed Project

The Project is proposing an amendment to the 1995 Travertine and Green Specific Plan (referred herein as the "1995 Specific Plan") which would have the effect of reducing the development's impact footprint and development intensity and increasing habitat conservation and avoidance relative to the approved 1995 Specific Plan. The Specific Plan Amendment (SPA 2017-0004) proposes the development of a mix of uses consisting of up to 1,200 dwelling units of varying residential product types, a resort facility with up to 100 villas, recreational uses such as a golf training facility, clubhouse, neighborhood parks, a public trail system and recreational open space, natural open space for conservation on approximately 358 acres, and supporting water supply and on-site and off-site drainage and utilities infrastructure. Primary ingress and egress for the Project property will be through the (future) extension of Jefferson Street from the north, and a proposed extension of Avenue 62 from the east. See Section 3.5, *Proposed Project,* in **Chapter 3.0, *Project Description,*** for a full description of the Project and Project components.

The Project is proposed to be graded and developed in phases. Project grading will occur in two phases: Phases A and B. Grading Phase A will grade the southern half of the Project property's development footprint, improve, and extend Avenue 62, and provide an emergency vehicle access (EVA) route to connect to Madison Street. Grading Phase B grading will grade the northern half of the Project property's development footprint and extend Jefferson Street to a point of connection. Grading Phases A and B is estimated to take two years each and the phases may overlap by six months to a year. Construction of the Project is proposed in four phases: 1A, 1B, 2, and 3. Construction Phase

1A would develop 339 low density residential units on 164.4 acres, the resort/golf training facility and related facilities on 46.2 acres, and approximately 23.1 acres of open space recreation. Phase 1B will develop 191 low density residential units on 64.2 acres, 74 medium density residential units on 14.8 acres, and open space recreational uses on 14.7 acres. Construction Phase 2 will develop 143 low density residential units and 163 medium density residential units. Finally, Construction Phase 3 will develop the remaining 290 dwelling units (85 low density residential and 205 medium density residential) on approximately 55.3 acres of the Project property, the resort/spa on 38.3 acres, and approximately 18.1 acres of open space recreational uses.

Table 1-1, *1995 Specific Plan and Proposed Land Use Plan*, shows the comparison between the land uses approved in the 1995 Specific Plan, and the proposed Project. **Table 1-1, *Travertine Land Use Plan Summary,*** provides a summary of the proposed land uses.

Table 1-1 1995 Specific Plan and Proposed Land Use Plan

Specific Plan Element	Approved Specific Plan	Proposed Specific Plan
Acreage	909	855
Dwelling Units	2,300	1,200
Resort	10 acres of commercial uses 500 room resort/hotel	100 Room Resort and Wellness Spa
Golf	36-hole golf course	Golf Training and Practices Facility with associated Public Recreational and Commercial Elements
Tennis Club	Tennis club	Tennis club removed
Private Recreation	Private recreation in individual developments	Private recreation in individual developments
Other Open Space	365.3 acres of Recreational Open Space, including two golf courses; 12.2 acres of Natural Open Space	55.9 acres of Recreational Open Space; 301.2 acres Natural (Restricted) Open Space

Source: Travertine Specific Plan Amendment, Table 1, 2022.

Table 1-2 Travertine Land Use Plan Summary

Land Use	Acres	Percent of Project
Residential (Low and Medium Density)	378.8	44.3
Resort/Golf Club and Banquet Facilities	84.5	9.9
Master Planned Roadways	35.0	4.1
Open Space (Recreation and Natural)	357.1	41.7
Total	**855.4**	**100 percent**

Source: Travertine Specific Plan Amendment, Table 2, 2022.

Along with a Specific Plan Amendment (SPA 2017-0004), the Applicant is requesting approval of a General Plan Amendment (GPA 2017-0002) to change the General Plan Land Use Map for the Specific Plan Project area to be consistent with the land uses proposed in the Specific Plan Amendment, and

revise the Circulation Element Roadway Classification Map to remove Madison Street as a General Plan Roadway from south of Avenue 60 to Avenue 62, and to realign Jefferson Street within the boundaries of the Specific Plan. The Project also proposes a Zone Change (ZC 2017-0002) to revise the City's Zoning Map to be consistent with the land uses proposed in the proposed Specific Plan Amendment. The Applicant is also requesting approval of a Large Lot Tentative Tract Map No. 37387 (TTM 2017-0008) to illustrate the concept of the proposed site, including proposed multi-use trails or the location of proposed gates, and how it corresponds with existing conditions and surrounding uses. Finally, the approval of a Development Agreement would vest the applicant's right to develop the Project, as well as ensure the timely completion of infrastructure to serve the Project and surrounding area.

In addition to these entitlements from the City of La Quinta, the Applicant is also requesting additional right-of-way along Jefferson Street and Avenue 62 from the federal Bureau of Land Management (BLM) and Bureau of Reclamation (BOR), respectively, in order to widen and/or extend these roads into the Project property.

Off-site improvements that will support full Project buildout comprise an additional Imperial Irrigation District (IID) substation and up to five Coachella Valley Water District (CVWD) wells (collectively, "offsite utility field"). The locations of the well sites and substation have not yet been determined but are anticipated to be located within a 2-mile radius northeast and east of the Project site. The substation and well sites will be developed in compliance with IID's and CVWD's standards (respectively). The impacts of the offsite utility field are analyzed in this DEIR at a programmatic level because the location of the facilities have not yet been determined. IID and CVWD will conduct project-level review of the substation and wells, respectively, prior to approving these facilities.

1.2.2 Discretionary Actions and Other Approvals Required for the Proposed Project

Pursuant to CEQA Guidelines Section 15367, the City of La Quinta is the Lead Agency and has discretionary authority over the Project. With the exception of the off-site utility field, which is analyzed at a programmatic level, this EIR has been prepared as a Project-level EIR and will be relied on by the City for purposes of CEQA compliance in acting on the Project applications for entitlements. The EIR is also intended to be relied upon for purposes of CEQA compliance by all State and local public agencies, other than the Lead Agency, which have discretionary approval power over the project. Under CEQA, such agencies are referred to as "Responsible Agencies." A list of Responsible Agencies is provided at Section 3.11 in **Chapter 3.0, *Project Description,*** of the EIR, and include the Coachella Valley Water District (CVWD), Imperial Irrigation District (IID), and Regional Water Quality Control Board (RWQCB).

The City of La Quinta is the lead agency under CEQA and has the principal approval authority over the proposed Project. The following discretionary actions and approvals are required by the City:

- Certification of the EIR (EA 2017-0008)
- Adoption of a General Plan Amendment (GPA 2017-0002)
- Adoption of a Zone Change (ZC 2017-0002)
- Adoption of the Travertine Specific Plan Amendment (SPA 2017-0004)
- Approval of Tentative Tract Map No. 37387 (TTM 37387) (TTM 2017-0008)
- Approval of a Development Agreement (DA 2021-0001)

In addition, the proposed Project will require approval from the following federal, State and local agencies:

- Bureau of Land Management
  - Approval of additional right-of-way along Jefferson Street to widen and/or extend the road to the Project site.
- Bureau of Reclamation
  - Approval of additional right-of-way along Avenue 62 in order to widen and/or extend the road into the Project site. Approval of a portion of the extension of Madison as an EVA for the project and access for CVWD.
- United States Fish and Wildlife Service
  - Implementation of Project-specific 1995 Biological Opinion and Incidental Take Permit and June 2, 2023 Concurrence in Bureau of Land Management and Bureau of Reclamation's No Adverse Effects Determination
- United States of Army Corps of Engineers
  - Approved Jurisdictional Determination (AJD) or similar approval from the Corps to receive concurrence that ephemeral aquatic features within the Project site do not qualify as waters of the U.S. (WoUS) and therefore are not subject to regulation under Section 404
- California Department of Fish and Wildlife
  - Implementation of Biological Opinion and Incidental Take Permit for the Coachella Valley Multiple Species Habitat Conservation Plan and review of the proposed improvements in Planning Area 20 for the water tanks and related infrastructure (road, pipelines).
- State Water Resources Control Board Colorado River Basin Region (Region 7)
  - Construction Stormwater General Permit, Notice of Intent to Comply with Section 402 of the Clean Water Act
  - Construction Stormwater Pollution Prevention Plan (SWPPP)
- Coachella Valley Water District
  - Approval of the proposed water tanks and related infrastructure; off-site and on-site drainage systems, improvements to the Guadalupe dikes in conjunction with the improvements to Jefferson Street;
  - Approval of Regional and Local Hydrology/Drainage Studies

  - Water Supply Assessment (WSA)
  - Implementation of Biological Opinion and Incidental Take Permit for the Coachella Valley Multiple Species Habitat Conservation Plan and review of the proposed improvements in Planning Area 20 for the water tanks and related infrastructure (road, pipelines).
- South Coast Air Quality Management District
  - PM-10 Plan for compliance with Rule 403.1; Dust Control in the Coachella Valley.
- Coachella Valley Conservation Commission (CVCC)
  - Implementation of Biological Opinion and Incidental Take Permit for the Coachella Valley Multiple Species Habitat Conservation Plan and review of the proposed improvements in Planning Area 20 for the water tanks and related infrastructure (road, pipelines).
- Imperial Irrigation District
  - Review and approval of the proposed substation site and related agreements with the Project applicant
  - Implementation of Biological Opinion and Incidental Take Permit for the Coachella Valley Multiple Species Habitat Conservation Plan and review of the proposed improvements in Planning Area 20 for the water tanks and related infrastructure (road, pipelines).

1.3 Summary of Project Impacts

Chapter 4.0, *Environmental Impact Analysis*, of this Draft EIR presents the environmental impact analysis for all CEQA resource topics and identifies mitigation measures to reduce significant impacts to a less than significant level, where appropriate and feasible. A summary of all impacts and mitigation measures is provided in **Table 1-3** at the end of this summary. **Table 1-3** identifies the potentially significant effects of the proposed project, mitigation measures, project features and/or requirements identified to avoid or reduce the identified potentially significant effects to less than significant levels, and the effectiveness of the mitigation measures, project features and/or requirements to reduce the potentially significant effects to a level of less than significant.

As shown in the Table, Project impacts to Air Quality (limited to volatile organic compounds (VOC) emissions) and related conflicts with the Eastern Coachella Valley Community Emissions Reduction Plan during operation of Phases 2 and 3; Greenhouse Gas Emissions due to the Project's exceedance of quantitative significance thresholds; and Transportation associated with residential vehicle miles traveled (VMTs) will be significant and unavoidable even with the implementation of all feasible mitigation measures recommended in the EIR. Accordingly, Findings a Statement of Overriding Considerations will be prepared, and will be considered by the City as a part of its review of the EIR. The draft statement will set forth information, considerations and findings that are supportive of the goals and benefits of the Project as a whole.

1.4 Alternatives to the Proposed Project

1.4.1 Alternatives Considered for Evaluation

Three alternatives to the Project were considered for evaluation and compared to the proposed project. The following provides a summary of the Alternatives Analysis provided in **Chapter 7.0, *Alternatives,*** of the Draft EIR. As further discussed in **Chapter 7.0**, of the Alternatives considered in the EIR, Alternative 1 (No Project/No Build) is environmentally superior to the other Alternatives because this Alternative would avoid the significant impacts identified for the Project. This Alternative also reduces the environmental impacts to the greatest degree as compared to the other alternatives.

Of the remaining alternatives, Alternative 3 (Phase 1 Only) would be the environmentally superior alternative because it would result in lesser impacts than Alternative 2 or the Project.

Alternative 1: No Project / No Build

Under the No Project / No Build ("Alternative 1"), the Project would remain in its current vacant and undeveloped condition. The site previously operated as a vineyard in the northern portion of the site. The disturbed area includes approximately 220 acres of the Project that previously operated as a vineyard. Vineyard operations have been abandoned since 2007 and the vineyard has remained unused, leaving only trellises and the unutilized utilities. The existing visual character and visual resources would remain the same.

Alternative 1 would not have any significant and unavoidable impacts.

Alternative 2: Originally Approved Specific Plan

Implementation of Alternative 2 would involve approximately 909 acres and include 2,300 dwelling units, commercial uses on 10 acres, 500-room resort/hotel, 36-hole golf course, a tennis club, private recreation in individual developments, and 378 acres of open space (including golf course).

Alternative 2 impacts related to aesthetics, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, hydrology and water quality, noise, population and housing, public services, transportation, utilities, and wildfires would be increased compared to the proposed Project, since the Originally Approved Specific Plan Alternative proposes a greater extent of land use and intensities.

Alternative 3: Phase 1 (A and B) Only

Under the Phase 1 (A and B) Only Alternative ("Alternative 3"), the project would develop Phase 1A and 1B of the project, which includes 600 residential dwelling units on approximately 243.4 acres, a resort/golf facility on approximately 46.2 acres, open space recreational on approximately 35.5 acres,

and open space natural uses on approximately 301.2 acres. Development of Alternative 3 would include the westerly extension of Avenue 62. However, this Alternative would not develop the southerly extension of Jefferson Street. Significant impacts related to aesthetics, agriculture, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, hydrology and water quality, noise, population and housing, transportation, and utilities would be reduced with Alternative 3, compared to the proposed Project and Alternative 2 but would be greater than the No Project Alternative.

Of the Alternatives considered in this Draft EIR section, the No Project/No Build Alternative would result in no impacts to the environment. A full discussion and analysis of the alternatives compared to the proposed Project is included in **Chapter 7.0, *Alternatives***. Within this Chapter, an environmentally superior alternative is determined, and a summary comparison of impacts associated with the project alternatives are provided in **Table 7-4, *Comparison of Alternatives and Project*.**

1.5 Areas of Controversy/Issues to be Resolved

Areas of controversy relating to the proposed Project were identified during the circulation period of the Notice of Preparation (NOP). The Project received twelve comment letters during the review period; eight of which were from public agencies, and four from area residents. Comments received from area residents during the circulation period did not identify significant concerns regarding the Project. The comment letters received from area residents included additional clarification regarding Project transportation and maps included in the NOP.

Comment letters received from public agencies during the circulation period raised issues regarding air quality, biological resources, electric facilities, and water quality permits and consultations. The South Coast Air Quality Management District (SCAQMD) required that air quality be analyzed utilizing CalEEMod to determine the air quality impacts of the Project, specifically through mobile sources (via vehicular trips, heavy-duty diesel-fueled vehicles). This is analyzed in **Section 4.3, *Air Quality,*** and the Project-specific Air Quality Impact Analysis (**Appendix C.1**). The California Department of Fish and Wildlife (CDFW) highlighted concerns regarding biological resources in the local habitat, and species potentially impacted by the Project. Project-related impacts to biological resources are analyzed in **Section 4.4, *Biological Resources,*** and associated biological resources reports and jurisdictional delineation (**Appendix D.1, D.2, D.3** and **D.4**). Imperial Irrigation District (IID), in their comment letter, addressed the need for a new substation and IID easements required to serve the site. As discussed above, the EIR analyzes the substation at a programmatic level. The Riverside County Flood Control and Water Conservation District required that the Project DEIR analyze the need for a NPDES permit, a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMAR), and consultation with CDFW, Army Corps of Engineers and the Regional Water Quality Control Board. These are discussed in **Section 4.10, *Hydrology and Water Quality***. The Southern California Association of

Governments (SCAG) requested that the Project's consistency within the context of regional goals and policies as set forth in SCAG's *2016 Regional Transportation Plan/Sustainable Communities Strategy* be analyzed in the Draft EIR. The Project's consistency (whether applicable or nonapplicable) is discussed in **Section 4.11, *Land Use and Planning,*** and **Section 4.16, *Transportation.*** The NOP comment letters received during the public comment period are included in **Appendix A** to this EIR.

Project design features and mitigation measures have been identified to reduce impacts of the project, however, significant and unavoidable project-specific impacts to air quality, greenhouse gas emissions, and transportation were identified. Mitigation measures would reduce project-generated air quality, greenhouse gas, and transportation impacts to the extent feasible, but project-specific impacts would still be significant and unavoidable. The Mitigation Measures established for the proposed project are outlined in **Table 1-3, *Summary of Environmental Impacts and Mitigation Measures,*** below.

Table 1-3 Summary of Environmental Impacts and Mitigation Measures

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
4.1 Aesthetics		
Development of the substation, as part of the off-site utility field, would result in potential significant impacts (SI) to the visual character of the area where it would be located. Light and glare from materials and equipment used in the substation may result in potential SI.	**Mitigation Measures** **AES-1** In order to reduce the proposed substation's impact on the existing visual character and reduce the potential degradation of scenic quality of the surrounding area, the Project applicant shall use one or more of the following or comparable techniques: perimeter barriers, landscaping appropriate for the substation facility. Additionally, glare shall be controlled through the use of non-reflective surfaces, dulling finishes to help blend the structures with the surroundings and reduce glare and color contrast, or comparable methods subject to the approval of IID.	Less Than Significant
4.2 Agricultural Resources and Forestry Resources		
The proposed Project would result in less than significant (LTS) impacts to agricultural and forestry resources.	**Mitigation Measures** None required.	Less Than Significant
4.3 Air Quality		
The Project could conflict with implementation of applicable air quality Plan and result in cumulatively considerable net increase if any criteria pollutant; resulting in Significant Unavoidable (SU) impacts.	**Mitigation Measures** **AQ-1** The General Contractor and all sub-contractors shall ensure that during Project and off-site utility construction activities, off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with EPA/CARB Tier 4 off-road emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. **AQ-2** The Project applicant must comply with South Coast AQMD Rule 445 (Wood-Burning Devices), as amended, by explicitly prohibiting the use of wood burning stoves and fireplaces in the proposed new development.	Significant Unavoidable Impacts (VOC Only) Less Than Significant (All Criteria Pollutants Other than VOC)

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	Mitigation Measures to Reduce VOC from Mobile Sources: **AQ-3** The Project operator shall provide and/or accommodate facilities within the Project property such as bicycle parking and storage, to encourage bicycle use instead of driving as a method to reduce or otherwise eliminate certain vehicle trips within the Project area. **AQ-4** The Project operator of the on-site resort facilities shall implement procedures to accommodate remote work or telecommuting, as applicable to the work sectors, as a method to reduce commercial vehicle miles traveled. **AQ-5** The Project operator shall encourage the use of low emission vehicles to reduce the reliance on gasoline or diesel fuel by providing charging stations and designated parking for emissions free vehicles. Mitigation Measures to Reduce VOCs from Consumer Products: **AQ-6** The Project operator shall utilize "Super-Compliant" or otherwise non-aerosol dispersal/application methods (and/or low VOC products) in all Commercial Buildings including the Hotel, Spa and Golf Training Facility. This includes but is not limited to: air fresheners, cooking spray, floor maintenance products, furniture maintenance products, degreaser, oven cleaners, toilet care products. Project operators can refer to the CARB Consumer Product Program web site for the most current information. **AQ-7** The Project operator shall utilize low VOC products to the greatest degree possible on all landscape maintenance activities associated with the Commercial Buildings, Golf Training grounds and Common Landscape Areas. These shall be applied with non-aerosol measures where possible. Applicable products include insecticides, pesticides, pool/spa disinfectants, grill cleaners. Project	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	operators can refer to the CARB Consumer Product Program web site for the most current information. **AQ-8** The Project operator shall require all commercial products to be diluted as directed. **AQ-9** The Project operator shall use low-solvent or solvent-free paints for all commercial buildings and common area monumentation or walls (including repairs.) **AQ-10** The Project operator shall minimize the use of pesticides with high organic solvent contents, and/or the use of emulsions and water-based formulations.	
	4.4 Biological Resources	
The Project could result in SI to candidate, sensitive or special status species, riparian habitat, or conflict with an applicable habitat conservation plan.	**Mitigation Measures** **BIO-1** Consistent with the terms of the Project Biological Opinion, an 8-foot-tall wildlife fence constructed of tubular steel and painted to blend in with the desert environment shall be installed where the Project interfaces with Coral Mountain along the northern boundary and extend southward along the western and southern boundary of proposed development to preclude PBS from entering the Project. The fence shall extend to where Avenue 62 intersects with the eastern Project boundary. **BIO-2** All lighting located within the development footprint shall conform with the requirements outlined in the Travertine Specific Plan and the MSHCP. **BIO-3** Where the Project is located adjacent to the SRSJM Conservation Area along its western edge, a minimum buffer of 74 feet shall be incorporated between SRSJM undeveloped native desert areas and private homeowner parcels and public gathering areas. Each private homeowner parcel along this western edge	Less than Significant

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	shall have fencing at the top of slope with Lexan panels to dampen noise to an appropriate level**.** **BIO-4** All plant species identified as invasive by the CVMSHP, or that are known to be toxic to PBS, will be prohibited from inclusion in Project landscaping including areas adjacent to proposed open space. Prior to site disturbance a Project-specific list of prohibited plant species will be prepared by a qualified biologist for use in developing the Project Landscape Plan. This will include plants identified as invasive by the California Invasive Plant Council (Cal-IPC) and the CVMSHCP. The City shall review the landscape palette prior to planting. **BIO-5** The final design and location of natural trails will be approved by the USFWS and the City to minimize disturbance to PBS. Unauthorized trails currently in use on the Property will be closed to minimize impacts to bighorn sheep and replaced with the trail proposed as part of the Project. Other than this trail, no additional trails would be proposed or allowed as part of the Project. To restrict human access to surrounding hills, including: (a) placement of "no trespass" signs at legally enforceable intervals along the trail and habitat/development interface, with legally enforceable language; (b) development of CC&Rs and educational materials that explain to residents and members the ecology of bighorn sheep and the rules concerning unauthorized hiking into sheep habitat. **BIO-6** Project proponent shall permanently protect 19.7 acres in Section 5 as bighorn sheep habitat. Prior to recording the first final map, Project proponent also has committed to acquire an additional approximately 100 acres of bighorn sheep habitat in Section 5 that also are strategically located to fragment larger blocks of land into smaller units with reduced development potential. All lands proposed for conservation in Section 5 will be approved by the Service and protected in perpetuity consistent with California Civil Code Section 815, et seq.	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	For more detail, please refer to the Section 5 Addendum to the Travertine Biological Assessment. **BIO-7** Project proponent shall establish a $500,000 endowment with the Center for Natural Lands Management (CNLM) to be managed by the U.S. Fish and Wildlife Service to assist with the long-term management of bighorn sheep. Of this total, $100,000 will be provided upon issuance of the first grading permit, with the balance of $400,000 paid in installments of $100,000 per year over the succeeding four years. **BIO-8** Project proponent shall provide an additional $100,000 to the CNLM endowment above to support the gathering of information on the effects of the regional trails system on bighorn sheep, including trails in and around the Project site. **BIO-9** The Jefferson Street extension through Section 32 will be constructed using active and passive design features to prevent public roadside parking and foot access into bighorn sheep habitat (e.g., boulders, k-rail, berm, narrow road shoulder, bar ditch, and restrictive signage), subject to review and approval by the U.S. Fish and Wildlife Service. **BIO-10** Within the project boundary, approximately 100 yards at the west end of the newly constructed Jefferson Street Loop in the southwest comer of Section 33, where it connects with the Avenue 62 alignment, will be left as undeveloped desert. The distance in some places will be less than 100 yards but other features such as “manufactured slopes” and “property fences” will be used, as shown in Figure 4 – BO Conservation Measure #7 of the Project Biological Opinion. This design feature, in combination with enhanced native landscaping, will discourage unauthorized vehicle access into bighorn sheep habitat in Section 5 adjacent to the Travertine project boundary.	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	BIO-11 No exotic plants known to be toxic to PBS, or invasive in desert environments, will be used in project landscaping. **BIO-12** The Project shall not provide direct public access from internal streets to hillside sheep habitat. **BIO-13** The Project Nature Trail will form the southern and western perimeters of the Project. **BIO-14** To deter bighorn sheep access to the project site, natural landscaping and property fences around residential areas would reduce noise, light, and visual impacts on surrounding hills. **BIO-15** The best management practices shall be used to preclude the establishment of potential disease vectors at open water features (i.e., water bodies will be designed with steep, unvegetated slopes and deep enough water to prevent establishment of emergent wetland vegetation). **BIO-16** CC&R's and Project Specific Plan conditions shall prohibit activities that emit noise above specified levels (not to exceed 60 dB(A) for sensitive receptors or 75 dB(A) for nonresidential receptors (per City Ordinance 9.100.210 Noise Control). For example, only quiet electric golf carts will be used for service and maintenance. **BIO-17** Outdoor lighting will be down-shielded and directed away from the hillsides in accordance with the City municipal code. **BIO-18** To increase public awareness regarding the sensitivity of PBS in the region, educational materials will be provided to homeowners and made available to users of the public facilities within the Travertine development. This material will be prepared in cooperation with the U.S. Fish and Wildlife Service and	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	CDFW. In addition, the Project proponent will provide within the project an area dedicated as an interpretive center concerning the bighorn sheep. **BIO-19** The two water reservoirs will be constructed of steel or concrete and buried underground to the extent possible, or screened by landscaped berms. Any tank appurtenances (e.g., valves) remaining above-ground will be painted with non-reflective paint colored to blend with the surrounding habitat and to prevent light from being reflected toward sheep habitat in the Santa Rosa Mountains. **BIO-20** Dogs and other pets are not allowed within the National Monument and appropriate signage at the designated trailhead parking areas and any other access points will be installed to prohibit dogs along the Nature Trail. CC&Rs and club rules will require pets to remain on a leash while outside enclosed areas, and will prohibit pets from entering the hills at any time. Compliance with the local "leash law" will also be enforced pursuant to City ordinance and the project's Specific Plan conditions. **BIO-21** The acreage of the Project Site that is located within the MSHCP Conservation Area shall be dedicated to Conservation in perpetuity. **BIO-22** Prior to the issuance of grading permits, the project proponent will provide a no-interest $2,000,000 loan to the CVCC or its designee upon mutually agreeable terms to acquire essential bighorn sheep habitat in the project area. This provision may be revised or substituted for in a manner of equal or greater benefit to the Plan upon mutual agreement of CVCC, the Wildlife Agencies, and the Project proponent. **BIO-23** A Qualified Biologist will prepare and present to each employee (including temporary, contractors, and subcontractors) a Worker Environmental Awareness Program (WEAP) prior to the worker's initiation of work on the	

Potential Impacts on the Environment	Mitigation Measure		Level of Significance after Mitigation
		Project site. Workers shall also be advised by the Qualified Biologist of the special-status wildlife species in the Project site, the steps to avoid impacts to the species and the potential penalties for taking such species. At a minimum, the WEAP will include the following information: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded to these species, penalties for violations of federal and State laws, reporting requirements, and Project features and mitigation measures designed to reduce the impacts to these species and promote continued successful occupation of habitats within the Project area. Included in this WEAP will be color photographs of the listed species, which will be shown to the employees. Following the WEAP, the photographs will be posted in the contractor and resident engineer office, where they will remain through the duration of the Project. The contractor, resident engineer, and the Qualified Biologist will be responsible for ensuring that employees are aware of the listed species and observe reporting and mitigation and avoidance requirements. A record of all trained personnel will be kept with the construction foreman onsite. If new construction personnel are added to the project, the construction foreman will ensure that new personnel receive WEAP training before they start working.	
	BIO-24	Prior to issuance of grading permit, a qualified biologist will be designated to monitor construction activities and advise construction personnel of the sensitive biological resources on site that may be impacted by, and conversely, that must be avoided during site development. A biological monitor will be on site to monitor avoidance activities and to monitor all clearing and grubbing activities, as well as grading, excavation, and/or other ground-disturbing activities in jurisdictional areas to ensure that impacts do not exceed the limits of grading and to minimize the likelihood of inadvertent impacts on special-	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	status species. The monitor will flush avian species and remove and relocate, if possible, non-avian species to a safe location outside of the immediate construction zone (generally 1,000 feet or more onto public lands, when feasible). Where appropriate, the biological monitor will mark/flag the limits of environmental sensitive areas (ESAs) to restrict project activities near the areas. These restricted areas will be monitored to protect the species during construction. The biological monitor will ensure that all biological mitigation measures, BMPs, avoidance and protection measures described in the relevant project permits, approvals, licenses, and environmental reports, and CEQA documents, are in place and are adhered to. Monitoring will cease when the sensitive habitats and jurisdictional areas have been cleared or impacted. The biological monitor will ensure that construction activities will maintain measures to prevent accidental trapping of wildlife into excavated areas and inspect excavated areas daily to detect the presence of trapped wildlife. All deep or steep-walled excavated areas should be covered with plywood or other weight bearing material and will be furnished with escape ramps at a 3:1 slope or are surrounded with exclusionary fencing in order to prevent wildlife from entering them. Trapped wildlife should be relocated out of harm's way to a suitable habitat outside of the project area. The biological monitor will have the authority to temporarily halt all construction activities and all non-emergency actions if ESAs and special-status species are identified and will be directly impacted. The monitor will notify the appropriate resource agency and consult if needed. If needed, and if possible, the biological monitor will relocate the individual outside of the work area where it will not be harmed. Work can continue at the location if the project	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	proponent and the consulted resource agency determine that the activity will not result in impacts on the species. All biological monitor observations of special-status species will be documented and mapped in monitoring logs. Monitoring logs will be completed for each day of monitoring. All special-status species recordings will be submitted to the CNDDB. The biological monitors will be responsible for documenting compliance with avoidance measures, the results of the surveys and the ongoing monitoring, and will provide a copy of the monitoring reports for impact areas to the County EPD and any permitting agencies that require reporting. The appropriate agencies will be notified if a dead or injured protected species is located within the project site. Written notification will be made within 15 days of the date and time of the finding or incident (if known) and will include: location of the carcass, a photograph, cause of death (if known), and other pertinent information. **BIO-25** Prior to issuance of grading permits and commencement of any ground-disturbing activities or vegetation removal the following measures would be implemented to avoid impacts on ESAs, surrounding habitats, and special status species and wildlife: a. Project footprint would be set at the minimum size to accomplish necessary work, and the footprint will be of a size/area no greater than is identified in the CEQA documentation, to minimize impacts on sensitive biological resources. b. Specifications for the project boundary, limits of grading, project related parking, storage areas, laydown sites, and equipment storage areas would be mapped and clearly marked in the field with temporary fencing, signs,	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	stakes, flags, rope, cord, or other appropriate markers. All markers would be maintained until the completion of activities in that area. c. To minimize the amount of disturbance, the construction/laydown activities, parking, staging, storage, spoil management, and equipment access will be restricted to designated areas. Designated areas will comprise existing disturbed areas (parking lots, access roads, graded areas, etc.) to the extent possible. d. Designated staging areas will be enclosed with temporary security fencing. All staging areas will comply with conditions in the Stormwater Pollution Prevention Plan SWPPP), which provides BMPs to avoid or mitigate erosion impacts during construction. e. Project-related work limits would be defined and work crews would be restricted to designated work areas. Disturbance beyond the actual construction zone will be prohibited without site-specific surveys. If sensitive biological resources are detected in an area to be impacted, then appropriate measures would be implemented to avoid impacts (i.e., flag and avoid, erect orange construction fencing, biological monitor present during work, etc.). However, if avoidance is not possible and the sensitive biological resources would be directly impacted by project activities, the biologist would mark and/or stake the site(s) and map the individuals on an aerial map and with a Global Positioning System (GPS) unit. The biologist would then contact the appropriate resource agencies to develop additional avoidance, minimization and/or mitigation measures prior to commencing project activities.	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	f. ESAs would be identified, mapped, clearly marked in the field, and avoided to the maximum extent practicable in order to avoid and minimize impacts on sensitive biological resources. g. Existing roads and trails would be utilized wherever possible to avoid unnecessary impacts. Project related vehicle traffic would be restricted to established roads, staging areas, and parking areas. Travel outside construction zones will be prohibited. h. Monitoring would occur periodically during the length of construction activities to ensure project limits, designated areas (parking, storage, etc.), and ESAs are still clearly marked. i. Signs will be installed on boundaries of the Project Site and other strategic locations to notify the public of the sensitive biological resources identified onsite and prohibit entry into key high value habitat areas. **BIO-26** Prior to construction, the construction area and adjacent habitat within 500 feet of the construction area, or to the edge of the property if less than 500 feet, will be surveyed by a Qualified Biologist for burrows that could be used by burrowing owl. Two (2) surveys will be conducted, with one survey to be conducted between 14 and 30 days prior to site disturbance, and a second survey to be conducted within 24 hours of site disturbance, following methods described in the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Game 2012). If a burrow is located, the Qualified Biologist will determine if an owl is present in the burrow. If the burrow is determined to be occupied, the burrow will be flagged and a 160-foot buffer during the non-breeding season and a 250-foot buffer during the breeding season, or a buffer to the edge of the property boundary if less than 500 feet, will be established around the burrow. The buffer will be staked and flagged.	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	No construction will be permitted within the buffer until the young are no longer dependent on the burrow. If the burrow is unoccupied, the burrow will be made inaccessible to burrowing owls, and construction activities may proceed. If either a nesting or escape burrow is occupied, burrowing owls shall be relocated pursuant to accepted protocols and in coordination with the Wildlife Agencies (CDFW and USFWS). A burrow is assumed occupied if records indicate that, based on surveys conducted following protocol, at least one burrowing owl has been observed occupying a burrow on site during the past three years. If there are no records for the site, surveys must be conducted to determine, prior to construction, if burrowing owls are present. Determination of the appropriate method of relocation, such as eviction/passive relocation or active relocation, shall be based on the specific site conditions (e.g., distance to nearest suitable habitat and presence of burrows within that habitat) in coordination with the Wildlife Agencies. Active relocation and eviction/passive relocation require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the Wildlife Agencies. **BIO-27** Prior to the start of construction activities during the nesting season (February 1st through August 31st) in modeled Le Conte's thrasher habitat in the SRSJM Conservation Area, surveys will be Conducted by a Qualified Biologist on the construction site and within 500 feet of the construction site, or to the property boundary if less than 500 feet. If nesting Le Conte's thrashers are found, a 500-foot buffer, or to the property boundary if less than 500 feet, will be established around the nest site. The buffer will be staked and flagged. No construction will be permitted within the buffer during the breeding season (January 15 through June 15) or until the young have fledged.	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	BIO-28 Vegetation clearing shall be conducted outside of the nesting season, which is generally identified as February 1 through August 31. Alternatively, and only if avoidance of the nesting season is not feasible, a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. **BIO-29** *Drainage and Toxics*: Project stormwater runoff will be conveyed eastward toward the Dike 4 impound and away from Project surrounding open space, and SRSJM Conservation Area. Stormwater retention basins are designed to provide requisite water quality treatment, including bio-remediation. Subsequent engineering will include preparation of a SWPPP that will ensure against increased runoff and protect water quality during and post-construction. **BIO-30** *Artificial Lighting:* Night lighting shall be directed away from adjacent open space and SRSJM Conservation Area to protect wildlife from direct night lighting. Light fixtures adjacent to open space will be shielded and utilize low intensity lighting. If night lighting is required during construction, shielding shall be incorporated to ensure ambient lighting adjacent conservation lands are not increased. **BIO-31** *Noise*: The Project will incorporate setbacks, as specified in the Specific Plan to minimize the effects of noise on wildlife. **BIO-32** *Unauthorized Access*: The Project will incorporate signage, fencing, gates, and similar measures and barriers to inform the hiking public and to avoid or minimize unauthorized access to adjacent open space lands.	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	BIO-33 ***California Desert Native Plants Act:*** The applicant will collect California Desert Native Plan Act protected plants, including California barrel cactus (*Ferocactus cylindraceus*), Gander's buckhorn cholla (*Cylindropuntia ganderi*), Englemann's hedgehog cactus (*Echinocereus engelmannii*), cottontop cactus (*Echinocactus polycephalus*), beavertail cactus (*Opuntia basilaris*), branched pencil cholla (*Cylindropuntia ramossissima*), ocotillo (*Fouquieria splendens*), catclaw (*Acacia greggii*), blue paloverde (*Parkinsonia florida*), and smoke tree (*Psorothamnus spinosus*) and prioritize reuse of plant materials onsite. A permit from the Agriculture Commissioner of the County of Riverside shall be obtained prior to collection and relocation of these species. **BIO-34** Prior to the issuance of grading or building permits for the project, and prior to initiating any work that may impact jurisdictional waters identified in the Travertine Project Biological Resources Assessment, the Project-specific *Delineation of State and Federal Jurisdictional Waters,* Michael Baker International*,* and the off-site utility field assessment prepared by Michael Baker International, dated March 2022, June 2021, and June 2022, respectively, the Project proponent shall provide notice to CDFW and obtain a Lake and Streambed Alteration Agreement as required pursuant to California Fish and Game Code sections 1602-1616. **BIO-35** Impacts to CDFW jurisdictional waters shall be mitigated pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) which will be prepared to identify specific on-site and/or off-site mitigation activities that will be implemented to compensate for unavoidable impacts to CDFW jurisdictional areas. The HMMP will identify the mitigation program coordinated with and approved by CDFW, set mitigation success criteria, and guide a five-year qualitative and quantitative mitigation monitoring program to track mitigation success. Annual	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	reports will be submitted to CDFW each year for five years, summarizing mitigation performance against the success criteria. Mitigation measures identified above would also be applied to the off-site utility fields when applicable. Mitigation Measures specific to the offsite utility field Biological Resources are identified subsequently. **BIO-36** A general biological field survey to document existing conditions and the suitability of habitats within the utility field parcels to support special-status wildlife species such as burrowing owl, which could potentially occur on-site. Regardless of focused survey findings, if suitable habitat for burrowing owl is present, two (2) separate preconstruction surveys are required prior to any ground disturbance, one no less than 14 days prior to disturbance, and the other within 24 hours prior to ground disturbance. Should take of burrowing owl be expected, a relocation plan and extensive coordination to move animals offsite can be expected. **BIO-37** A regulatory specialist should be consulted to determine if a jurisdictional delineation is necessary. If so, a jurisdictional delineation should be conducted to determine the presence or absence and potential regulatory status of any jurisdictional features should it be determined they may be impacted by installation of water wells and the electric power substation within a proposed impact area. Impacts to jurisdictional features may require regulatory permits from the USACE, RWQCB, and/or the CDFW as applicable.	
4.5 Cultural Resources		
Development of the Project could result in SI to cultural resources and human remains.	**Mitigation Measures** **CR-1** Prior to any ground-disturbing activities, the Project applicant shall retain a qualified archaeologist, defined as an archaeologist that meets the Secretary	Less than Significant

Potential Impacts on the Environment	Mitigation Measure		Level of Significance after Mitigation
		of Interior's Standards for professional archaeology, to carry out all mitigation measures related to cultural resources. Tribal monitoring of site disturbance will also be accommodated.	
	CR-2	The Project applicant shall assign a compliance officer for the Project to ensure mitigation measures are in place and followed for the duration of Project construction. The compliance officer should prepare a monthly compliance report for distribution to the City, BOR, BLM, and interested Native American groups. The compliance officer may be the same person as the Project archaeologist or may be another qualified individual designated by the Project applicant.	
	CR-3	Prior to the commencement of ground disturbance, a Tribal Cultural Resources Monitoring and Mitigation Plan (Monitoring Plan) shall be prepared. The Monitoring Plan shall include, but not be limited to: principles and procedures for the identification of cultural resources monitoring protocols consistent with **CR-1**, **CR-2** and **CR-7** for ground-disturbing activities, a worker training program consistent with **CR-6**, and discovery and processing protocols for inadvertent discoveries of cultural resources consistent with **CR-7** and **CR-8**. The plan shall detail protocols for determining circumstances in which additional or reduced levels of monitoring (e.g., spot checking) may be appropriate. Fencing with a buffer shall be placed around resources to be avoided. The Monitoring Plan shall also establish a protocol for communicating with the lead agencies and interested Native American parties.	
	CR-4	Prior to ground-disturbing activities in any areas outside the APE described in the Project EIR, **Exhibit 4.5-1**, including but not limited to locations proposed for the off-site utility field, a supplemental study including an updated records search at the EIC, updated Sacred Lands File search, and pedestrian survey,	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	shall be conducted. If resources are identified and cannot be avoided, they shall be assessed for their eligibility for the NRHP and CRHR. Avoidance and minimization measures identified as a result of the study shall be incorporated into the Monitoring Plan. **CR-5** In the event of unanticipated discovery of NRHP- and CRHR-eligible resources within the APE or the off-site utility field, where operationally feasible, such resources shall be protected from direct project impacts by project redesign (i.e., relocation of the ground disturbance, ancillary facilities, or temporary facilities or work areas). Avoidance mechanisms shall include temporary fencing and designation of such areas as environmentally sensitive areas (ESAs) for the duration of the proposed Project. ESAs shall include the boundary of each historic property plus a 30-meter (98-foot) buffer around the resource. **CR-6** Prior to the commencement of ground-disturbing activities, typically at the Project kick-off, the qualified archaeologist or their designee will provide cultural sensitivity training to construction crews. The training will provide information on signs of potential cultural resources, regulatory requirements for the protection of cultural resources and the proper procedures to follow should unanticipated cultural resources discoveries be made during construction. Workers will be provided contact information and protocols to follow if inadvertent discoveries are made. Workers will be shown examples of the types of tribal cultural resources that might be encountered and that would require notification of the project archaeologist. The Project archaeologist shall create a training video, PowerPoint presentation, or printed literature that can be shown to new workers and contractors for continuous training throughout the life of the Project.	

Potential Impacts on the Environment	Mitigation Measure		Level of Significance after Mitigation
	CR-7	Prior to ground disturbance, an archaeological monitor, working under the supervision of the qualified archaeologist, and Native American monitors from the Agua Caliente Band of Cahuilla Indians and the Torres Martinez Desert Cahuilla Indians, shall be retained to monitor ground-disturbing activities. Monitoring will take place within or near ESAs or in other areas agreed upon by the archaeologist, City, and Native American monitor, and as identified in the Monitoring Plan. Monitoring activities will include examining the excavation of native soils as well as the disposal of spoils in certain areas. The duration, timing and location of the monitoring shall be determined by the City in consultation with the qualified archaeologist and Native American monitors as outlined in the Monitoring Plan. Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer. Additionally, fencing with a buffer shall be required around resources to be avoided.	
	CR-8	In the event that cultural resources are exposed during excavation, work in the immediate vicinity of the find must stop until a qualified archaeologist can evaluate the significance of the find. Ground-disturbing activities may continue in other areas. For discoveries located outside of BLM land, if the City determines, in consideration of the subsequent analysis by the qualified archaeologist, that the resource is a protected resource under CEQA (Section 15064.5f; PRC 21082) additional work such as testing or data recovery may be warranted prior to resumption of ground-disturbing activity in the location of discovery. For discoveries located on BLM-land, if the BLM determines, in consideration of the subsequent analysis by the qualified archaeologist, that the resource is protected under Section 106 of the NHPA, additional work such	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	as testing or data recovery may be warranted prior to resumption of ground-disturbing activity in the location of discovery. Should any tribal cultural resources be encountered, additional consultation with California Native American Heritage Commission (NAHC)–listed tribal groups should be conducted in coordination with the City and/or with the BLM and BOR if the discovery occurs on federal lands. **CR-9** If human remains are encountered, pursuant to State of California Health and Safety Code Section 7050.5, no further disturbance shall occur until the Riverside County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Riverside County Coroner must be notified of the find immediately. Additional procedures for responding to the unanticipated discovery of human remains are outlined below. ***Modern Remains*** If the Coroner's Office determines the remains are of modern origin, the appropriate law enforcement officials will be called by the Coroner and conduct the required procedures. Work will not resume until law enforcement has released the area. ***Archaeological Remains*** If the remains are determined to be archaeological in origin, the appropriate protocol is determined by whether the discovery site is located on federally or non-federally owned or managed lands. ***Remains Discovered on Federally Owned or Managed Lands*** After the Coroner has determined that the remains are archaeological or historic in age, the appropriate BLM Palm Springs Field Office or BOR archaeologist must be called. The archaeologist will initiate the proper	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	procedures under the Archaeological Resources Protection Act and the Native American Graves Protection and Repatriation Act (NAGPRA). If the remains can be determined to be Native American, the steps as outlined in NAGPRA, 43 Code of Federal Regulations [CFR] 10.6 Inadvertent discoveries, must be followed. **Resumption of Activity**: The activity that resulted in the discovery of human remains on federal lands may resume after a written, binding agreement is executed between the BLM or BOR and federally recognized affiliated Indian Tribe(s) that adopts a recovery plan for the excavation or removal of the human remains, funerary objects, sacred objects, or objects of cultural patrimony following 43 CFR Section 10.3(b)(1) of these regulations. The disposition of all human remains and NAGPRA items shall be carried out following 43 CFR 10.6. ***Remains Discovered on Non-Federally Owned/Managed Lands*** After the Coroner has determined the remains on non-federally owned or managed lands are archaeological, the Coroner will make recommendations concerning the treatment and disposition of the remains to the person responsible for the excavation or discovery, or to his or her authorized representative. If the Coroner believes the remains to be those of a Native American, he/she shall contact the California NAHC by telephone within 24 hours. The NAHC will notify the person it believes to be the most likely descendant (MLD) of the remains. The MLD has 48 hours after accessing the site of the discovery to make recommendations to the landowner for treatment or disposition of the human remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from further disturbance. If the landowner does	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.	
	4.6 Energy Resources	
The proposed Project would result in LTS impacts to energy resources.	**Mitigation Measures** None required	Less than Significant
	4.7 Geology and Soils	
The onsite soils could result in SI related to: seismic shaking, ground failure (including liquefaction), and landslides; windborne and waterborne erosion; unstable geologic unit (i.e., liquefaction, landslides, rockfalls, collapse); and the potential of expansive soils onsite. Development could result in SI related to paleontological resources.	**Mitigation Measures** **GEO-1** The Project developer shall implement the seismic design criteria and parameters, in accordance with ASCE 7-16 and 2019 CBC, as set forth in the Project geotechnical evaluation. **GEO-2** The design of foundation and slabs (including bearing pressure recommendations) shall be in conformance with the recommendations of the Project structural engineer and as set forth in the Project geotechnical evaluation. **GEO-3** Grading and excavations shall be performed in accordance with the City of La Quinta Code and regulations and the General Earthwork and Grading Specifications set forth in the Geotechnical Evaluation. Clearing and grubbing of the site shall include removal of any pavement or concrete, turf, landscaping, miscellaneous trash and debris, and disposal of deleterious material offsite. The soil engineering properties of imported soil (if any) shall be evaluated and certified by the Project geologist for use at the development site. **GEO-4** Unsuitable earth materials shall be removed prior to placement of compacted fill. Unsuitable materials at the site include undocumented fills and weathered alluvial fan deposits as set forth in the Project geotechnical evaluation and as otherwise directed by the Project geologist.	Less than Significant

Potential Impacts on the Environment	Mitigation Measure		Level of Significance after Mitigation
		Excavation and grading to carry Project-serving roadways over the Dike No. 4 levee for the proposed Avenue 62 and Madison Street extensions, as well the Jefferson Street extension over the Dike No. 2 levee, should bench into competent existing fills on the sides with minimal removals on the top (1 to 2 feet). Grading on the levee fill shall be performed under the direction and concurrence of the US Bureau of Reclamation and CVWD.	
	GEO-5	Where project soils require, they shall be overexcavated during grading to be replaced with compacted fill, as set forth in the Project geotechnical evaluation. The proposed grading is anticipated to expose cut and fill transitions at finish grade. Shallow fill areas and cut portions of lots should be overexcavated and replaced with compacted fill to provide a minimum of 4 feet of uniform fill cap over each lot. Streets should be overexcavated 2 feet below subgrade to provide uniform fill below the pavement section. Alternatively, and as recommended by the Project geologist, streets may be overexcavated 2 feet below the deepest utility to reduce the amount of oversize materials encountered and facilitate utility excavation/installation.	
	GEO-6	Rockfall hazard analysis should be performed during the design phase if structures are planned within 100 feet of these hillsides (i.e., Coral Mountain and Martinez Rockslide) once plans are further developed to evaluate this hazard and provide site-specific mitigation recommendations (i.e., impact walls or berms/channels), as required.	
	GEO-7	Slopes shall be engineered for stability, including during seismic events, to reduce potential slope failure hazards, as set forth in the Project geotechnical evaluation.	
	GEO-8	Manufactured Slope Maintenance and Protection. To reduce the erosion and surficial slumping potential of the graded slopes, permanent manufactured	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	slopes shall be protected from erosion by concrete lining, riprap, groundcover planting or other appropriate method (i.e., jute matting, polymer coating, etc.) as approved by the Project geologist. These measures shall be applied as soon as practicable. Drainage shall be designed and maintained to collect surface waters and direct them away from manufactured slopes and as required by the Project geologist. **GEO-9** Structural setbacks, including those for retaining walls, shall be established as prescribed by the Project geotechnical engineer. **GEO-10** The project proponent shall comply with the most current Construction General Permit (CGP) (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ). 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 SWPPP may include, but is not limited to, the following BMPs: • *Temporary Soil Stabilization:* sandbag barriers, straw bale barriers, sediment traps, and fiber rolls; • *Temporary Sediment Control:* hydraulic mulch and geotextiles; • *Wind Erosion Control:* watering of the construction site, straw mulch; • *Tracking Control:* staging/storage area and street sweeping; • *Non-stormwater Management:* clear water diversion and dewatering; and • *Waste Management and Materials Pollution Control:* vehicle and equipment cleaning, concrete waste management, and contaminated soil management. **GEO-11** Expansion Potential. The expansion potential of the on-site soils is low to very low. In accordance with the Project geotechnical evaluation recommendations,	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	additional laboratory testing shall be performed following completion of grading operations to verify the expansion potential of the near-surface soils. **GEO-12** A qualified professional paleontologist shall prepare a Paleontological Resources Monitoring and Mitigation Plan and a Worker's Environmental Awareness Program to train the construction crew, both to be implemented during development.	
4.8 Greenhouse Gas Emissions		
The Project may result in significant and unavoidable GHG emissions.	**Mitigation Measure** **GHG-1:** Prior to the issuance of occupancy permits, the project applicant shall purchase a minimum of approximately 408,720 MTCO2e credits (approximately 13,624 MTCO2e per year for 30 years). The purchase of carbon credits must be made from a CARB-approved carbon registry with independent third-party verification. Examples of approved registries include the American Carbon Registry, Climate Action Reserve, and Verra. The applicant shall submit documentation of the offset purchase to the City demonstrating that it mitigates a minimum of approximately 13,624 MTCO2e per year (408,720 MTCO2e over a 30-year period), prior to any occupancy of the site. Alternatively, the project applicant may submit a GHG reduction plan to the City for approval that achieves an equal level of GHG reduction outlined herein. The GHG plan must include enforceable actions that reduce GHG emissions to at or below the total mitigated values presented herein. **GHG-2** All residences shall incorporate roof-top solar panels, in-home batteries and EV charger stations to facilitate use of EVs, golf carts and other low-speed electric vehicles (LSEVs).	Significant and Unavoidable

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	GHG-3 All planned single-family homes to be electric-ready and shall include electrical circuits for space heating, water heating, cooking/ovens, and clothes dryers, electrical panel, branch circuits, and transfer switch for battery storage. **GHG-4** Dedicated circuits and panels in residential and commercial buildings shall be provided to easily convert from natural gas to electric in the future. **GHG-5** All non-residential components of the development where vehicle parking is provides shall also provide EV chargers. **GHG-6** All household and other appliances shall be of the highest energy efficiency rating, such as Energy Star, practicable at the time of purchase. **GHG-7** To limit and reduce energy use associated with water consumption, all project landscaping shall be desert and other drought tolerant vegetation. The use of turf shall be kept to a minimum. **GHG-9** All HVAC systems shall be Very High Efficiency HVAC (SEER 16/80% AFUE or 9 HSPF) or greater efficiency. **GHG-10** All domestic hot water systems shall be Very High Efficiency Water Heater (0.92 Energy Factor) with Enhanced Solar Pre-heat System (min. 0.35 Net Solar Fraction). **GHG-11** All potable water fixtures shall have EPA WaterSense Certification or greater efficiency.	
4.9 Hazards and Hazardous Materials		
The proposed Project would result in SI related to the transport, use, or disposal of hazardous materials during construction and operation; and sites	**Mitigation Measures**	Less than significant

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
listed pursuant to Government Code Section 65962.5.	**HAZ-1** Prior to grading, Limited Phase II Subsurface Investigation shall be required. The Limited Phase II Subsurface Investigation shall be conducted by an Environmental Professional as defined in Section 312.10 of 40 CFR Part 312. • Per Section 312.10, an Environmental Professional is an environmental consultant that has an accredited education in earth or natural science, at least five years of formal training under another environmental professional, a professional state license, and maintains expert knowledge in the environmental geology, sustainability, and engineering fields. **HAZ-2** A site-specific Soils Management Plan (SMP) shall be developed by an Environmental Professional for the Project property if chemical levels exceeding regulatory thresholds are identified during the Limited Phase II Subsurface Investigation. The SMP shall be implemented during excavation and grading of the Project, and describe the protocol for managing (potentially contaminated) soils and disposing of (potentially hazardous) debris, as well as guidelines for handling known and/or undocumented subsurface features if discovered. **HAZ-3** All agricultural related debris, materials, and foundations shall be removed and hauled to an appropriate landfill prior to land disturbance in the previous vineyard area. If significant soil staining is found at previous storage locations, stained soil shall be excavated and disposed of in an approved landfill. **HAZ-4** In compliance with the Construction General Permit (CGP) (Order No. 2009-009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ), the Project shall develop and implement a project-specific Stormwater Pollution Prevention Plan (SWPPP) for construction of the project. The SWPPP shall include comprehensive handling, storage, and management procedures for building materials, especially those that are hazardous and toxic. The	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	designation of staging areas for activities (i.e., fueling and maintaining vehicles, mixing paints, plaster, mortar, etc.), and storage of hazardous materials (i.e., paints, solvents, pesticides, fuels, oils, etc.) shall be determined in the SWPPP. Best management practices (BMPs) are required in the SWPPP that demonstrate proper material delivery and storage; material use; and spill prevention and control. The SWPPP may include, but is not limited to, the following BMPs: • *Temporary Soil Stabilization:* sandbag barriers, straw bale barriers, sediment traps, and fiber rolls; • *Temporary Sediment Control:* hydraulic mulch and geotextiles; • *Wind Erosion Control:* watering of the construction site, straw mulch; • *Tracking Control:* staging/storage area and street sweeping; • *Non-stormwater Management:* clear water diversion and dewatering; and • *Waste Management and Materials Pollution Control:* vehicle and equipment cleaning, concrete waste management, and contaminated soil management. Lastly, and upon project completion of construction, all hazardous materials shall be removed from the project site and a Notice of Termination (NOT) shall be filed with the Regional Water Quality Control Board.	
	HAZ-5 Prior to the development of the golf facility storage and maintenance facilities, the applicant shall provide a Hazardous Materials Business Plan (HMBP) to the Riverside County Fire Department for review and approval, if necessary. The HMBP shall be kept up to date in a location on-site and be available for review by the Riverside County Fire Department, as needed.	
	HAZ-6 Should any component of the proposed Project require the storage or handling of hazardous materials in quantities greater than or equal to 55 gallons of a	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	liquid substance, 500 pounds of a solid substance, or 200 cubic feet of compressed gas, it shall be required to follow the procedures established in Chapter 6.95 of the HSC, which requires any business handling and/or storing a hazardous material shall obtain a permit from the DEH and electronically submit a business plan in the Statewide Informational Management System, under the administration of the County of Riverside DEH. **HAZ-7** If onsite wells are determined to be inoperable, they shall be properly capped and abandoned prior to grading activities in the existing wellsite areas. **HAZ-8** The Project shall consult an asbestos inspection consultant for a comprehensive asbestos survey prior to demolition of the project site.	
4.10 Hydrology and Water Quality		
The Project may result in SI to flood flows.	**Mitigation Measures** **HWQ-1** The Operations and Maintenance (O&M) plan shall include provisions to monitor and remove sediment along the west bank to maintain the required conveyance and freeboard conditions. Other aspects of the bank maintenance shall be identified based on the final design configuration of the systems. A Flood Control Facilities Operations and Maintenance Manual for the proposed improvements shall be prepared and submitted to CVWD for review and approval. The manual shall meet the requirements of Section 5.8.9 of the Development Design Manual.	Less than Significant
4.11 Land Use		
The Project will result in LTS impacts to land use and planning.	**Mitigation Measures** None required	Less than Significant
4.12 Noise		

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
Construction of the proposed Project would result in SI.	**Mitigation Measures** Construction activities that generate noise and vibration are considered to be temporary, intermittent and of short duration, and the projected construction noise will be below the City's established threshold for significance. Nevertheless, the following mitigation measures have been identified to further reduce construction noise to the maximum extent feasible: **NOI-1** Grading and building plans shall require project construction activities comply with the City of La Quinta Municipal Code requirements pertaining to construction noise. **NOI-2** During all project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receivers nearest the project site. **NOI-3** The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the project site during all project construction. **NOI-4** The construction contractor shall limit construction haul truck deliveries to the hours permitted by the City of La Quinta. The contractor shall also design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.	Less than Significant

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	NOI-5 Prior to water well drilling, the construction contractor shall provide a temporary 24-foot-high noise barrier capable of reducing noise during well construction activities to 80 dBA L_{eq} or less.	
	4.13 Population and Housing	
The Project would result in LTS impacts to population and housing.	**Mitigation Measures** None required.	Less than Significant
	4.14 Public Services	
Development of the Project would result in SI to fire services.	**Mitigation Measures** **PS-1:** Travertine Fire Master Plan (FMP) was developed to analyze emergency access to the Project and determine and implement strategies at the Project site to improve RCFD and CAL Fire operations and service delivery. The FMP and Addendum FMP were required to be prepared to address adequate fire protection for the area and mitigate potentially unacceptable response times in the interior of the Project. The FMP further states that conformance to the full circulation plan is required for any additional development beyond Phase 1 of the Project. The later phases of development would include the improvement of Jefferson Street, which would provide emergency access to the Project. Full buildout of the Project is evaluated in the Addendum FMP. The Project applicant shall implement the safety measures established in the Travertine Fire Master Plan which include the following: • approved emergency access points; • roadway design standards for fire protection vehicles; • minimum water quantity and pressure necessary for firefighting; All developer plans showing fire system connections shall provide information on the type of fire system that is being installed for the development (e.g., wet-	Less than Significant

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	pipe fire sprinkler systems, deluge fire sprinkler systems and dry pipe and precaution fire systems). A fire flow of 2,375 gallons per minute for 2-hour duration at 20 psi shall be required at the Project in accordance with Appendix B of the California Fire Code. For residential areas, approved standard fire hydrants, located at each intersection, with no portion of any lot frontage more than a maximum of 500 feet from the hydrant shall be provided. Minimum fire flow for all residential structures shall be 875 gallons per minute for a 1-hour duration at 20 psi operating pressure. Fire hydrant spacing shall be in accordance with Appendix C of the California Fire Code. Both requirements must be available prior to placing any combustible materials on the job site. The fire system plans shall be submitted to CVWD to review the complexity and type of proposed fire system. **PS-2:** The Addendum to the Fire Master Plan ensures adequate fire protection for the area through the following enhanced mitigation measures. • building construction standards; • emergency power facilities for the proposed booster stations; • an area of refuge; • optic-con sensors located to open gates ahead of fire engine arrival; • implementation of a community emergency response team (FEMA) programs; and • HOA/community training for CPR and AED and risk reduction programs.	
4.15 Recreation		
The Project would result in LTS impacts to recreational facilities.	**Mitigation Measures** None Required	Less than Significant
4.16 Transportation		

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
The Project could cause conflict with an applicable transportation plan or policy, or applicable congestion management plan; result in an increase hazard due to a geometric design feature or incompatible uses; or result in inadequate emergency access. The Project would result in SU impacts associated with residential VMT.	**Mitigation Measures** **TRA-1** Project mitigation may include a combination of a fair share of fee payments to the affected jurisdiction, construction of specific improvements and reimbursement to the Project proponent to account for proponent fair share of improvement, or a combination of these approaches. The Summary of 2040 Intersection Improvements (**Table 4.16-26**) are set forth below, are feasible and will mitigate Project impacts for all three access options discussed above to levels that are less than significant. **The following improvements are recommended by the TIA:** • ***Monroe Street at Avenue 52(#14)*** – Install traffic signal control; Provide separate northbound left turn lane, provide second northbound through lane. • ***Monroe Street at Avenue 60 (#10)*** – Construct traffic signal improvements for eventual reimbursement via the City of La Quinta. In addition to General Plan geometrics, provide the following lanes: ▪ SB Approach: Provide separate right turn lane ▪ EB Approach: Provide separate right turn lane with right turn overlap phase ▪ WB Approach: Provide 2nd through lane • ***Madison Street at Avenue 58 (#1)*** – Install traffic signal control; provide second eastbound through lane. In addition to General Plan geometrics, provide the following lanes: EB Approach: Convert inside through lane into 2nd left turn lane. • ***Madison Street at Avenue 54 (#3)*** – Install traffic signal control; Convert eastbound de facto right turn lane into free right turn lane.	Significant and Unavoidable

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	• ***Jefferson Street at Avenue 50 (#8)*** – Provide second westbound through lane. (This intersection is located in both the City of La Quinta and the City of Indio. The proposed improvement is in the City of Indio.) • ***Jefferson Street at Avenue 54 (#6)*** – Install traffic signal control, convert 2nd eastbound through lane into right turn lane, provide westbound right turn overlap phasing. • ***Monroe Street at Avenue 58 (#11)*** – Install traffic signal control, provide separate northbound left turn lane, provide separate northbound right turn lane, provide separate southbound left turn lane, provide separate eastbound left turn lane, provide separate westbound left turn lane; Provide separate northbound left turn lane. In addition to General Plan geometrics, provide the following lanes: ▪ NB Approach: Provide 2nd left turn lane, add right turn overlap phase to right turn lane ▪ SB Approach: Provide 2nd left turn lane ▪ EB Approach: Provide separate right turn lane • ***Monroe Street at Airport Blvd (#12)*** – Install traffic signal control • ***Monroe Street at Avenue 54 (#13)*** – Install traffic signal control, provide separate southbound left turn lane, provide separate westbound left turn lane; provide second northbound through lane, provide second southbound through lane. • ***Jefferson Street at Avenue 52 (#7)*** – reconstruct the current roundabout design to incorporate 2 circulating lanes around the center island to accommodate an additional through lane in the northbound and southbound directions. • ***Jackson Street at Avenue 58 (#18)*** – Install traffic signal control (This intersection is located in the County of Riverside).	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	• ***Jackson Street at Airport Boulevard (#19)*** – Install traffic signal control. (This intersection is located in the County of Riverside). • ***Monroe Street at Avenue 62 (#9)*** – Install traffic signal control, provide northbound shared left-through-right lane, provide separate eastbound left turn lane, provide separate westbound right turn lane. (This intersection is located in the City of La Quinta at the northwest corner, and in the County of Riverside at the northeast, southwest and southeast corners). In addition to General Plan geometrics, provide the following lanes: ▪ SB Approach: Provide 2nd left turn lane, add right turn overlap phase to existing right turn lane ▪ EB Approach: Convert through-right lane into left-through-right lane ▪ WB Approach: Provide separate left turn lane • ***Jackson Street at Avenue 62 (#16)*** – Install traffic signal control. (This intersection is located in the County of Riverside.) • ***Jackson Street at Avenue 60 (#17)*** – Provide traffic signal. (This intersection is located in the County of Riverside.) **TRA-2: Traffic Control Plan** Prior to obtaining a grading permit, the applicant shall prepare and submit the City of La Quinta for review and approval detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans as necessary for any off-site work that would encroach on public right-of-way. The construction traffic management plans shall include the following elements, as appropriate:	

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
	• Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag person); • Construction-related vehicles shall not park on surrounding public streets; • Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers; • Schedule construction-related deliveries to reduce travel during peak travel periods; • Obtain the required permits for truck haul routes from the County of Riverside, the City of Rancho Mirage, the City of Palm Desert, and Cathedral City prior to the issuance of any permit for the project; and • Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities. • Outline adequate measures to ensure emergency vehicle access during all aspects of the project's construction, including, but not limited to, the use of flagmen during partial closures to streets surrounding the project site to facilitate the traffic flow until construction is complete. • Include the implementation of security measures during construction in areas that are accessible to the general public to help reduce any increased demand on law enforcement services, including fencing construction areas, providing security lighting, and providing security personnel to patrol construction sites**.**	
4.17 Tribal Cultural Resources		
The Project could result in SI to sites listed in the CRHR or Local Register, Tribal Cultural Resources defined by a Lead Agency.	**Mitigation Measures** See **CR-1** through **CR-9**	Less than Significant

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
4.18 Utilities and Service Systems		
The Project could result in SI to stormwater drainage.	**Mitigation Measures** See **HWQ-1**	Less than Significant
4.19 Wildfire		
The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, resulting in LTS.	**Mitigation Measures** None Required.	Less than Significant

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Chapter 2 Introduction

2.1 Purpose

This Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA). The City of La Quinta, as the Lead Agency under CEQA, is responsible for preparing the Draft EIR for the proposed Travertine Project. The Project will require certain discretionary approvals by the City and other governmental agencies and is subject to environmental review requirements under CEQA. This introduction is included to provide an overview of the purpose, content and format of the EIR and its relation to the City of La Quinta's planning and environmental review process for the proposed Project.

This EIR is intended to inform decision-makers and the general public of the Project's potentially significant environmental impacts and identify feasible mitigation measures to reduce such impacts to below a level of significance. The La Quinta City Council will consider the information presented in the EIR in acting on the entitlements requested for the Project. If the City Council approves the Project, the Council would first be required to certify the EIR as compliant with CEQA, adopt a Mitigation Monitoring and Reporting Program, and make the required CEQA findings in support of its action.

The Project property occupies approximately 855 acres and proposes the development of a mixed-use Project consisting of resort uses, residential dwellings, and open space areas. Specifically, the Project proposes 1,200 low- and medium-density dwelling units, a resort facility with up to 100 resort villas, a wellness spa, resort-related amenities, recreational uses to include a golf facility with a clubhouse and a skills course, numerous neighborhood parks, a public trail system, recreational open space and natural open space for conservation.

In addition to the subject Travertine Specific Plan Amendment, other regulatory applications are also being processed by the City to allow the development of the Project. The applicant is requesting approval of a General Plan Amendment (GPA 2017-0002); a Zone Change (ZC 2017-0002); a Specific Plan Amendment (SPA 2017-0004); a Tentative Tract Map (TTM 2017-0008); and a Development Agreement (DA2021-0001). A brief description of the proposed entitlements is provided as followed:

- General Plan Amendment: The General Plan Amendment (GPA) would (1) revise the Circulation Element Roadway Classification Map to extend Jefferson Street and Avenue 62 into the Project property, and to eliminate Madison Street from the Circulation Element Roadway Classification Map in the local area, and (2) amend the Land Use Map to reflect the new land use designations proposed in the Specific Plan Amendment.

- Zone Change: The Zone Change (ZC) would revise the City's Zoning Map to be consistent with the land uses proposed in the Specific Plan.
- Specific Plan Amendment: The Specific Plan Amendment (SPA) will amend the previously approved 1995 Travertine and Green Specific Plan to the new proposed Project.
- Tentative Tract Map: The Large Lot Tentative Tract Map would affect the large lot subdivision of the proposed development, including proposed equestrian/multi-use trails or the location of proposed gates, and how development components correspond with existing conditions and surrounding uses.
- Development Agreement: The Development Agreement (DA) would establish special terms beneficial and mutually agreeable to both the City and the property owner to facilitate Project development and to vest the Project approvals.

In addition to these entitlements from the City of La Quinta, the Applicant is also requesting additional right-of-way along Jefferson Street and Avenue 62 from the federal Bureau of Land Management (BLM) and Bureau of Reclamation (BOR), respectively, in order to widen and/or extend these roads into the Project property; as well as providing emergency vehicle access (EVA) extending Madison Street to the Project property. The EVA will require approval from the BOR and CVWD. The impacts associated with these off-site improvements, including the widening and extension of these roadways, are analyzed in this EIR. A Development Agreement between CVWD and the landowner will provide for the number of well sites needed to serve the site based on the needs the Project and local service area. It is anticipated that up to five wells will be required as part of the Development Agreement with CVWD. The Project proponent will acquire well sites within an identified Project "off-site utility field" located east of the Project property. Because the precise location of the wells is not yet known, the DEIR analyzes this off-site infrastructure at a programmatic level, using assumptions that apply to typical well sites located within CVWD's jurisdiction. The Project will also require action by the Imperial Irrigation District (IID) to site and construct a new substation to supply electricity to this and surrounding portions of the IID service area. The new substation will also be located within the off-site utility field, but its precise location is not yet known. For these reasons, impacts associated with the substation are also addressed at a programmatic level. Further project-level environmental review will be conducted as needed for the wells and the new substation by CVWD and IID, respectively, in their roles as CEQA responsible agencies.

2.2 Review of the Draft EIR

Upon completion of the Draft EIR, the City of La Quinta filed a Notice of Completion (NOC) with the Governor's Office of Planning and Research, State Clearinghouse and the Riverside County Clerk to begin the public review period required under CEQA (Public Resources Code, Section 21161). Concurrent with the NOC, this Draft EIR is being distributed to the Riverside County Clerk, as well as responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties,

as well as all parties requesting a copy of the Draft EIR in accordance with Public Resources Code Section 21092(b)(3). During the public review period, the Draft EIR, including the technical appendices, is available for review at the City of La Quinta Design and Development, the La Quinta Library and the La Quinta Museum. It can also be accessed and downloaded from the City's website at:

https://www.laquintaca.gov/travertine

The addresses for each location are provided below:

City of La Quinta

Planning Division
78495 Calle Tampico
La Quinta, CA 92253
Phone: 760-777-7000
Hours: Monday – Thursday 7:30 am – 5:00 pm and Friday 8:00 am – 5:00 pm.

http://www.laquintaca.gov

La Quinta Library

78275 Calle Tampico
La Quinta, CA 92253
Phone: 760-564-4767
Hours: Monday – Thursday 10 a.m. – 7 p.m., Friday and Saturday 10 a.m. – 6 p.m., and Sunday 12 p.m. – 4 p.m.

Agencies, organizations, and other interested parties who wish to comment on the Draft EIR during the 45-day public review period shall provide written comments to:

Cheri Flores, Planning Manager
Design and Development Department
78495 Calle Tampico
La Quinta CA 92253
Phone: 760-777-7067
Email: clflores@laquintaca.gov

Upon completion of the public review period, written responses to all public comments received will be prepared and included in the Final EIR. Responses to comments will be made available for review at least 10 days prior to the public hearing(s) before the City Council, at which the certification of the EIR will be considered.

2.3 Scope of the EIR

2.3.1 Notice of Preparation

The City of La Quinta issued a Notice of Preparation (NOP) to prepare an EIR for a 30-day comment period for the Travertine Project in 2018. An updated NOP was prepared in 2020 to address Project changes. The 30-day comment period for the 2020 NOP occurred between March 9, 2020 and April 8, 2020. The NOP included an evaluation of the environmental topics that will and will not be analyzed within the Draft EIR. The evaluation was prepared using Appendix G, Environmental Checklist Form, in the California Environmental Quality Act (CEQA) Guidelines. Appendix G assesses the potential impacts associated with the proposed Project. The Travertine NOP is included in **Appendix A** of this Draft EIR. Using the CEQA Guideline Environmental Checklist Form, it was determined in the NOP that the Project would result in no impacts to mineral resources, and therefore, mineral resources is not analyzed further in the Draft EIR. Please consult **Appendix A** of this Draft EIR for the analysis provided in the Notice of Preparation, and **Chapter 6.0**, ***Effects Found to have No Impact***, of this EIR for further detail of mineral resources and the reason it is not further analyzed in this document.

The NOP was sent to the State Clearinghouse and to all responsible and trustee agencies, utilities, and other interested parties. Issues raised by the agencies and the public in response to the NOP were considered in the preparation of the Draft EIR. The NOP and comments received are contained in **Appendix A** of this EIR.

The City received twelve comment letters in addition to the letter received from the Governor's Office of Planning and Research stating that the 30-day review period ended and providing any comments from State agencies. Most agencies provided letters notifying receipt of the NOP. State agencies and public individuals that provided comments during the review period are listed alphabetically below.

- California Department of Fish and Wildlife
- Desert Sands Unified School District
- Harlin Cheatwood
- Imperial Irrigation District
- John Perry
- Mitchell Tsai on behalf of Southwest Regional Council of Carpenters
- Riverside County Airport Land Use Commission
- Riverside County Flood Control and Water Conservation District
- Sharon Peters
- South Coast Air Quality Management District
- Southern California Association of Governments
- SunLine Transit Agency

The comment letters received by Public Agencies and Area Residents are contained in **Appendix A** of this Draft EIR.

2.3.2 CEQA Standards for Adequacy

This Draft EIR provides an evaluation of the potential environmental effects associated with the development of the approximately 855-acre Travertine Project property and associated actions described herein.

This EIR was prepared in accordance with Section 15151 of the *State CEQA Guidelines*, which defines the standards for EIR adequacy as follows:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

The City of La Quinta directed the preparation of this document in fulfillment of its environmental review requirements pursuant to provisions of the *California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-2117*,) *CEQA Guidelines* and the Lead Agency's local CEQA implementation requirements, all as amended.

The EIR includes mitigation measures that are identified to avoid, eliminate or reduce to acceptable levels the environmental impacts associated with the development of the approximately 855-acre Project property and associated off-site facilities and improvement.

This EIR has been prepared as a project level document that serves as the evaluation of the proposed Project, including the Travertine Specific Plan Amendment and subdivision maps that if approved, would allow the development of up to 1,200 residential dwelling units of varying residential product types, a resort facility with up to 100 villas, recreational uses to include a golf facility featuring a clubhouse and skills golf course, neighborhood parks, water supply and on-site and off-site drainage and utilities infrastructure, a public trail system and recreational open space, and approximately 358 acres of natural open space for conservation. The EIR also includes a programmatic analysis of the off-site utilities that may be necessary to serve later phases of development under the Specific Plan, and in particular, up to five off-site CVWD wells and an IID substation.

2.4 Organization of the EIR

This EIR has been prepared to evaluate the Travertine Project which, when implemented, will guide future development of a residential/resort community on approximately 855 acres in the southeastern portion of the City of La Quinta. A comprehensive project description including exhibits and maps is presented in **Chapter 3.0, *Project Description***.

The EIR is organized into the following main chapters and sections:

Chapter 1.0: Executive Summary. This chapter includes a summary of the proposed Project and a discussion of the alternatives to the Project. A brief description of the areas of controversy and issues to be resolved, and overview of potential impacts, and mitigation measures are also included in this section.

Chapter 2.0: Introduction. This chapter provides an introduction and overview describing the purpose of the EIR, a brief history of the Project and the scope of the EIR. This chapter identifies the documents incorporated by reference in the EIR and where these documents can be reviewed. Finally, this chapter includes a summary of the comments received on the Notice of Preparation.

Chapter 3.0: Project Description. This chapter includes a detailed description of the proposed Project, including its location, existing site conditions, Project history, and Project characteristics. A discussion of the Project objectives intended use of the EIR, responsible agencies and their roles in the environmental process, and approvals that are needed for the proposed Project are also included in this chapter.

Chapter 4.0: Environmental Impact Analysis. This chapter contains a comprehensive evaluation of the environmental impacts of the proposed Project, organized by resource area. Each resource area section includes a description of the environmental setting (the existing physical environment and the regulatory environment) for the resource area, the methodology for evaluating impacts, the thresholds of significance that are applied in the EIR to evaluate Project impacts to the resource area in question mitigation measures (in addition to environmental requirements already imposed on the Project by regulatory agencies) proposed in the EIR to reduce any potentially significant impacts that are identified in the EIR, and a finding of the level of significance after mitigation for each potentially significant impact identified in the EIR. The impact evaluation considers direct impacts, indirect impacts, and cumulative impacts. The following resource areas are addressed within Chapter 4.0.

Section 4.1 – Aesthetics: Addresses visual impacts that may occur with implementation of the proposed Specific Plan Amendment.

Section 4.2 – Agriculture and Forestry: Addresses impacts that the proposed Project may have on lands designated as Prime (or otherwise important) Farmland or Forestlands and Timberlands; and includes an evaluation of the significance of the existing abandoned vineyard located on the Project property.

Section 4.3 – Air Quality: Addresses the local and regional air quality impacts associated with Project implementation as well as consistency with the SCAQMD Air Quality Management Plan (AQMP). This section also addresses the potential for odors to affect existing and future sensitive receptors in the vicinity.

Section 4.4 – Biological Resources: Addresses the Project's potential direct and indirect impacts on habitat and wildlife in the area, summarizes all the biological resources and jurisdictional delineation studies prepared for the Project, as well as a summary of the Biological Opinion issued as a result of the Section 7 consultation completed between the Applicant, the BLM and the US Fish and Wildlife Service which predates the Coachella Valley Multiple-Species Habitat Conservation Plan (CVMSHCP); and evaluates potential impacts associated with the adjacency of the proposed Project to the Santa Rosa and San Jacinto Mountains Conservation Area.

Section 4.5 – Cultural Resources: Addresses the impacts of Project development on historic and archaeological resources. Tribal Cultural Resources are addressed separately in Section 4.17 below.

Section 4.6 – Energy Resources: Addresses the impacts of Project development on energy resources during Project construction and operation, as well as whether the Project will conflict with a State or local plan for renewable energy or energy efficiency.

Section 4.7 – Geology and Soils: Addresses the potential impacts the Project may have on or be affected by soils and assesses the effects of the Project in relation to geologic and seismic conditions, including the site's proximity to the Martinez Rockslide area and the potential for strong ground shaking. This section also addresses paleontological resources.

Section 4.8 – Greenhouse Gas Emissions: Addresses the Project's estimated contribution to global climate change through the emission of greenhouse gases during construction and long-term operation of the proposed Project, and determines the Project's consistency with applicable GHG reduction policies and programs.

Section 4.9 – Hazards and Hazardous Materials: Addresses the likelihood of the presence of hazardous materials or conditions on the Project property and in the Project area or the transport of hazardous materials that may have the potential to impact human health. This section also includes an analysis of the potential for the site to be impacted by wildland fires due to proximity to permanent open space associated with the Santa Rosa and San Jacinto Mountains Conservancy area and other surrounding lands.

Section 4.10 – Hydrology and Water Quality: Addresses the impacts of the Project on regional and local hydrological conditions, including drainage areas, and changes in flow rates; as well as potential impacts that may currently exist that must be addressed during Project design to prevent flooding. It also addresses issues of water quality and impacts to jurisdictional waters. This section also summarizes the requirements under the County's Municipal Separate Storm Sewer System (MS4) Permit, in which the City is a co-permittee, for storm water control, retention and release.

Section 4.11 – Land Use and Planning: Addresses the related land use impacts associated with the implementation of the Project, including the Project's compatibility with surrounding existing and planned land uses, and the need for a General Plan Amendment and Zone Change. This section also provides an analysis of the La Quinta General Plan's goals and evaluates the Project's consistency with these goals. Finally, this section provides an analysis of the Project's relationship and consistency to the CVMSHCP and the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Section 4.12 – Noise: Addresses the noise impacts that may occur during construction and operation of future land uses proposed as part of the Project.

Section 4.13 – Population and Housing: Addresses the potential of the Project to induce direct and indirect growth related to population, housing, and employment growth.

Section 4.14 – Public Services: Addresses the impacts upon public service providers including fire, police, schools, and other public services.

Section 4.15 – Recreation: Addresses the potential impacts on existing parks and recreation facilities and programs due to the population increase, and evaluates the proposed Project's recreational features, including trails that would be accessible to the public.

Section 4.16 – Transportation: Addresses impacts on the local and regional roadway system including the extension of Jefferson Street and Avenue 62, emergency access, public transportation, bicycle, and pedestrian facilities, as well as an analysis of Project impacts to vehicle miles traveled (VMT).

Section 4.17 – Tribal Cultural Resources: Addresses the potential adverse impacts to tribal cultural resources; including a summary of the City's Native American consultation with affected tribes.

Section 4.18 – Utilities and Service Systems: Addresses the Project's impacts on water supply, wastewater treatment, storm drains, solid waste, electricity, natural gas, and telecommunications.

Section 4.19 – Wildfire: Addresses the Project's impacts on emergency response and evacuation plans in areas located in or near state responsibility areas or lands classified as very high fire hazard severity zones.

Chapter 5.0: Other CEQA Required Sections. This chapter provides a summary of significant environmental impacts, including unavoidable and growth-inducing impacts, and any irreversible and irretrievable commitment of resources. This chapter also provides a summary of environmental issues where findings can be made that the Project would not cause an impact on the environment or that the impact would be negligible.

Chapter 6.0: Effects Found to Have No Impact. This discussion identifies those resources area that will not be impacted by the Project. No impacts related to mineral resources, per the CEQA Guidelines, are summarized in this chapter.

Chapter 7.0: Alternatives to the Proposed Project. This chapter compares the impacts of the proposed Project with four Project alternatives: the No Project/No Build Alternative, the No Project/Originally Approved Specific Plan Alternative, the Phase A Only Alternative, and the No Project/Spa and Resort/Golf Alternative.

Chapter 8.0: References. This chapter contains a full list of references that were used in the preparation of the EIR.

Chapter 9.0: Acronyms Referenced. This chapter contains a full list of acronyms used throughout the EIR.

Appendices. Includes all notices and other procedural documents pertinent to the preparation of the EIR, as well as all technical material prepared to support the environmental analysis.

2.5 Reference Documents

2.5.1 Documents Incorporated by Reference

As permitted by CEQA Guidelines Section 15150, this EIR incorporates by reference several public documents and in order to provide general background information. Information from the documents, has been incorporated by reference, and the relationship between the incorporated information and the analysis in the EIR has been briefly summarized where each document is referenced in the EIR. For the documents that are not available via a website link, the City of La Quinta will make the documents available for inspection by the public at City Hall, in accordance with PRC Section 21061 and CEQA Guidelines Section 15150.

Documents include:

- La Quinta General Plan (http://www.laquintaca.gov/business/design-and-development/planning-division/2035-la-quinta-general-plan)
- La Quinta General Plan Environmental Impact Report (https://laqlaserweb.laquintaca.gov/WebLink/DocView.aspx?id=104282&dbid=1&repo=CityofLaQuinta)
- Draft Travertine Specific Plan Amendment (SPA 2017-0004) (Appendix A)
- Travertine and Green Specific Plan EIR, adopted 1995 (La Quinta City Hall)
- Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP Website: https://cvmshcp.org/)

2.5.2 Documents Prepared for the Project

The technical studies prepared for the proposed Project and other informational documents are listed below, with their corresponding appendices in parentheses. These documents are included in their entirety at the back of this EIR and on the City's website.

Appendix A	Notice of Preparation, Comments Received and SPA
Appendix B.1	Land Evaluation and Site Assessment (LESA)
Appendix B.2	Land Evaluation and Site Assessment (LESA) Updated
Appendix C.1	Air Quality Impact Analysis
Appendix C.2	Air Quality and Greenhouse Gas Assessment Memorandum
Appendix D.1	Biological Resources Assessment
Appendix D.2	Utility Field Biological Memo
Appendix D.3	Jurisdictional Delineation
Appendix D.4	Addendum to the Jurisdictional Delineation
Appendix D.5	Joint Project Review
Appendix E.1	Cultural Report
Appendix E.2	2017 & 2006 Cultural Reports
Appendix F	Supplemental Energy Memo
Appendix G.1	Geotechnical Evaluation
Appendix G.2	Paleontological Report
Appendix H	Greenhouse Gas Analysis
Appendix I.1	Radius Map Report (EDR)
Appendix I.2	Phase I Environmental Site Assessment
Appendix J.1	Hydrology Report
Appendix J.2	Water Quality Management Plan
Appendix J.3	Drainage Master Plan
Appendix K	Land Use Consistency Analysis Tables
Appendix L.1	Noise Study
Appendix L.2	Off-Site Utility Field Noise Study
Appendix M.1	Traffic Impact Analysis
Appendix M.2	Vehicle Miles Traveled (VMT) Evaluation
Appendix N.1	Approved Water Supply Assessment
Appendix N.2	Water Supply Assessment Verification Letter

Chapter 3 Project Description

3.1 Introduction

This section of the Draft Environmental Impact Report ("Draft EIR") describes the location, objectives, and characteristics of the proposed Travertine Specific Plan Amendment ("Specific Plan Amendment") project ("Project") and the intended uses of this Draft EIR, as required by the California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, Title 14, Section 15000 et. seq. Included in this Chapter is a description of the proposed Project's technical, economic, and environmental characteristics. It should be noted that within this Draft EIR, the "Project property" is defined as the 855-acre property, while the "Project site" indicates the property, adjacent roadway, infrastructure, and drainage improvements occurring on surrounding lands. A glossary of acronyms used in this Draft EIR is provided in **Chapter 8.0**.

3.2 Project Location

The proposed Travertine Specific Plan Amendment Project property encompasses an area of approximately 855 acres in the southeastern portion of the City of La Quinta. The City of La Quinta is located in the Coachella Valley in Riverside County. **Exhibit 3-1, *Regional Location***, illustrates the City and the Project location within the larger Coachella Valley region. As shown in **Exhibit 3-2, *Vicinity Map,*** the local area is developed with a number of golf course communities located to the north and east, and nearby geographic features including Coral Mountain to the north, the Santa Rosa Mountains to west, and the Martinez Rockslide to the south. The foothills and peaks of the Santa Rosa Mountains are part of the Santa Rosa and San Jacinto Mountains National Monument and will remain as open space in perpetuity. **Exhibit 3-3, *Site Location Map***, displays an aerial view of the Project site, outlining section lines, Project property boundary, adjacent roadways, and neighboring communities. Further discussion of the land uses adjacent, and in proximity to the Project, is included in the following Section 3.2.1, *Surrounding Land Uses*.

The Travertine property comprises gently sloping terrain due to the Project property's adjacency to surrounding mountain ranges. These gentle slopes originate from the Santa Rosa Mountains which border the Coachella Valley and the Project property on the west side. The steeper areas, those with slopes greater than 20 percent, are generally located in the southern portions of the property. This is illustrated in **Exhibit 3-4, *Topography and Slope***. The Project is located in Section 33, Township 6 South, Range 7 East, and Sections 3 through 5 in Township 7 South, Range 7 East, San Bernardino Base Line and Meridian, Martinez Mountain and Valerie 7.5-minute quadrangles; and at Latitude 33° 35' 53" N Longitude 116° 15' 33" W (approximate geographic center of the property).

The 855-acre Project property consists of the following Assessor Parcel Numbers: 766-110-003, -004, -007, and -009; 766-120-001, -002, -003, -006, -015, -016, -018, -021, and -023 753-040-014, 016, and -017, 753-050-007, and -029; 753-060-003, 764-280-057 and -059, and 764-028-061.

General Location of the Off-Site Utilities

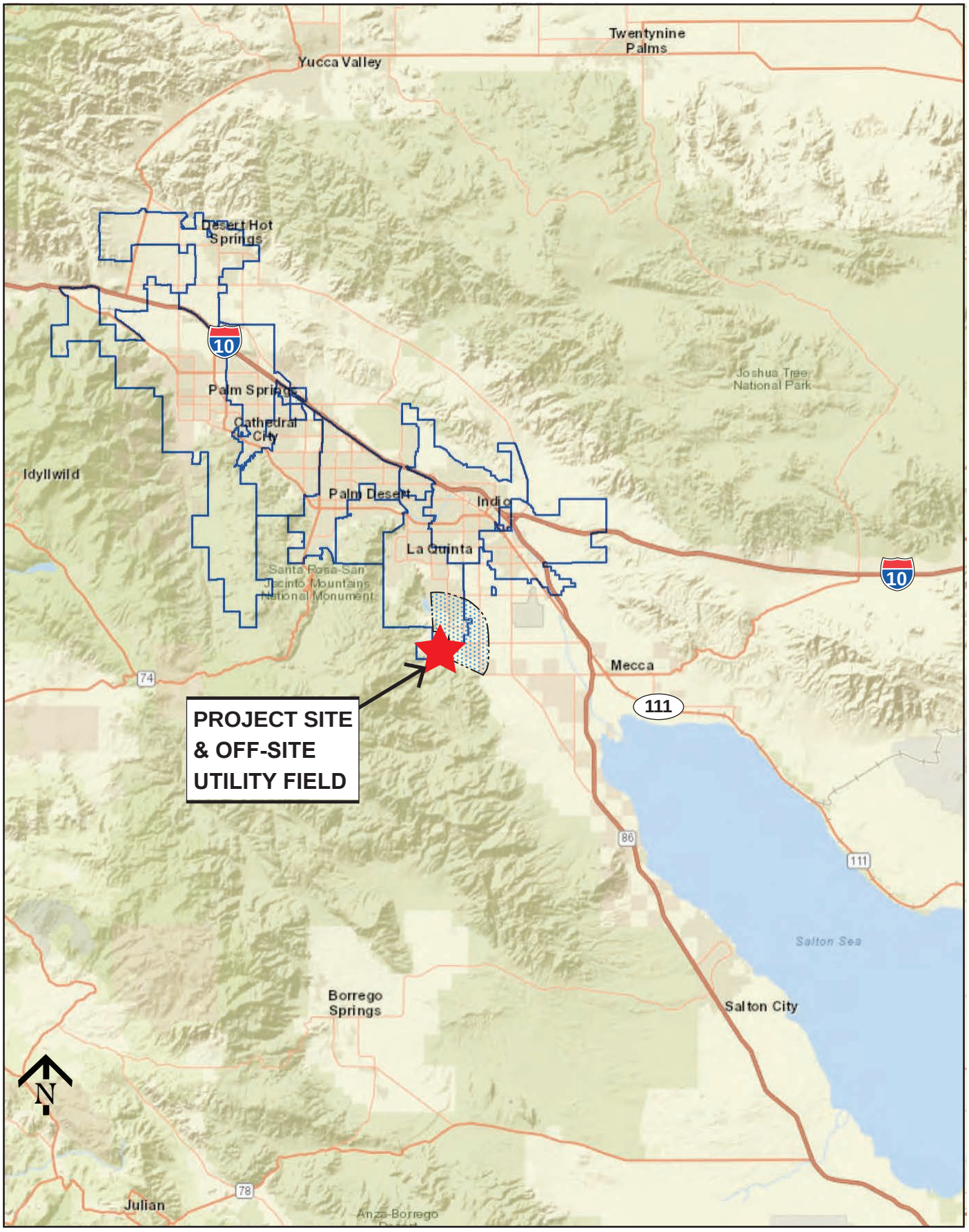
As shown on **Exhibits 3-2** and **3-3**, this Draft EIR also includes a programmatic evaluation of up to five Coachella Valley Water District (CVWD) water wells and a 2.5-acre Imperial Irrigation District (IID) substation that would be needed to support both the Project and anticipated growth in the City.

Per the CVWD Design Manual, well sites shall be a minimum of 150 feet by 150 feet in dimension (0.50 acres), and 0.75 acres if there is an onsite detention basin system. Well sites typically include well heads and pumps, control equipment housing, block walls, gated entry, paved driveway, and well structures, approved by CVWD.

A typical IID substation will range from 315 feet by 315 feet and will include lighting arresters, conductors, insulators, instrument transformers, electrical power transformers, relays, circuit breakers, bus bars, etc. In compliance with IID's site requirements (IID RGSTD-0001), the substation will also include access roads and fencing/block wall. Supporting infrastructure associated with the substation includes 16-kiloVolt (kV) distribution lines from the substation to the respective customer locations. All distribution circuits will be underground within existing rights-of-way. Transmission lines from the substation to any new substation will be aboveground. Once the new substation is established, all distribution facilities will be via underground conduit systems.

These off-site facilities will have independent utility and are also analyzed at a programmatic level in this DEIR because their specific locations are not yet known. As shown in **Exhibit 3-3,** this utility infrastructure is proposed to be located east and northeast of the Project property, generally located between Avenue 58 on the north, Avenue 62 on the south, Calhoun Street on the east, and Almonte Drive and Monroe Street on the west. Currently, the off-site locations are primarily characterized by vacant, undeveloped land and agricultural land. The off-site planning area has been identified in consultation with CVWD, IID and the City.

Off-site roadway and intersection improvement, described in **Section 4.16**, ***Transportation***, are also a part of the Project.



Source: TRG Land, Inc.

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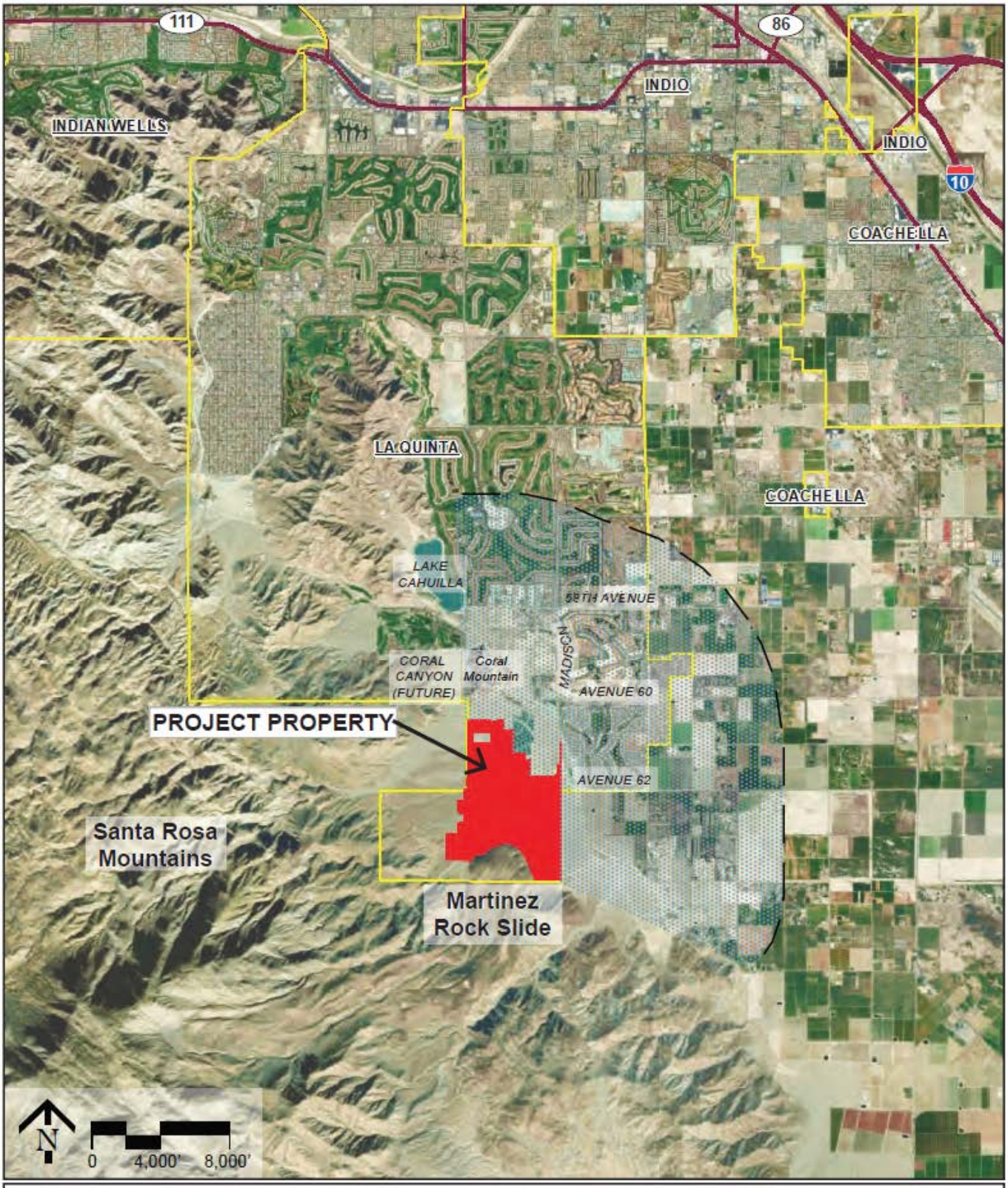
REGIONAL LOCATION
TRAVERTINE
EXHIBIT 3-1



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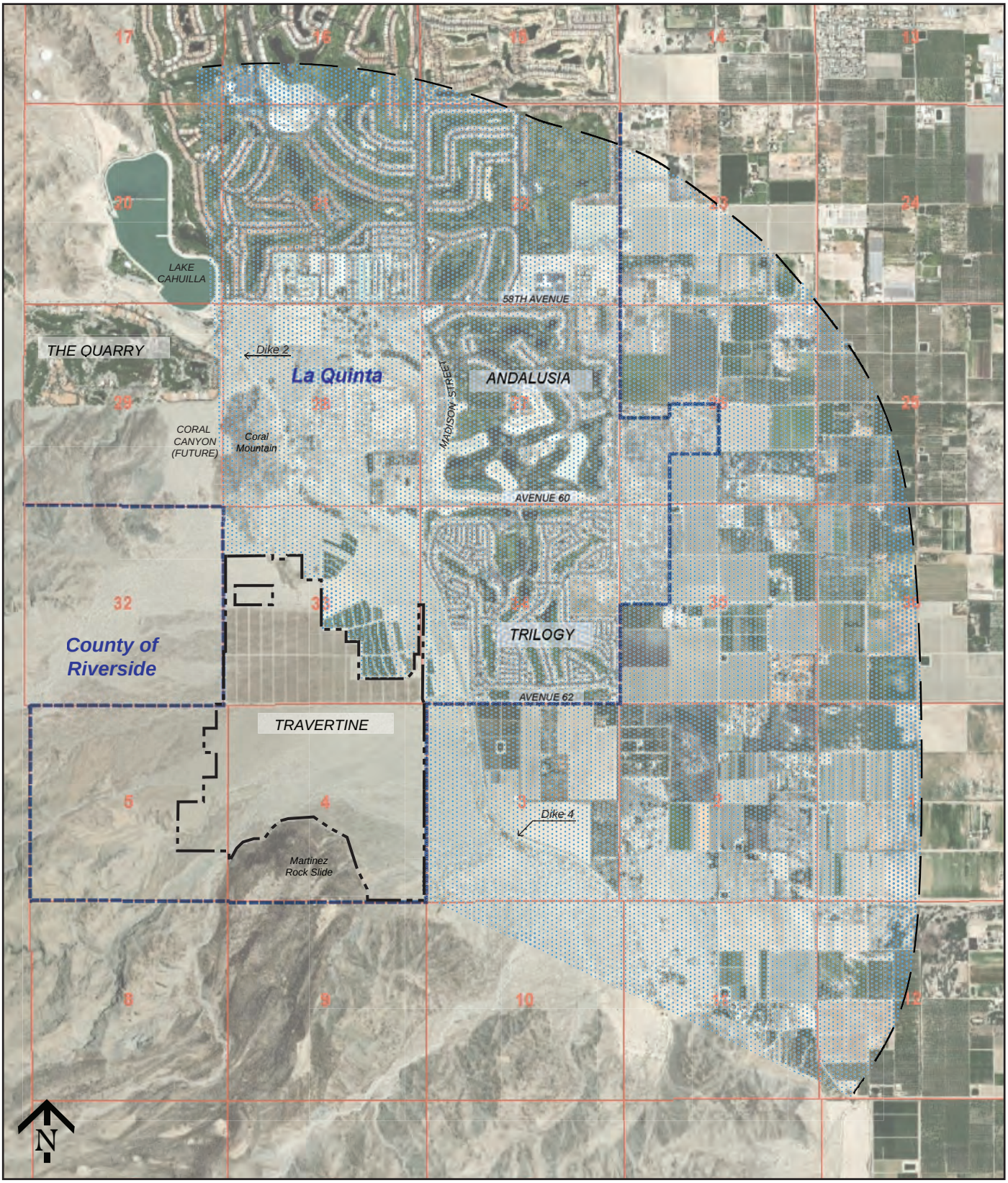
VICINITY MAP
TRAVERTINE
EXHIBIT 3-2



LEGEND

- Section Lines*
- 5 Section Line Numbers
- Project Boundary
- Utility Field
- City of La Quinta Boundary

*The Public Land Survey System (PLSS)
Section—one-square-mile block of land, containing 640 acres, or approximately one thirty-sixth of a township. Due to the curvature of the Earth, sections may occasionally be slightly smaller than one square mile

Source: TRG Land, Inc.

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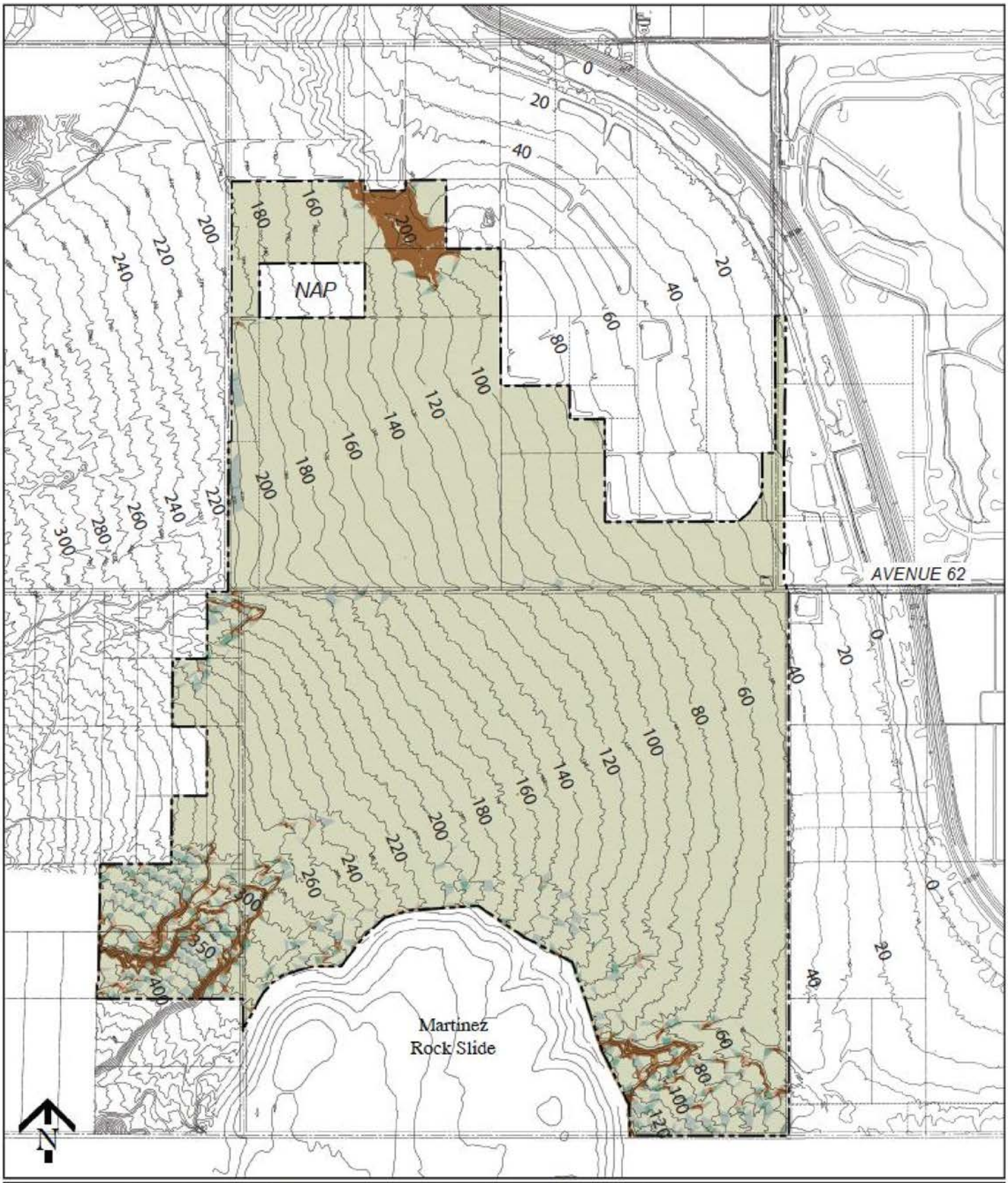
SITE LOCATION MAP
TRAVERTINE
EXHIBIT 3-3



COLOR	RANGE BEG.	RANGE END	PERCENT
	0.0	10	90%
	10.00	12.50	3%
	12.50	15.00	1%

COLOR	RANGE BEG.	RANGE END	PERCENT
	15.00	17.50	1%
	17.50	20.00	0%
	20.00	& Up	5%

Total Acreage: 855 Ac

Source: TRG Land, Inc.

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NORTH
NTS

TOPOGRAPHY AND SLOPE
TRAVERTINE
EXHIBIT 3-4

3.2.1 Surrounding Land Uses

As shown in **Exhibit 3-2, *Vicinity Map,*** and **Exhibit 3-3, *Site Location Map,*** the Project property encompasses approximately 855 acres, generally bounded by vacant land and Coral Mountain on the north; vacant privately-owned land to the west; Bureau of Land Management-managed land, including designated critical habitat for the Peninsular bighorn sheep, to the south; and vacant land and the Coachella Valley Water District (CVWD) Dike No. 4 with related stormwater impoundments on the east. Land uses surrounding the Project property are further described as follows (see the aerial photograph in **Exhibit 3-2**):

Table 3-1 Surrounding Land Uses

Direction	Description
North	• Coral Mountain and Coral Mountain Park immediately north of the Project property • Lake Cahuilla County Park and Lake Cahuilla approximately one mile north • Golf course communities including Andalusia and PGA West approximately one mile north of the property
East	• Vacant Land owned by o Bureau of Reclamation (BOR) o Coachella Valley Water District (CVWD) o Bureau of Land Management (BLM) • Private vacant lands are directly adjacent to the eastern boundary of the property • The Trilogy Golf Club at La Quinta is approximately 2,500 feet northeast of the intersection of Madison and Avenue 62
South	• BLM (Martinez Slide) – Open Space/Wilderness Area and CVMSHCP Santa Rosa and San Jacinto Mountains Conservation Area
West	• Vacant, private lands • BLM - Open Space/Wilderness and CVMSHCP Santa Rosa and San Jacinto Mountains Conservation Area • Guadalupe Channel, owned by BLM and BOR, and managed and maintained by CVWD

The Guadalupe Creek Diversion Dikes, located off-site on the northern end of the Project property and to be crossed by the proposed Project, are also designed to convey natural flows to Dike No. 4. The groundwater percolation ponds that occur between the Project property and Dike No. 4 are presently protected from off-site drainage by a combination of earthen berms, rock lining, and concrete channelization.

3.3 Project History

The Project property lies on an alluvial fan made up of materials deposited by drainages emanating from the Santa Rosa Mountains in the southeast portion of La Quinta. As discussed above, vineyard uses are the only known land use of the property is indicated near its center. The vineyard consisted of grape vines, irrigation lines, and access roads.

Toro Canyon Land Exchange

In 1988-1989 the Project property was part of a proposed land exchange, referred to as the Toro Canyon Land Exchange. The Land Exchange occurred between the Bureau of Land Management (BLM) and the Nature Conservancy to dispose of public lands that would be more suitable for development in exchange for private land further to the south that provides important habitat for bighorn sheep. An Environmental Assessment (EA) was prepared in compliance with the federal National Environmental Policy Act (NEPA) for the land exchange, which concluded that the private land offered in the exchange would now be protected as federal resources in support of bighorn sheep and critical habitat. Additionally, as part of the land exchange, the Project site would be available for development in accordance with the land use planning designations imposed by the City of La Quinta. The exchange consisted of the following:

- Five sections of land within the Santa Rosa Mountains, four sections owned by Travertine property owners, and one section owned by the Nature Conservancy; together comprising 3,207 acres within the Santa Rosa Mountain National Scenic Area, offered to the BLM.
- One section of land owned by the BLM comprising approximately 639 acres offered to the Travertine property owners.
- Upon approval of the Toro Canyon Land Exchange, the 639 acres were combined with approximately 270 acres of adjacent acres to create the Project site for a total of approximately 909 acres of developable land.

Eastern Coachella Valley Community Plan

The County of Riverside included the Project property within its Eastern Coachella Valley Community Plan (ECVCP). The ECVCP land use designation for the Project's lower elevation (the flatter portions of the property) was "Planned Residential Reserve". This designation was intended to allow for large scale, self-contained Resort/Spa communities. The steeper portions of the property were designated as "Mountainous Areas" in the ECVCP where limited land uses permitted in areas covered by this designation included Open Space, limited recreational uses, limited single family residential, landfills and resource development.

Annexation to City of La Quinta

Once the Toro Canyon Land Exchange was approved, the City of La Quinta began annexation proceedings with the County of Riverside for the Project property. The annexation was completed in

1993 with the Project property designated as Low Density Residential (LDR 2 to 4 dwelling units per ac [du/ac]) and Open Space (1 du/10 ac) land uses.

Approval of 1995 Specific Plan

The 1995 Specific Plan covered 909 acres of the Project site and proposed 2,300 dwelling units; 10 acres of commercial uses; a 500-room resort hotel with amenities; 36-hole golf course; tennis club; private recreation in individual developments; and 378 acres of Open Space uses (including two golf courses).

In June 1995, the Travertine (Travertine and Green) Specific Plan was approved, and an Environmental Impact Report (EIR) was certified by the La Quinta City Council by adoption of Resolutions 95-38 and 95-39, subject to conditions of approval and a Mitigation Monitoring and Reporting Program (MMRP). Along with the Specific Plan, a corresponding General Plan Amendment and Change of Zone were also approved. The Specific Plan identified a number of zoning designations, including:

- Low Density Residential – 382.2 acres, 1,526 units
- Medium High Residential – 84.4 acres, 774 units
- Neighborhood Commercial – 10 acres
- Tourist Commercial – 30.9 acres
- Golf Course Open Space – 377.5 acres
- Open Space – 4.1 acres
- Master Planned Roadways – 20.1 acres

Exhibit 3-5, *1995 Land Use,* illustrates the zoning designations in the approved 1995 Specific Plan. In June 1999, the La Quinta Planning Commission re-approved the Specific Plan for the Project to allow for an extension of time by adoption of Resolution 99-061. The 1995 Specific Plan is the current land use planning document applicable to the Project property.

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NORTH

1995 LAND USE
TRAVERTINE
EXHIBIT 3-5

1995 Biological Opinion Relating to Peninsular Bighorn Sheep

In June 2004, a request was submitted to the U.S. Fish and Wildlife Service (USFWS) to initiate a Section 7 consultation regarding the impacts to the Peninsular bighorn sheep and its designated critical habitat. A Biological Opinion (BO) was completed by the USFWS in December 2005 that evaluated the biological resources of the 1995 Specific Plan in a Biological Assessment. The Travertine property owners had acquired several areas off-site to preserve open space habitat for the bighorn sheep in the time between the initial Specific Plan approval (1995) and the start of the Section 7 consultations (2005). The BO concluded that with additional conservation measures proposed by the Project proponent, including setbacks from habitat and vegetation requirements for areas near the southern and western property lines, the development of the site as previously approved, would not adversely affect bighorn sheep or their critical habitat. **Exhibit 3-6, *Conservation Area***, illustrates the conservation areas and critical habitat boundary in relation to the Project property.

Prior NEPA Review of the 1995 Specific Plan

Implementation of the Specific Plan also required the acquisition of additional right-of-way along the proposed major roadways (Jefferson Street, Madison Street, and Avenue 62) from the BLM and the Bureau of Reclamation (BOR). This resulted in the need for a federal Environmental Assessment (EA No. CA-600-06-28) to be prepared and circulated under NEPA. This EA/Finding of No Significant Impact was adopted in 2007 by the BOR. Archaeological/paleontological surveys and a jurisdictional delineation were both completed as part of the EA process in addition to other special studies to evaluate the impacts of Project development. The consultations with the agencies and related documentation resulted in several recommended mitigation measures that the Project proponent was required to incorporate into the Project.

Coachella Valley Multiple Species Habitat Conservation Plan

During this time the Project proponent also worked closely with the Coachella Valley Association of Governments (CVAG) to ensure that the proposed land uses were compatible with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), prepared pursuant to Section 10 of the federal Endangered Species Act. CVMSHCP is also a Natural Communities Conservation Plan permitted under Fish and Game Code 2800 et seq. The USFWS and the California Department of Fish and Wildlife (CDFW) issued permits for the CVMSHCP in 2008.

Pursuant to the CVMSHCP, development of the Project property is considered a “Covered Activity” under the permits, as long as the following measures are retained in the design of the Project (Fish and Wildlife ERIV – 2735.3):

- The Specific Plan authorized disturbance must stay outside the Santa Rosa and San Jacinto Mountains Conservation Area.
- The remainder of the property within the Specific Plan area and inside the Conservation Area will be preserved and undistributed in perpetuity.

- The Project proponent committed to providing a no interest loan to the Coachella Valley Conservation Commission (CVCC) to acquire essential bighorn sheep habitat in the Project property if needed.
- The Project proponent was to provide additional fees for bighorn sheep monitoring and research.

Tribal Consultation

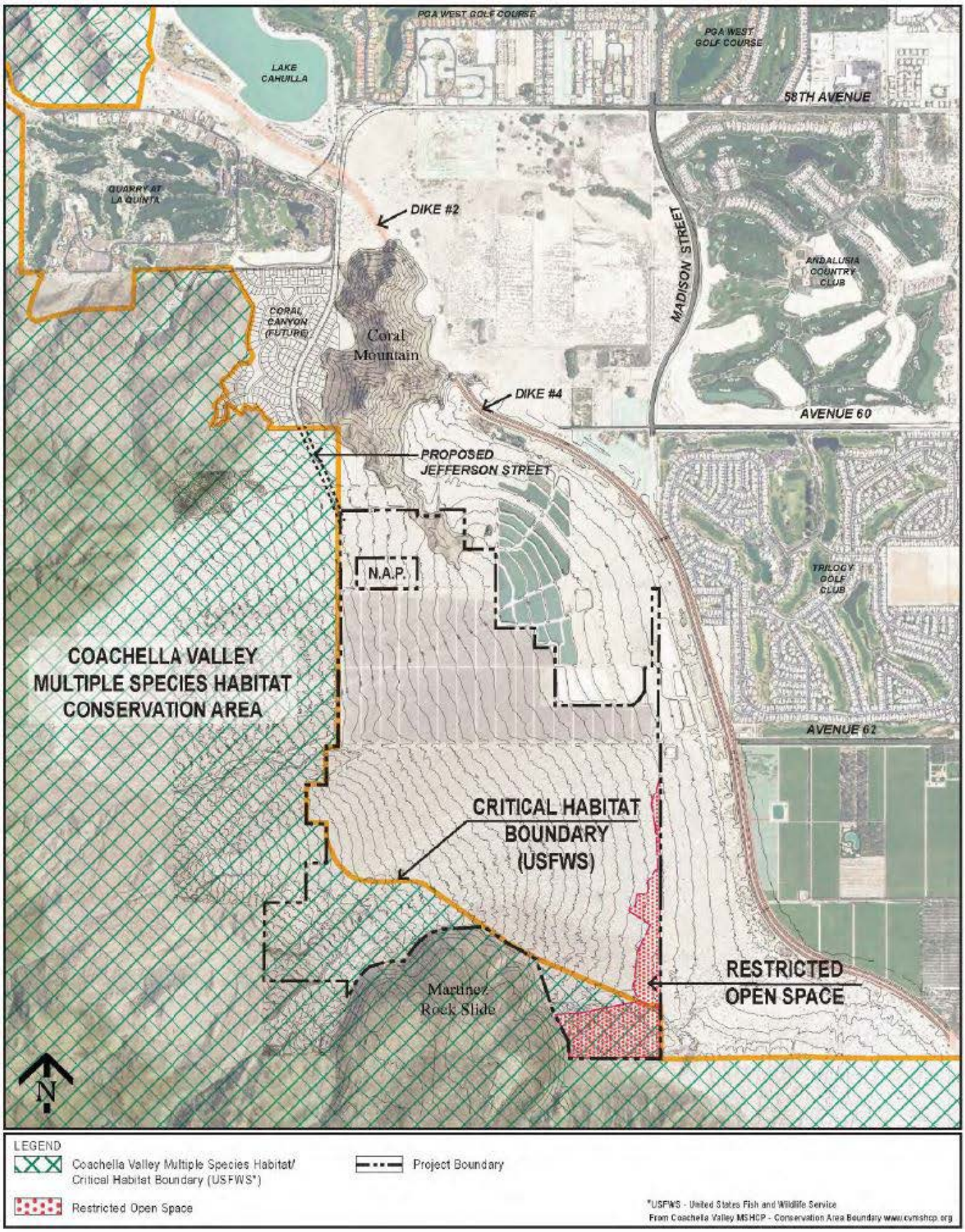
In 2007, the Project proponent authorized the completion of a Cultural Resources Inventory and Evaluation, including limited subsurface testing on the Project property. As part of this effort, four local Native American tribes were contacted for comment regarding their knowledge of cultural resources in the area. The Torres-Martinez Desert Cahuilla Indians indicated awareness of several cultural resources in close proximity to the Project property and requested a Native American monitor be present during any ground disturbing activities.

Also during 2007, a report on the status of the vineyards within the Project property was conducted. In addition, a Supplemental Cultural Resources Survey Report was prepared to evaluate the access road from the extension of Madison Street and access road from the extension of Jefferson Street. Results for both areas were negative for prehistoric and historic-era resources. As a result of all three surveys, the Specific Plan Amendment Land Use Plan and other plans (circulation, infrastructure) were designed to avoid areas that were found to have cultural and paleontological sensitivity.

Hydrology

The Project property is located on a bajada extending eastward from the base of the Santa Rosa Mountains toward the Eastern Coachella Valley floor. In this setting, the eastern slopes and various associated canyon drainages stemming out of the Santa Rosa Mountains occur west of the project site, while the Martinez Rockslide formation occurs to the south. To the north, the Project property is met by Coral Mountain and by the Guadalupe Creek Diversion Dikes. To the east, the property is met by the Thomas Levy Groundwater Replenishment Facility and by Dike No. 4. The said replenishment facility consists of multiple percolation ponds designed to accept water conveyed from the Colorado River, while Dike No. 4 is an earthen levee system forming part of the flood control system for the Eastern Coachella Valley.

The Project setting can also be described as the lower extent of the watershed area tributary to Dike No. 4. Drainage from various canyons on the easterly front of the Santa Rosa Mountains occur along distributary flow paths and active alluvial fan conveyances to the engineered retention area on the west side of Dike No. 4.



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CON**SERVATION AREA**
TRAVERTINE
EXHIBIT 3-6

3.4 Overview of the Proposed Project

The proposed Project includes development of a mix of uses including up to 1,200 dwelling units of varying residential product types and two community parks (east and west) on 378.8 acres; a 38.3-acre resort/spa facility with a 45,000-square-foot boutique hotel with a 175-seat restaurant, 97,500 square feet of resort villas, and 8,700 square feet of spa and wellness center, as well as yoga and tennis courts; a 46.2-acre resort/golf facility with a 5,500-square-foot golf academy, a 1,000-square-foot clubhouse, and 10,000-square-foot banquet restaurant (500-seat capacity). The Project also proposes recreational open space consisting of a 5-mile public trail system, staging areas, gathering areas, and passive and active spaces on approximately 55.9 acres. Natural open space land uses are proposed to occur on approximately 301.2 acres on the southern portion of the Project property for conservation and preservation purposes. The Project also includes supporting drainage, water and wastewater and dry utility infrastructure on the Project property as well as outside the Project property that is described in greater detail in Section 3.8 (*Infrastructure Plan*). The Project property and immediately adjacent off-site improvements associated with the Specific Plan Amendment comprise 969 acres. (See **Exhibit 4.4-3**)

Access to the Project includes a southerly extension of Jefferson Street through future development contemplated in the General Plan, as well as the westerly extension of Avenue 62. These roadways will extend into the Project property and create a spine roadway that will provide access to the neighborhood communities. Entries into the neighborhoods will be enhanced with roundabouts and gated access areas.

Exhibit 3-7, *Conceptual Land Use Plan,* illustrates the locations of the proposed residential, resort, and open space land uses. Project development will also include a master planned roadway system and associated improvements, such as landscaping, discussed in detail in this Chapter.

Off-Site Utility Field

The off-site utility field comprises reasonably foreseeable utility infrastructure, which will have independent utility because it is needed to support both the Project and planned growth in the City. The precise location of this infrastructure is not yet known, accordingly these facilities are analyzed at a programmatic level and include a 2.5-acre Imperial Irrigation District (IID) substation and up to five future Coachella Valley Water District (CVWD) well sites. Please see **Exhibit 3-2, *Vicinity Map***, and **Exhibit 3-3, *Site Location Map,*** depicting the off-site utility field study area. The precise location and design of the substation and wells are subject to the review and approval of IID and CVWD, respectively. Project-level environmental review of these facilities will be undertaken as appropriate by IID and CVWD in their roles as CEQA responsible agencies.

To implement the proposed Project, the Applicant is requesting City approval of several related discretionary applications:

- Specific Plan Amendment (SP2017-0004) to amend the 1995 Specific Plan to be consistent with the current project proposal;
- Zone Change (2012-0002) to revise the City's Zoning Map to be consistent with the land uses proposed in the proposed Specific Plan Amendment;
- General Plan Amendment (2017-0002)
    - to change the General Plan Land Use Map for the Specific Plan Project area to be consistent with the land uses proposed in the Specific Plan Amendment
    - revise the Circulation Element Roadway Classification Map to remove Madison Street as a General Plan Roadway from south of Avenue 60 to Avenue 62, and a realignment of Jefferson Street within the boundaries of the Specific Plan;
- Large Lot Tentative Tract Map (2017-0008); and
- Development Agreement (DA2021-0001).

In addition to these entitlements from the City of La Quinta, the Applicant is also requesting additional right-of-way along the Avenue 62 extension from the east, and the Madison EVA from the north from the BOR, in order to widen and/or extend these roads into the Project property. The Jefferson Street right-of-way on BLM land to the northwest of the Project is currently under a license agreement with the BLM, in effect until 2056. Additionally, the license agreement application for the Jefferson Street crossing of Dike No. 2 was submitted to the BOR by the City, along with the landowner of the property north of the Project property (entitled Coral Canyon).

The proposed Project is discussed in greater detail below.

3.4.1 Project Objectives

The proposed Travertine Specific Plan Amendment Project has identified the following objectives:

1. To develop a mixed-use master planned community, to include varying housing densities and housing product types, with associated recreational amenities such as, and not limited to, trails and parkland.
2. To facilitate the attainment of the City's Regional Housing Needs Allocation targets for new residential construction.
3. To preserve or mitigate impacts to sensitive biological resources in a manner consistent with current federal, State, and local requirements.
4. To develop a project that will generate a sustainable, diversified increase to the City's tax revenue stream, resulting in a project that is economically successful for the City as well as the master developer.
5. Provide for the protection of the health, safety, and welfare of the community and environs from flooding and hydrological hazards.

3.4.2 Project Entitlements

The applicant is requesting approval of a General Plan Amendment, Zone Change, an amendment to the 1995 Specific Plan, a large lot tentative tract map, and a development agreement as a part of the entitlement process. A detailed description of the requested entitlements is included below.

General Plan Amendment

The General Plan land use designations for the Project property are set out in the 1995 Specific Plan and include Low Density Residential, Medium/High Density Residential, General Commercial, Tourist Commercial, Major Community Facilities, Open Space Recreation and Open Space Natural. This is shown in **Exhibit 3-8, *Existing General Plan.***

The proposed General Plan Amendment will modify the adopted land use plan to include the following designations: Low Density Residential, Medium/High Density Residential, Tourist Commercial, Open Space Recreation, and Open Space Natural. **Exhibit 3-9, *Proposed General Plan***, illustrates the proposed new Specific Plan land use designations. The current Major Community Facilities and General Commercial land uses will be removed via the new Specific Plan Amendment. The General Plan Amendment (GPA 2017-0002) has been submitted for approval concurrent with the proposed Specific Plan Amendment. GPA 2017-0002 will amend the General Plan Land Use Plan for the Specific Plan area to conform to the Travertine Specific Plan Amendment. The GPA also proposes an amendment to the General Plan Circulation Element Roadway Classification Map for the removal of Madison Street as a General Plan roadway from south of Avenue 60 to 62, and the realignment of Jefferson Street within the Project property.

The 12.4-acre property shown on **Exhibits 3-7, 3-8,** and **3-9** located within the Project property is not a part of the Project ("NAP") and will be removed from the Specific Plan. Per the La Quinta General Plan Land Use Map, the NAP is designated for Low Density Residential and Open Space Recreational land uses. These uses are consistent with the existing and proposed Project land uses. Access to this NAP property shall be provided through the Project property.

A consistency analysis between the General Plan and the Specific Plan Amendment has been completed and is presented in each of the relevant sections of the Draft EIR. For example, consistency with the City's Housing Element is evaluated in **Section 4.13, *Population and Housing***, and consistency with the City's *Greenhouse Gas Reduction Plan* is evaluated in **Section 4.8, *Greenhouse Gas Emissions***.

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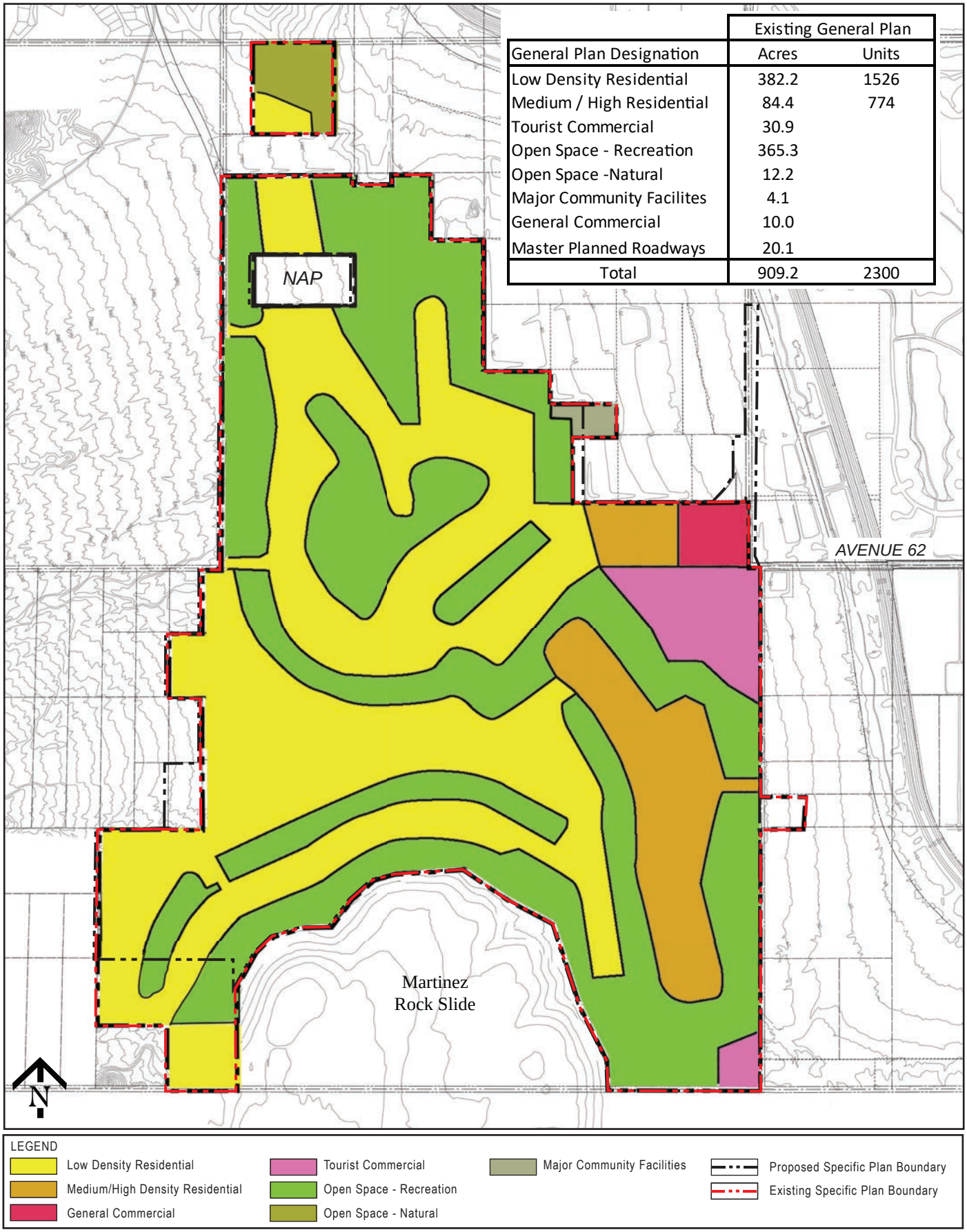
Source: TRG Land, Inc.

CONCEPTUAL LAND USE PLAN
TRAVERTINE
EXHIBIT 3-7



	Existing General Plan	
General Plan Designation	Acres	Units
Low Density Residential	382.2	1526
Medium / High Residential	84.4	774
Tourist Commercial	30.9	
Open Space - Recreation	365.3	
Open Space -Natural	12.2	
Major Community Facilites	4.1	
General Commercial	10.0	
Master Planned Roadways	20.1	
Total	909.2	2300

Source: TRG Land, Inc.

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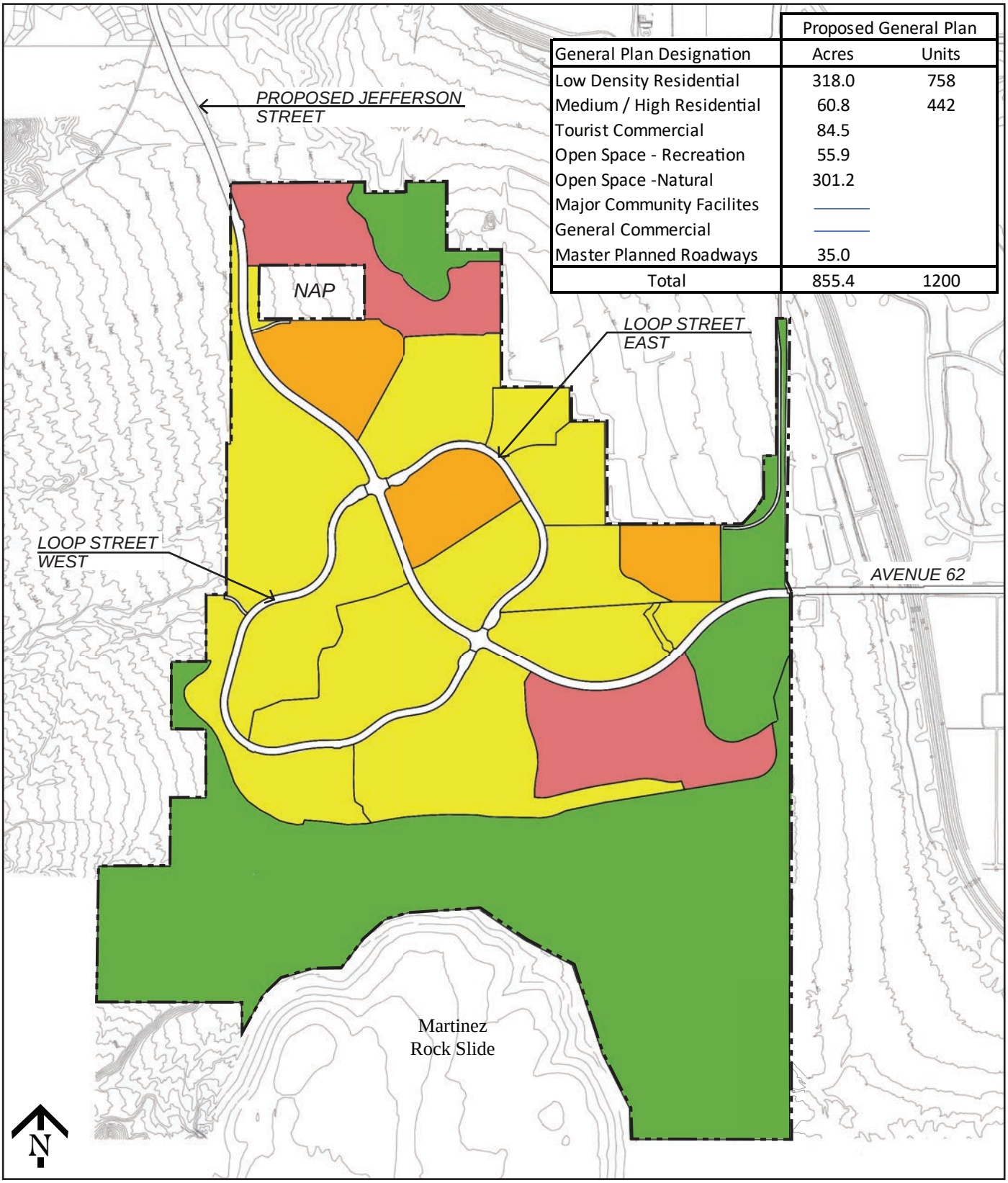
EXISTING GENERAL PLAN
TRAVERTINE
EXHIBIT 3-8



	Proposed General Plan	
General Plan Designation	Acres	Units
Low Density Residential	318.0	758
Medium / High Residential	60.8	442
Tourist Commercial	84.5	
Open Space - Recreation	55.9	
Open Space -Natural	301.2	
Major Community Facilites	———	
General Commercial	———	
Master Planned Roadways	35.0	
Total	855.4	1200

LEGEND

- Low Density Residential
- Medium / High Density Residential
- Tourist Commercial
- Open Space - Recreation
- Open Space - Natural
- Proposed Specific Plan Boundary

Source: TRG Land, Inc.

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PROPOSED GENERAL PLAN

TRAVERTINE
EXHIBIT 3-9

Zoning Code

Existing zoning for the Project property is shown in **Exhibit 3-10, *Existing Zoning***. A Zone Change Application (ZC 2017-0002) has been submitted for approval concurrent with the proposed General Plan Amendment. Proposed zoning designations for the property are shown in **Exhibit 3-11*, Proposed Zoning***.

The approved 1995 Specific Plan became the zoning for the Project property. Existing zoning for the site is shown in **Exhibit 3-10, *Existing Zoning***. The existing zoning in the project area includes: Low Density Residential, Medium High Density Residential, Neighborhood Commercial, Tourist Commercial, Golf Course and Open Space. A Zone Change Application (ZC 2017-0002) has been submitted for approval concurrent with the proposed Specific Plan Amendment. The proposed Travertine Specific Plan Amendment will modify the zoning to include the following designations: Low Density Residential, Medium Density Residential, Tourist Commercial, and Open Space.

Specific Plan Amendment

The Specific Plan Amendment is being processed to update the uses proposed compared to those previously approved in the 1995 Specific Plan. Since the original Specific Plan was approved, changes in market conditions and other factors have led the Applicant to redesign the Project. **Table 3-2, *1995 Specific Plan and Proposed Land Use Plan,*** and **Table 3-3*, 1995 Specific Plan and Proposed Specific Plan Elements,*** show the difference between the previously approved Specific Plan and the proposed Specific Plan Amendment. Implementation of the proposed Travertine Specific Plan Amendment would reduce the size of the golf course from 36 holes to a golf training facility featuring a clubhouse and a skills course, remove the tennis club, modify land use configurations, and replace the Resort/Spa hotel with 500 rooms to 100 resort villa rooms, including a clubhouse restaurant and banquet facility. These uses are summarized in **Table 3-2.** The proposed uses are distributed among 20 Planning Areas as shown in **Table 3-3**.

Table 3-2 1995 Specific Plan and Proposed Land Use Plan

Specific Plan Element	Approved Specific Plan	Proposed Specific Plan
Acreage	909	855
Dwelling Units	2,300	1,200
Resort	10 acres of commercial uses 500 room resort/hotel with amenities	100 Room Resort and Wellness Spa
Golf facilities	36-Hole Golf Course	Golf Training and Practice Facility with associated Recreational and Commercial Elements
Tennis Club	Tennis Club	Tennis Club removed
Private Recreation	Private Recreation in Individual Developments	Private Recreation in Individual Developments
Other Open Space	365.3 acres of Recreational Open Space including two Golf Courses; 12.2 acres of Natural Open Space	55.9 acres of Recreational Open Space; 301.2 acres of Natural Open Space

Source: Travertine Specific Plan Amendment, February 2022.

As indicated in the table above, the Project proposes a reduction in Specific Plan acreage, from 909 acres to 855 acres. In 1995 an Environmental Impact Report (EIR) was prepared for the Specific Plan, which analyzed the environmental impacts associated with the development of the 1995 Specific Plan. The 1995 EIR was prepared as a "programmatic" EIR and required additional technical reports to be completed and mitigation measures implemented prior to or concurrent with the development of the 1995 Specific Plan.

As shown in **Table 3-3, *1995 Specific Plan and Proposed Specific Plan Elements***, the Project would result in the development of fewer units as well as in a mix of uses that are less dense than authorized under the approved Specific Plan. The Project would also remove the commercial component and increase the natural open space uses for conservation relative to the approved Specific Plan. **Exhibit 3-5, *1995 Zoning Plan***, and **Exhibit 3-7, *Conceptual Land Use Plan,*** compares the two plans.

Table 3-3 Approved and Proposed Specific Plan Elements

Approved Specific Plan Project					Proposed Specific Plan				
PA	**Land Use**	**Acres**	**Density du/ac**	**Target Units**	**PA**	**Land Use**	**Acres**	**Target Density du/ac**	**Target Units**
RE-1	Very Low Density Residential	17.7	2.0	35	1	Resort / Spa	38.3		100 (villas)
RE-2	Very Low Density Residential	72.9	2.0	149	2	Medium Density Residential	25.9	7.9	205
RR-1	Medium Density Residential	57.1	4.6	264	3	Low Density Residential	29.4	2.9	85
RR-2	Medium Density Residential	66.7	4.6	307	4	Low Density Residential	9.6	2.8	27
RR-3	Medium Density Residential	46.1	4.6	214	5	Low Density Residential	16.2	1.9	31
RR-4	Medium Density Residential	65.1	4.6	299	6	Medium Density Residential	20.1	8.1	163
RR-5	Medium Density Residential	56.6	4.6	258	7	Low Density Residential	18.7	3.3	61
VR-1	Medium High Density Residential	13.3	9.1	121	8	Low Density Residential	16.9	4.3	73
VR-2	Medium High Density Residential	71.1	9.2	653	9	Medium Density Residential	14.8	5.0	74
GC-n	Golf Course (North)	187.8			10	Low Density Residential	25.6	2.9	75
GC-s	Golf Course (South)	189.7			11	Resort / Golf	46.2		
MN-1	Maintenance	3.2			12	Low Density Residential	52.2	2.0	107
MN-2	Maintenance	0.9			13	Low Density Residential	26.7	1.8	48
TC	Tennis Club	3.7			14	Low Density Residential	39.6	1.7	65
R/H	Resort / Hotel	27.2			15	Low Density Residential	33.3	2.1	70
C	Commercial	10.0			16	Low Density Residential	50.4	2.3	116
	Jefferson Street ROW	20.1			17	Open Space Recreation	18.1		
					18	Open Space Recreation	14.7		
					19	Open Space Recreation	23.1		
					20	Open Space Natural	301.2		
					21	Master Planned Roadways	35.0		
	Totals	**909.2 ac**		**2,300 du**		**Totals**	**855.4 ac**		**1,200 du 100 villas**

Source: Travertine Specific Plan Amendment, Land Use Plan, February 2022.

As stated above, the Specific Plan Amendment allows a maximum of 1,200 dwelling units to be constructed within the Project property. Because the proposed Specific Plan has been designed to be flexible based on market conditions, if Planning Areas 1 and/or 11 are not developed with resort uses, they may be developed with dwelling units. However, the maximum number of permitted dwelling units will remain at 1,200. Transfer of dwelling units between Planning Areas may occur according to the provisions set forth in Travertine Specific Plan Amendment. The maximum number of units allowed in Travertine Specific Plan will not be exceeded without a formal amendment to the Specific Plan and approval by the Planning Commission and City Council, per the requirements of the Section 5, *Implementation Measures and Administration* in the Travertine Specific Plan Amendment.

Table 3-4, *Travertine Land Use Plan Summary*, displays the general land uses, number of acres to be developed for each type of use and the percent of the Project property to be developed for each land use.

Table 3-4 Travertine Specific Plan Amendment Land Use Plan Summary

Land Use	Acres	Percent of Project
Residential	378.8	44.3%
Resort/Golf and Banquet Facilities	84.5	9.9%
Master Planned Roadways	35.0	4.1%
Open Space Uses	357.1	41.7%
Total	**855.4**	**100%**

Development Standards and Design Guidelines

The Travertine Specific Plan Amendment will act as the document governing the development standards and design guidelines proposed for each of the Project's Planning Areas. The development intent, permitted uses, and development standards for the Project are outlined in the Specific Plan Amendment. The development standards detail permitted uses, lot sizes, building and structure heights, building setbacks, front and rear setbacks, building floor areas, parking, and wall heights for each Planning Area. The design guidelines outlined in the Specific Plan Amendment are established to assist the developer of the Project property to execute a built environment that supports the Project's objectives and theme. The design guidelines establish the design vision, proposed materials, massing and scale, architecture, outdoor spaces, and parking for each Planning Area.

Landscape

The primary purpose of the design guidelines for landscape architecture is to ensure that landscape treatments and materials utilized in Travertine will complement the physical design and architectural features in the community in a consistent manner throughout the build-out of the community. The landscape elements are planned to accent entrances and soften hard surfaces and structures. Landscape materials and elements selected should utilize minimal amounts of water and should be appropriate for the climate of the area which includes hot, dry summers, and moderate winters. All

landscape materials outlined in the Travertine Specific Plan Amendment are in compliance with CVWD standards.

The experience of both arriving and leaving the Project property from the northwest extension of Jefferson Street will be enhanced by the abundance of open space between the Guadalupe Dike and the Resort/Spa land use. The area between the Dike and Resort/Spa is owned by the BOR (north) and BLM (west) and will remain permanent open space. Proximity to the open space will heighten the exclusivity and the feeling of protection provided by this project feature. Generous setbacks will be provided along Jefferson Street and the edges of development.

All landscape plans will be submitted to the City for review and approval.

Circulation

The Project property will be served by two access points: (1) the westerly extension of Avenue 62 as a Modified Secondary Arterial west of Monroe Street, and (2) Jefferson Street at the northwest property corner. Internal vehicular circulation will be accessed from the proposed central spine roadway, with local loop collector roads emanating from the spine roadway via roundabouts to provide access to the neighborhoods. Additionally, an all-weather access road will be installed along the western edge of the development for access to Section 5, and a road will be developed to provide vehicular access to the 12.4-acre parcel that is not a part (NAP) of the Project property. Project-related development will not occur on the NAP parcel, which is located between Planning Area 1 and 2.

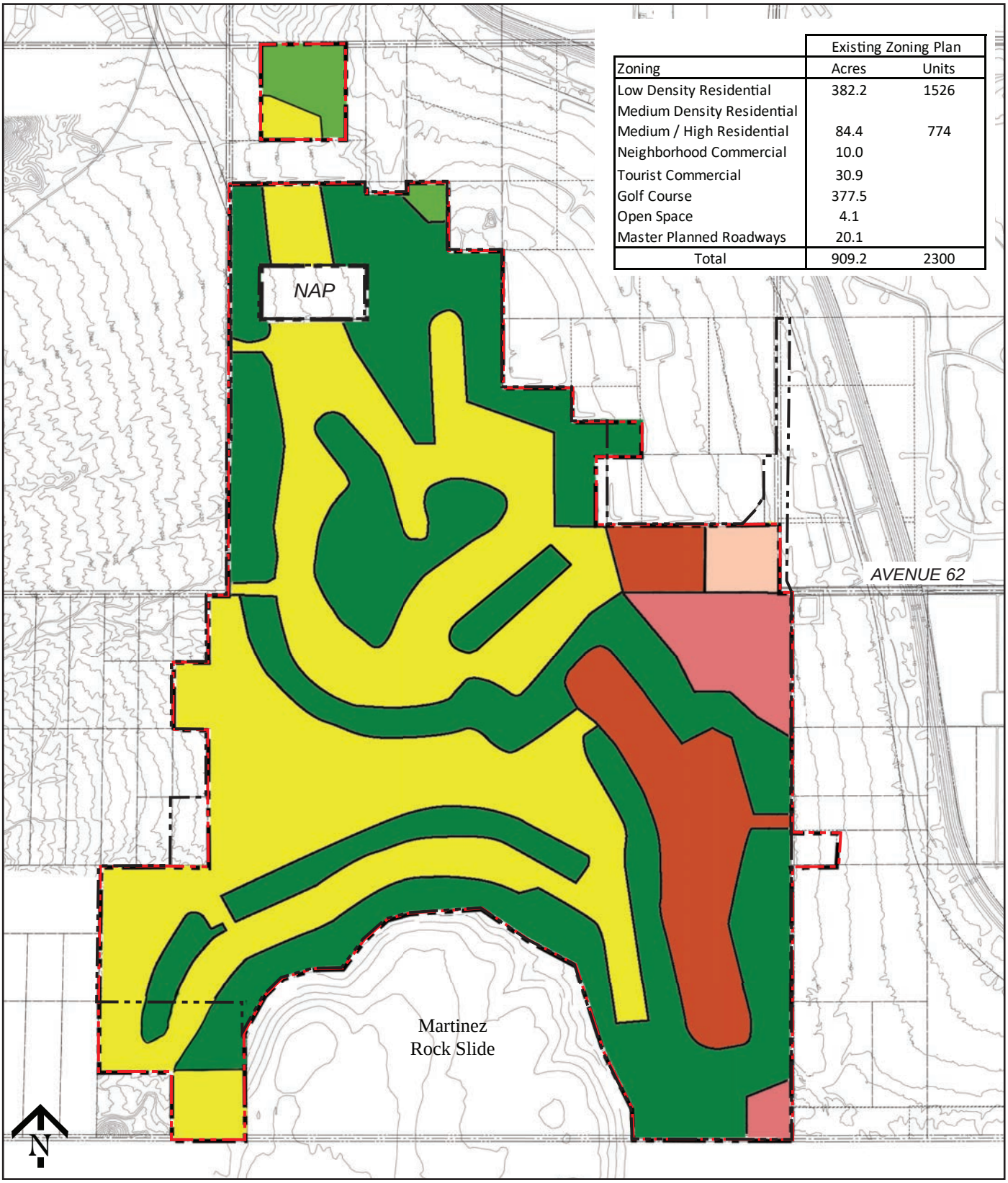
To meet fire safety requirements, prior to the issuance of the very first Certificate of Occupancy, an emergency-only vehicle access (EVA) will be constructed within the Madison Street right-of-way to extend from its current terminus into the southerly half of the Project property. This will provide the two access points required for emergency response. Proposed Project circulation is discussed in greater detail in Section 3.8, *Circulation*, in this Chapter. **Exhibit 3-14, *Circulation Plan***, illustrates the proposed Project circulation.

Tentative Tract Map

Tentative Tract Map 37387 (TTM) subdivides the Project property into large lots for future development, generally with each of its lots being contiguous with a proposed Planning Area or other infrastructure improvement. The map will also define the main roadway and infrastructure corridors for the overall Project property, and will facilitate the timing and improvement of land and facilities that will be needed to support the future residential and commercial uses. The map does not propose any residential or commercial uses. In order to develop/build the residential and commercial uses, more precise maps will be processed subsequently that will define individual home sites, local open spaces and internal streets that will implement the fine details of the Specific Plan.

Development Agreement

The Development Agreement would vest the applicant's right to develop the Travertine Specific Plan Amendment area pursuant to the entitlements described above, as well as ensure the timely completion of infrastructure to serve the project and surrounding area, and ensure that the Project design features are enforceable by the City as Project requirements.



Zoning	Existing Zoning Plan Acres	Units
Low Density Residential	382.2	1526
Medium Density Residential		
Medium / High Residential	84.4	774
Neighborhood Commercial	10.0	
Tourist Commercial	30.9	
Golf Course	377.5	
Open Space	4.1	
Master Planned Roadways	20.1	
Total	909.2	2300

LEGEND

RL	Low Density Residential	CT	Tourist Commercial		Proposed Specific Plan Boundary
RMH	Medium High Density Residential	GC	Golf Course		Existing Specific Plan Boundary
CN	Neighborhood Commercial	OS	Open Space		

Source: TRG Land, Inc.

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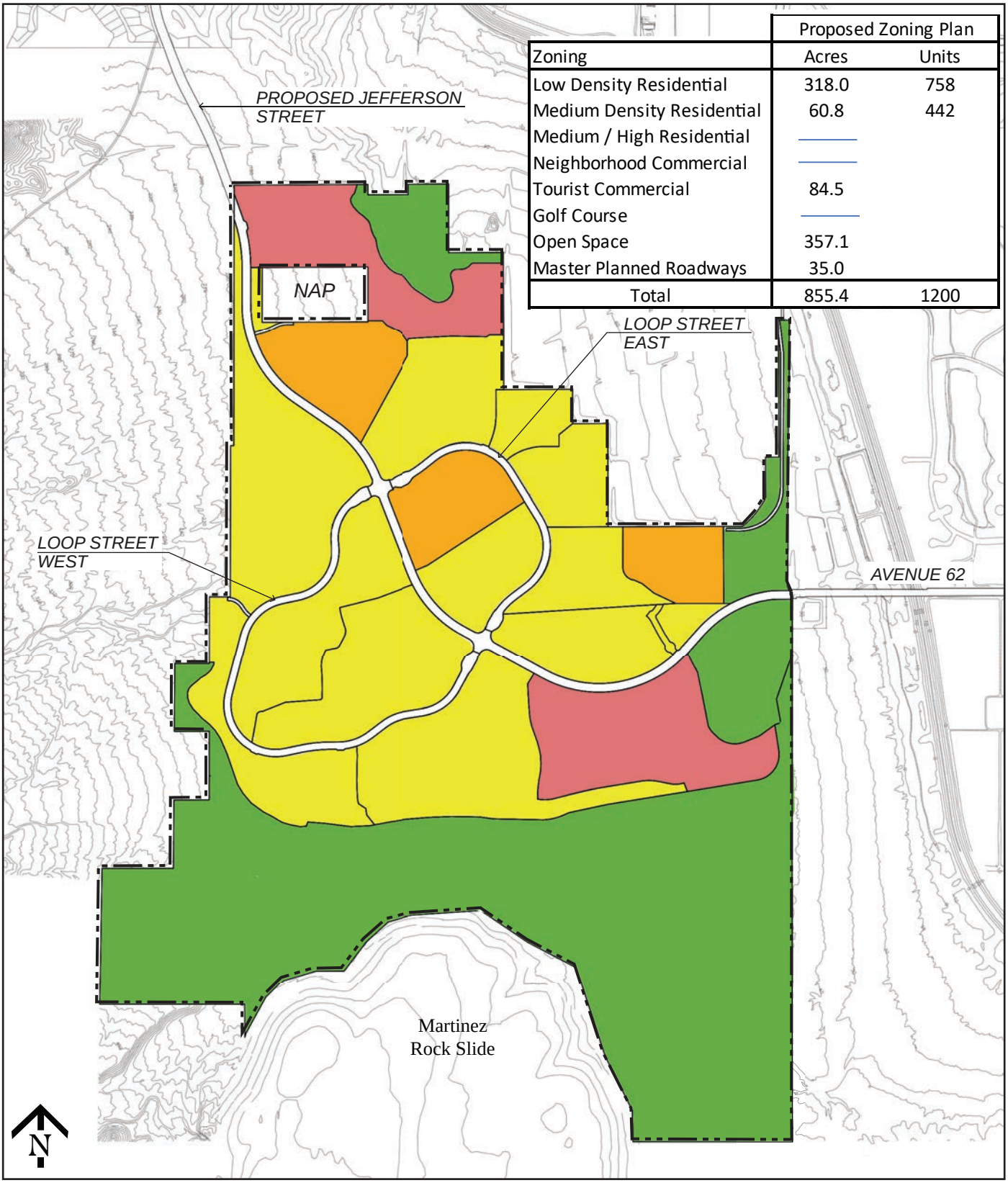
EXISITING ZONING
TRAVERTINE EXHIBIT
3-10



Zoning	Proposed Zoning Plan Acres	Units
Low Density Residential	318.0	758
Medium Density Residential	60.8	442
Medium / High Residential	———	
Neighborhood Commercial	———	
Tourist Commercial	84.5	
Golf Course	———	
Open Space	357.1	
Master Planned Roadways	35.0	
Total	855.4	1200

LEGEND

- RL — Low Density Residential
- MDR — Medium Density Residential
- CT — Tourist Commercial
- OS — Open Space
- Proposed Specific Plan Boundary

Source: TRG Land, Inc.

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PROPOSED ZONING
TRAVERTINE
EXHIBIT 3-11

3.4.2 Project Components

The build-out components include:

- 1,200 Dwelling Units of varying types
    - 758 Low Density Units and 442 Medium Density Units (*unit numbers are approximate as the Specific Plan will allow limited adjustment of units between Planning Areas so long as the maximum unit count of 1,200 is not exceeded)
    - Estate Homes, Single Family Luxury Homes, Single Family Mid Homes, Single Family Entry Homes, Patio Homes, Single Family Attached Units
- Resort/Spa facility
    - 45,000-square-foot resort facility (registration, concierge, shops, fitness center, event space, and 175-seat restaurant)
    - 97,500-square-foot resort villas (100 keys)
    - 8,700-square-foot spa and wellness center with yoga, tennis, walking and hiking trails
- Tourist serving recreational facilities and amenities including restaurants, small shops, spa facilities, lounge and activity rooms, outdoor activities, tennis, yoga, etc.
- Golf training facility, 4-hole golf training facility, and private golf training academy (5,500 square feet)
- 1,000-square-foot clubhouse
- 10,000-square-foot banquet facility restaurant
- Bike lanes throughout community, including Class II bike lanes located along both sides of Jefferson Street
- Pedestrian walkways and an intra-community trail – a network of trails suitable for pedestrian use planned throughout the community.
- Recreational Open Space uses, including picnic tables, barbeques, golf practice facilities, staging facilities for the public regional interpretive trail.
- Two community centers (approximately 4.7 and 8.8 acres) for residents, local open space, and pocket parks within tracts. The individual home builder will determine the amount of park and the level of improvements for the sub association for each neighborhood at the appropriate time.
- One public trail staging area located to the south of the Avenue 62 extension with parking.
- An approximately 5-mile Community Grand Loop Trail will be located along the outer perimeter of the proposed developed area of the Project, providing an additional buffer between the trail edge and the adjacent natural open space (see **Exhibit 3-13, *Recreation Plan***).
    - This trail system will incorporate educational elements highlighting native desert ecology and floral and faunal species, including Peninsular bighorn sheep.

  - The Grand Loop Trail may from, time to time, be declared temporarily closed due to heightened public safety concerns, with entry restricted or prohibited. Public safety conditions may include, but are not limited to, wet conditions, natural debris, or seasonal closure.
- Perimeter flood protection barrier along the western and southern boundaries to manage alluvial fan flows. The barrier will consist of a raised edge condition with a slope lining to protect against scour and erosion (see **Exhibit 3-24, *Flood Conveyances West and South Edges***)
  - The final design of the west and south embankments will incorporate scour analysis to establish the appropriate toe-down protection.
  - The south embankment is subject to flows from the Middle Canyons and Rock Avalanche Canyon. The embankment is proposed to be roughly parallel to the direction of flow and will be designed as a standard channel bank. The top of embankment will provide a minimum of 3 feet of freeboard above the controlling 100-year storm event.
  - Maintenance road at the toe of the western embankment will be stabilized with polymer/gravel/decomposed granite or engineered proof.
- The Guadalupe Creek Diversion Dikes are proposed to be improved as a part of the project to convey new increased flow rates with freeboard and scour protection as required by CVWD, and in accordance with Federal standards for levee certification.
- Onsite Basins: Stormwater will be conveyed down the Project site gradient and into two primary surface basins (Basin A and Basin B) located at the east-end of the Project site.
  - The total basin volume is 50.7 ac-ft.
  - The on-site storm flow volume difference between the pre- and post- development conditions (32.6 ac-ft) will be retained and infiltrated in the two basins. This volume in turn sets the top of the outlet risers at an elevation of 2.7 feet above basin bottom. The basin is a total of 6 feet deep. The max depth of ponding for the 100-year event was set at 4 feet to allow for 1-foot of flow over the emergency spillway plus 1-foot of freeboard. Flows will outlet through 6-42-foot risers, 3 per basin, and then continue through a 66-inch reinforced concrete pipe in Avenue 62, outletting behind Dike No. 4.
- Three water booster stations. One facility located on Avenue 62 and Monroe, and the second and third to be located within the Project property.
- Two onsite CVWD water reservoirs
  - Located in Planning Area 20
- Sewer connection will extend from the Monroe Street and Avenue 62 intersection.
  - The proposed onsite facilities are comprised of a series of eight-inch sewer lines serving the individual developments and flowing by gravity into the main sewer line located within Jefferson Street/spine road alignment.

    - Main sewer lines will range from 8 inches to 15 inches.
- Master Planned Roadway system
    - Southerly extension of Jefferson Street, crossing the Guadalupe Canal.
    - Westerly extension of Avenue 62, to cross over Dike No. 4.
    - The proposed extensions of Jefferson Street and Avenue 62 will connect onsite and create a spine roadway system for the Project.
    - Internal loop collector roads (Loop East and Loop West) will emanate from the spine roadway via two roundabout intersections, providing access to the proposed residential communities and Section 5.
    - Emergency vehicle access (EVA) will be provided by a southerly extension access within the (former) Madison Street right-of-way
- Off-Site Utility Field
    - The off-site utility field located within a 2-mile radius of the Project property boundary will include:
    - Up to Five CVWD Well Sites and
    - An IID substation
        - 16-kiloVolt (kV) distribution lines from the substation to the respective customer locations will be underground within existing rights-of-way.
        - Transmission lines from the substation to any new substation will be aboveground. Once the new substation is established, all distribution facilities will be via underground conduit systems.

3.5 Project Design Features

The following Project Design Features (PDFs) will be included in and made enforceable through a City-adopted Mitigation Monitoring and Reporting Program.

PDF AES-1: All construction equipment will be stored onsite within a designated area that is fenced with opaque construction fencing in order to reduce temporary visual impacts. Construction waste will be stored in an area that is accessible to weekly refuse pick up. All construction waste will be taken to a recycling center.

PDF AQ-1: To reduce water demands and associated energy use, subsequent development proposals within the Project property would be required to implement a Water Conservation Strategy and demonstrate a minimum 20% reduction in indoor and outdoor water usage, consistent with the current CalGreen Building Code performance standards for residential and non-residential land uses, achieved in part through the schedule of plumbing fixtures and fixture fittings that will reduce indoor use and efficient irrigation systems for outdoor use.

PDF AQ-2: In order to reduce the amount of waste disposed at landfills, the Project would be required to implement a 50% waste diversion as required by AB 939.

PDF ENR-1: The Project shall, consistent with the Specific Plan Amendment incorporate complementary land uses near one another in order to decrease VMTs since trips between land use types are shorter and may be accommodated by non-auto modes of transport.

PDF ENR-2: The Project property includes sidewalk connections, trail networks (i.e., strolling trails, Community Grand Loop trail, and interconnector trails), and a Class II bike path. The sidewalk connections, trails, and bike paths would minimize barriers to pedestrian access and interconnectivity.

PDF ENR-3: The Project will be required to implement Title 24's Residential Mandatory Measures and Appliance Energy Efficiency Standards (Title 20) in effect at the time of construction, which require the installation of solar photovoltaic systems to newly constructed, low-rise residential buildings, high efficiency lighting, and application of energy efficient design building shells and building components, such as windows, roof systems, electrical lighting systems, and heating, ventilating and air conditioning systems.

PDC ENR-4: The Project will install water-efficient plumbing fixtures and irrigation systems, LED technology, and drought-tolerant plants in landscaping.

PDF GHG-1: The Project will consider the solar orientation of buildings to reduce impact of the development with natural environment.

PDF GHG-2: The Project will implement passive and active solar systems to take advantage and consider the year-around abundant sunshine.

PDF HWQ-1: The Grand Loop Trail may from, time to time, be declared temporarily closed due to heightened public safety concerns, with entry restricted or prohibited. Public safety conditions may include, but are not limited to, wet conditions, natural debris, or seasonal closure.

PDF LU-1: Consistent with the Travertine Specific Plan Amendment, the Project will offer a variety of housing and recreational amenities. The housing sizes and styles will be designed to meet the needs of all age groups. The recreational amenities will include a 5-mile-long public trail that will be developed around the perimeter of the Project property; a central private spine trail that bisects the residential areas of the property; on-street bike paths; preservation of natural open space; additional private parks located within the development area; a skills golf course and golf academy; and a resort and spa with restaurants, shops and activities.

PDF PS-1: The Project and residential areas shall be gated, with the intention of increasing community security and minimizing potential crimes, and consistent with standard operations of resort communities, the proposed resort will incorporate private security services to maximize security of the overall Project. Additionally, lighting features throughout the Project will enhance security and maximize visibility within the Project streets, intersections, and other crosswalks.

PDF PS-2: All water mains and fire hydrants providing the required fire flows will be constructed in accordance with the City Fire Code Appendix B and Appendix C in effect at the time of development.

PDF TR-1: The project will implement marketing strategies to optimize interaction between on-site resort and residential uses. Information sharing and marketing are important components to successful trip reduction strategies. Marketing strategies will include:

- Resident member benefits that include use of the resort amenities
- Event promotions
- Publications

PDF TR-2: The Project property includes sidewalk connections and would minimize barriers to pedestrian access and interconnectivity.

3.6 Project Planning Areas

As discussed above, implementation of the Project property will result in the development of a variety of land uses, as established in the Specific Plan Amendment. Residential land uses will range from low density to medium density and occupy 14 planning areas and approximately 378.8 acres; Resort/Spa and Resort Golf facilities will occupy Planning Areas 1 and 11, and approximately 84.5 acres of the Project property; Open Space land uses will occupy Planning Areas 17 through 20 and approximately 357.1 acres of the property; and master planned roadways will occupy 35 acres of the property. The Planning Areas (PA), their acres and targeted units are indicated in **Table 3-3, *Approved and Proposed Specific Plan Elements*** (above)***.***

3.6.1 Residential Planning Areas

Residential areas account for approximately 378.8 acres or 44.2 percent of the Project property's total land area. The Project property proposes a maximum of 1,200 dwelling units based on range of lot sizes. Residential planning areas would vary in density from 1.5 du/ac to 8.5 du/ac, resulting in an overall average density of 1.4 du/gross acres for the Project property. Per **Table 3-4**, Planning Areas 2 through 10, and 12 through 16.

In conformance with project goals, several housing styles are proposed that comply with the maximum density for each planning area. Residential product types would vary to meet market demand but are anticipated to include the following:

- Estate Homes
- Single Family Luxury Homes
- Single Family Large Homes
- Single Family Mid Homes
- Patio Homes Small Lot
- Single Family Attached Units

Some flexibility is built into the development regulations in order for the Project to respond to evolving market conditions. **Table 3-4** describes the allowable density ranges of all Planning Areas. This provision allows for adjustments and refinements in acreage and subsequent dwelling units counts in response to changing market conditions and final design review without the need to amend the specific plan. Section 5, *Implementation Measures and Administration*, in the Specific Plan Amendment explains this procedure. Though some flexibility and adjustments are provided for, the maximum number of total dwelling units for the entire specific plan (1,200) will not be exceeded in the implementation of the Specific Plan.

Transfer of Dwelling Units may occur according to the provisions provided in Section 5 of the Specific Plan Amendment.

Low Density Residential

Planning Areas 3, 4, 5, 7, 8, 10, and 12 through 16 would each have an allowable maximum overall density of 4.5 du/ac. Based on the target density for each residential planning area the proposed Project would include a target of 758 residential dwelling units. The Low Density Residential category will be characterized by larger single family residential lots (5,500-square-foot minimum to 9,000 square foot minimum) with the opportunity for custom homes. These homes will have the largest setbacks in the development.

Permitted Uses

The City of La Quinta's Official Zoning Map is proposed to be modified to correspond with the land use areas and designations reflected in the Specific Plan Amendment (see **Table 3-3**). Permitted uses in the Low Density Residential areas of the Specific Plan will conform to those listed in the City of La Quinta's Municipal Code Chapter 9.40, Residential Permitted Uses (Section 9.40.030). Mobile home subdivisions and manufactured homes on individual lots are subject to Section 9.60.180. To the degree there are conflicts between the Specific Plan and the zoning code, the Specific Plan governs.

Medium Density Residential

The Medium Density Residential land use reflects the transition between residential housing and open space development, and the resort/spa development. Planning Areas 2, 6 and 9 would have maximum overall density of 8.5 du/ac. Based on the target density for each residential planning area the proposed Project property would include 442 medium density (4.5-8.5 du/ac) residential dwelling units. The Medium Density Residential planning areas are intended to provide medium density, single-family residential products on lots ranging from 4,000 square foot minimum to 5,000 square foot minimum in size.

Permitted Uses

The City of La Quinta's Official Zoning Map is proposed to be modified to correspond with the land use areas and designations reflected in the Specific Plan Amendment (see **Table 3-3**). Permitted uses in the Medium Density Residential areas of the Specific Plan will conform to those listed in the City of La Quinta's Municipal Code Chapter 9.40, Residential Permitted Uses (Section 9.40.030). Mobile home subdivisions and manufactured homes on individual lots are subject to Section 9.60.180. To the degree there are conflicts between the Specific Plan and the zoning code, the Specific Plan governs.

3.6.2 Tourist Serving (Resort) Planning Areas

A luxury resort and wellness spa are planned for an approximately 38.3-acre site located at the northwest entrance to the Project property from Jefferson Street, identified as Planning Area 1. Planning Area 1 is also anticipated to provide 100 guest villas.

A golf academy and training facility is proposed on approximately 46.2 acres in Planning Area 11. Planning Area 11 will also include a banquet facility and golf clubhouse. These areas will consist of resort related amenities including restaurants, small shops, spa facilities, lounge and activity rooms, outdoor activities, yoga, 4-hole golf training course, walking and hiking trails. The Specific Plan would also allow a portion of the maximum 1,200 residential units to be developed within Planning Area 11, if they are developed as either townhome and/or multi-family dwelling units.

Table 3-5 indicates the proposed uses and amenities for the tourist serving recreational planning areas.

Table 3-5 Proposed Uses and Amenities for Resort Planning Areas

Planning Area	Land Use	Proposed Use	Estimated Indoor Area (Square Feet)
1	Resort/Spa	Resort Facility (Registration, concierge, shops, fitness center, event space, and 175-seat restaurant)	45,000
1	Resort/Spa	Resort Villas	97,500
1	Resort/Spa	Spa and Wellness	8,700
11	Resort/Golf	Banquet Facility Restaurant (500-seat capacity)	10,000
11	Resort/Golf	Golf Clubhouse	1,000
11	Resort/Golf	Golf Academy	5,500

Per the Specific Plan Amendment, the Project would allow fractional ownership/time-share development in the recreation/visitor-serving commercial zone. Approval of fractional ownership would be subject to a Conditional Use Permit (CUP).

Planning Area 1 is located in the northern portion of the Project property and Planning Area 11 is located in the southern portion of the property. Site Development Permits, as well as building permits for any structures associated with the hotel, hospitality, and guest villas will be submitted as needed by the future developers of the resort planned areas including Fractional Ownership options.

Permitted uses in Planning Area 1 and 11 will conform with those listed in Chapter 9.80 of the Municipal Code, Nonresidential Permitted Uses (Tourist Commercial), except as modified in the Specific Plan.

3.6.3 Open Space Planning Areas

Open Space Recreation

Open Space Recreational areas include Planning Areas 17, 18, and 19, and encompass a total of 55.9 acres of the approximately 855-acre site. Designed to offer both passive and active oriented recreational opportunities, areas planned for Open Space Recreation include picnic tables, barbeques, golf facilities, a tot lot playground, and staging facilities for the regional interpretive trail. Trails have been provided throughout the community to allow homeowners to access the various neighborhood parks and open space features. **Exhibit 3-12, *Recreation Plan***, displays areas designated as Open Space, as well as the proposed recreational trails.

Permitted uses in Planning Areas 17, 18, and 19 will conform with those listed in Chapter 9.120 of the Municipal Code, Special Purpose Permitted Uses, except as modified in the Specific Plan.

Open Space Natural

Open Space Natural areas include Planning Area 20 and encompass approximately 301.2 acres. The only uses that will be allowed in this area are trails, utilities, and infrastructure such as reservoir and reservoir access roads due to various environmental constraints including biological, geological, and cultural resources. Access to the proposed reservoirs will be provided from the Project property's internal loop road, into Planning Area 20 Open Space/Natural area and development of this area will be limited to the project's water tanks and related infrastructure. Public access will be limited to the 5-mile Community Grand Loop Trail that circumnavigates the development. This Trail will provide an additional buffer between the trail edge and the adjacent natural open space area.

<u>Water Tanks</u>

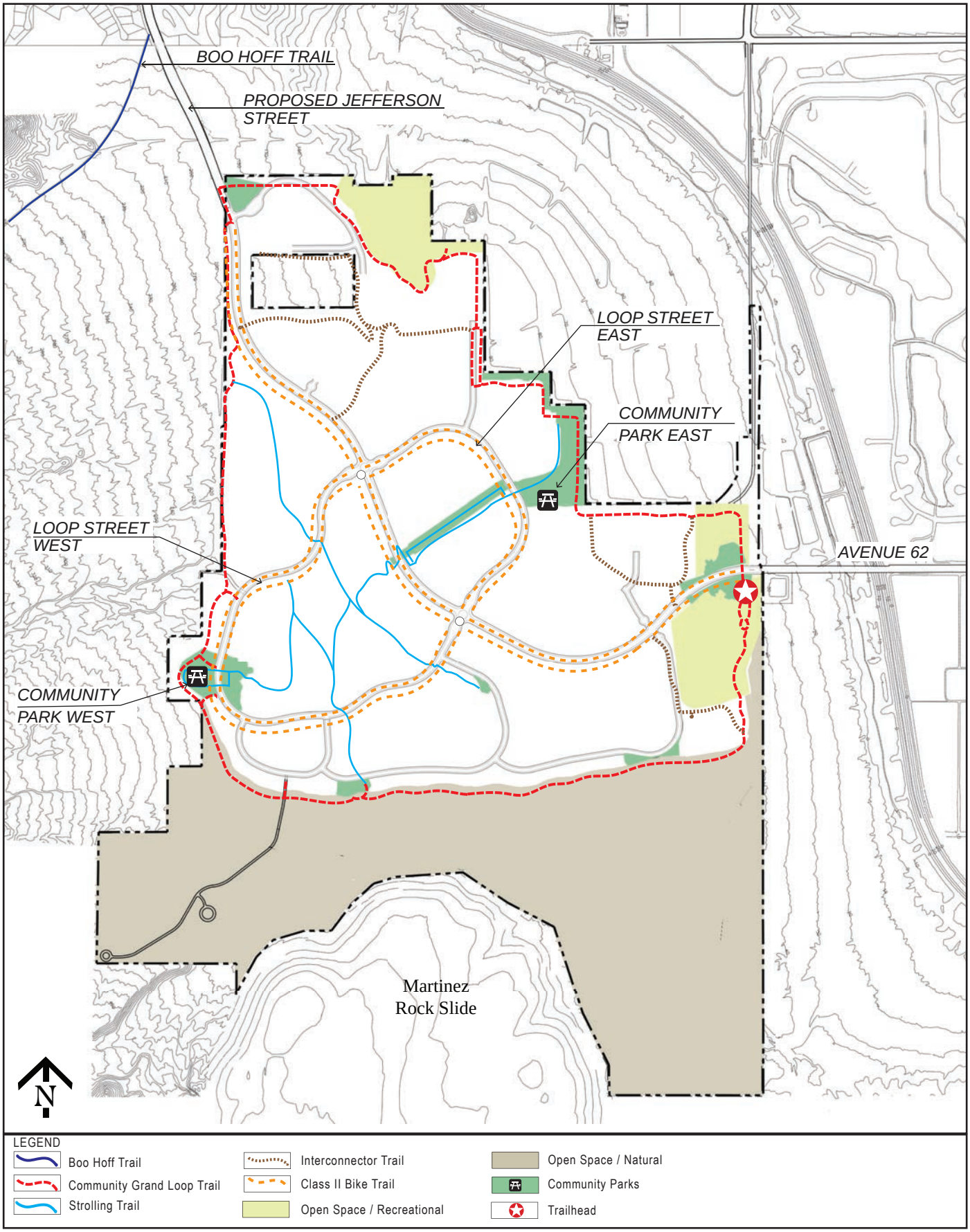
In order to provide the site with adequate domestic water and water pressure, the Project proposes the development of two CVWD water tanks, in Planning Area 20. The two water tanks with a storage capacity of 600,000 gallons and 2,650,000 gallons, identified as the "upper" and "lower" tanks

(respectively), will be situated west of the Martinez Rockslide. These water reservoirs and associated booster stations are proposed to convey well water and store it at elevations that provide required water pressure to service the Project property. The upper tank would be located at an elevation of 425 feet, while the lower tank would be located at an elevation of 335 feet. See Section 3.9.1, *Water*, of this Chapter for further discussion of the proposed water tanks.

The ***Conceptual Land Use Plan*** (**Exhibit 3-7**) was developed with consideration of the environmental constraints associated with the surrounding land, including adjacency to the Santa Rosa Mountains and Martinez Rockslide area to the south, Coral Mountain to the north, and the CVWD spreading grounds to the east and northeast. **Exhibit 3-7** also shows the proposed land use locations.

Permitted Uses

- Trails
- Two water reservoirs, service roadway, underground pipelines, and ancillary facilities as allowed through consultation with the US Fish and Wildlife Service, all other permanent structures will be prohibited in the Open Space/Natural area.
- There will be an access road provided to connect off-site properties in Section 5, to the loop road of the project. This will be defined by an easement and entitled by the Applicant to allow access to and from the future project to Section 5.
- All other uses will be prohibited in this area.



Source: TRG Land, Inc.

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RECREATION PLAN
TRAVERTINE
EXHIBIT 3-12

3.7 Project Construction

3.7.1 Grading Phases

Project grading will occur in two phases, Phases A and B. Grading Phase A will grade the southern half of the Project property's development footprint, improve and extend Avenue 62, and provide an emergency vehicle access (EVA) route to connect to Madison Street. Phase B grading will grade the northern half of the Project property's development footprint and extend Jefferson Street to a point of connection. This is illustrated in **Exhibit 3-13, *Conceptual Grading and Construction Phasing***. The anticipated length of Grading Phases A and B is approximately 2 years each. Grading phases are likely to overlap by between 6 months to a year resulting in the completion of grading to last approximately 3 years. Supporting construction roads, access roads, and infrastructure will occur within the current footprint of the Project and defined at the time of final map.

Based on email correspondence with CVWD and the applicant on September 22, 2022, water during grading and construction will be provided by CVWD from an existing hydrant supplying canal water located within the Thomas E. Levy Groundwater Replenishment Ponds. Phase A is anticipated to grade approximately 5,500,000 cubic yards (cy) and would result in the use of 506.4 AF of water. Phase B will grade approximately 5,900,000 cy and would require 543.2 AF of water. Construction water availability limits the amount of grading and construction that could occur at the Project property at one time.

3.7.2 Construction Phasing

Construction is defined as the construction of buildings (homes, resort, recreational facilities, etc.). Construction of the Project property will occur in four phases: 1A, 1B, 2 and 3. Construction Phase 1A includes approximately 534.9 acres of the Project property, resulting in the construction of 339 low density residential units on 164.4 acres, the resort/golf training facility and related facilities on 46.2 acres, and approximately 23.1 acres of open space recreation. The 301.2 acres of open space natural uses is located within Construction Phase 1A, however, no development will occur in this area, apart from the two water tanks (discussed above and in Section 3.9.1 in this Chapter). Phase 1B will develop 93.7 acres of the Project property, consisting of 191 low density residential units on 64.2 acres, 74 medium density residential units on 14.8 acres, and open space recreational uses on 14.7 acres. Construction Phase 2 will develop 80.1 acres of land consisting of 60 acres of low-density residential uses, and 20.1 acres of medium density residential uses. Phase 2 will develop 145 low density residential units and 163 medium density residential units. Finally, Construction Phase 3 will develop the remaining 292 dwelling units (87 low density residential and 205 medium density residential) on approximately 55.3 acres of the Project property, the resort/spa on 38.3 acres, and approximately 18.1 acres of open space recreational uses. Construction of Phases 2 and 3 will proceed sequentially.

As discussed above, construction water availability limits the amount of grading and construction that can occur concurrently onsite.

The Project phases informed the assumptions in the air quality, greenhouse gas (GHG), noise, and traffic analyses by evaluating the Project's impact during each developmental phase of the site (both grading and construction). The phasing was utilized in the technical modeling to determine the Project's impact compared to existing conditions in the Project property and vicinity. This also analyzes the increases of air quality, GHG emissions, noise, and traffic during buildout of the Project.

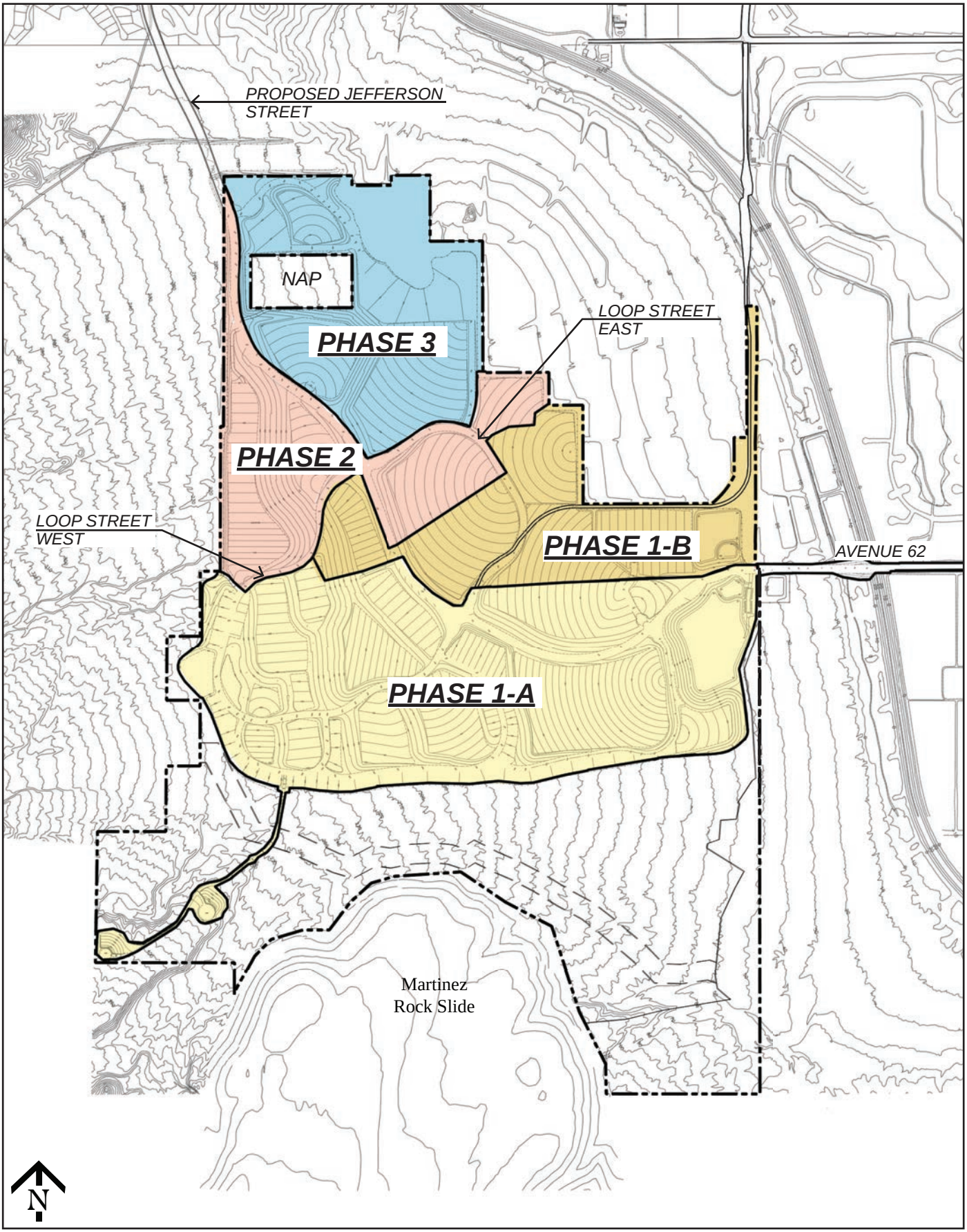
The construction, installation, and/or extension of infrastructure and facilities necessary to serve each phase of development shall be operational prior to the issuance of the first Certificate of Occupancy or Final Inspection for that particular phase. Perimeter streets, two points of access and associated landscaping (i.e., the extension of Avenue 62 and the Madison EVA) will be required to be constructed and installed prior to construction and drop of lumber.

As development in Travertine and the surrounding community continues, market conditions as well as infrastructure design and improvements may evolve and change, resulting in various revisions to the phasing program as described in **Table 3-6** and shown in **Exhibit 3-13**.

Table 3-6 Travertine Specific Plan Amendment Construction Phasing Plan

PA	Land Use	Acres	Density Range du/ac	Target Units
Phase 1A and 1B				
Phase 1A				
10	Low Density Residential	25.6	1.5-4.5	75
11	Resort/Golf	46.2	--	--
12	Low Density Residential	52.2	1.5-4.5	105
13	Low Density Residential	26.7	1.5-4.5	48
14	Low Density Residential	39.0	1.5-4.5	65
15-A	Low Density Residential	20.9	1.5-4.5	44
19	Open Space Recreation	23.1	--	--
20	Open Space Natural	301.2	--	--
Phase 1A Total		*534.9*	--	*337*
Phase 1B				
5	Low Density Residential	16.2	1.5-4.5	31
7	Low Density Residential	18.7	1.5-4.5	61
8	Low Density Residential	16.9	1.5-4.5	73
9	Medium Density Residential	14.8	4.5-8.5	72
15-B	Low Density Residential	12.4	1.5-4.5	26
18	Open Space Recreation	14.7	--	--
Phase 1B Total		*93.7*	--	*263*
Phase 1A and 1B Total		**628.6**	**--**	**600**
Phase 2				
4	Low Density Residential	9.6	1.5-4.5	29
6	Medium Density Residential	20.1	4.5-8.5	163
16	Low Density Residential	50.4	1.5-4.5	116
Phase 2 Total		**80.1**		**308**
Phase 3				
1	Resort/Spa	38.3		100 Resort Villas
2	Medium Density Residential	25.9	4.5-8.5	205
3	Low Density Residential	29.4	1.5-4.5	87
17	Open Space Recreation	18.1		
Phase 3 Total		**111.7**		**292 du; 100 Resort Villas**
Total		**820.4***		**1,200 du; 100 Resort Villas**

*Master Planned Roadways are not included in the Grand Total. The Master Planned Roadways include the westerly extension of Avenue 62, Jefferson Street extension from the northwest Project corner, internal loop collector streets, and the Madison Street EVA. The Master Planned Roadways do not currently exist and will be built throughout the Project property from south-east of the Project property to north-west. The Master Planned Roadways equal approximately 35.0 acres, for a ***total project area of approximately 855 (855.4) acres***.
Source: *Travertine Specific Plan Amendment, Table 10, February 2022.*



Source: TRG Land, Inc.

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CONCEPTUAL CONSTRUCTION PHASING

TRAVERTINE

EXHIBIT 3-13

3.8 Circulation

The Project property is proposed to be served by two access points: (1) the southerly extension of Jefferson Street as a Modified Secondary Arterial, south of Avenue 58, and (2) the westerly extension of Avenue 62 as a Modified Secondary Arterial west of Monroe Street. Jefferson Street will be extended south of Avenue 58 through the Coral Canyon development, a portion of Bureau Land Management (BLM) land and continue through Travertine to meet the extension of Avenue 62, dependent upon the timing of development of Coral Canyon and approvals through the Bureau of Reclamation (BOR) and BLM.

The Travertine community land uses are proposed to be oriented on both sides of the Jefferson Street/Avenue 62 central spine roadway, with local loop collector roads emanating from the spine roadway via roundabouts to provide access to the neighborhoods, as shown on **Exhibit 3-14, *Circulation Plan***.

Access to the water tanks proposed in the southwest portion of the Project property will be provided from the internal loop road. Coordination with CVAG will be necessary to the site the water tanks in this area. In addition, an access road will be installed along the western edge of the development for access to Section 5. The road will connect from the loop road of the Project property to Section 5, that will be defined as an easement to allow access to lands to the west from within the Project property, during the same construction phase as the loop road is built.

An approximately 12.4-acre parcel is located between Planning Areas 1 and 2 and is not a part of the project (NAP). No Project-related development will occur on this parcel. However, the Project will provide a roadway for vehicular access to this parcel as part of the master plan roadways (see **Table 3-5, *Proposed Land Use by Planning Area***).

Construction Access

During the Grading Phase A stage, Avenue 62 will cross Dike No. 4 and extend westerly towards the Project property. This crossing will provide construction access to the property and require a license, secured by the City of La Quinta, and approved by the BOR. A license has not yet been secured. The process will also include applying for a right of use authorization (SF 299), which will include construction level plans. Once reviewed, the BOR would make a determination. The license agreement with the BLM has been approved. The access road to Section 5, discussed above, will be developed during the construction of the loop collector roads emanating from the spine roadway.

Emergency Vehicle Access

Prior to any building construction, the Project will provide two points of access to the property, one for public access, and one for emergency vehicle access (EVA). Avenue 62 will act as the primary access point to the Project during Construction Phase 1 and after (discussed in Section 3.9, *Phasing*

Plan, of this Chapter). Secondary access will be provided from the southerly extension of Madison Street from Avenue 60. The Madison Street extension will be a 24-foot EVA in a 30-foot right of way (or easement) that crosses Dike No. 4 and continues south to the Project property. The Project proponent will obtain permissions from both CVWD and BOR to cross Dike No. 4 and its recharge basins.

Exhibit 3-15, *Phase 1 Interim EVA Access*, illustrates the proposed EVA in relation to the associated Phase 1 construction.

Operation

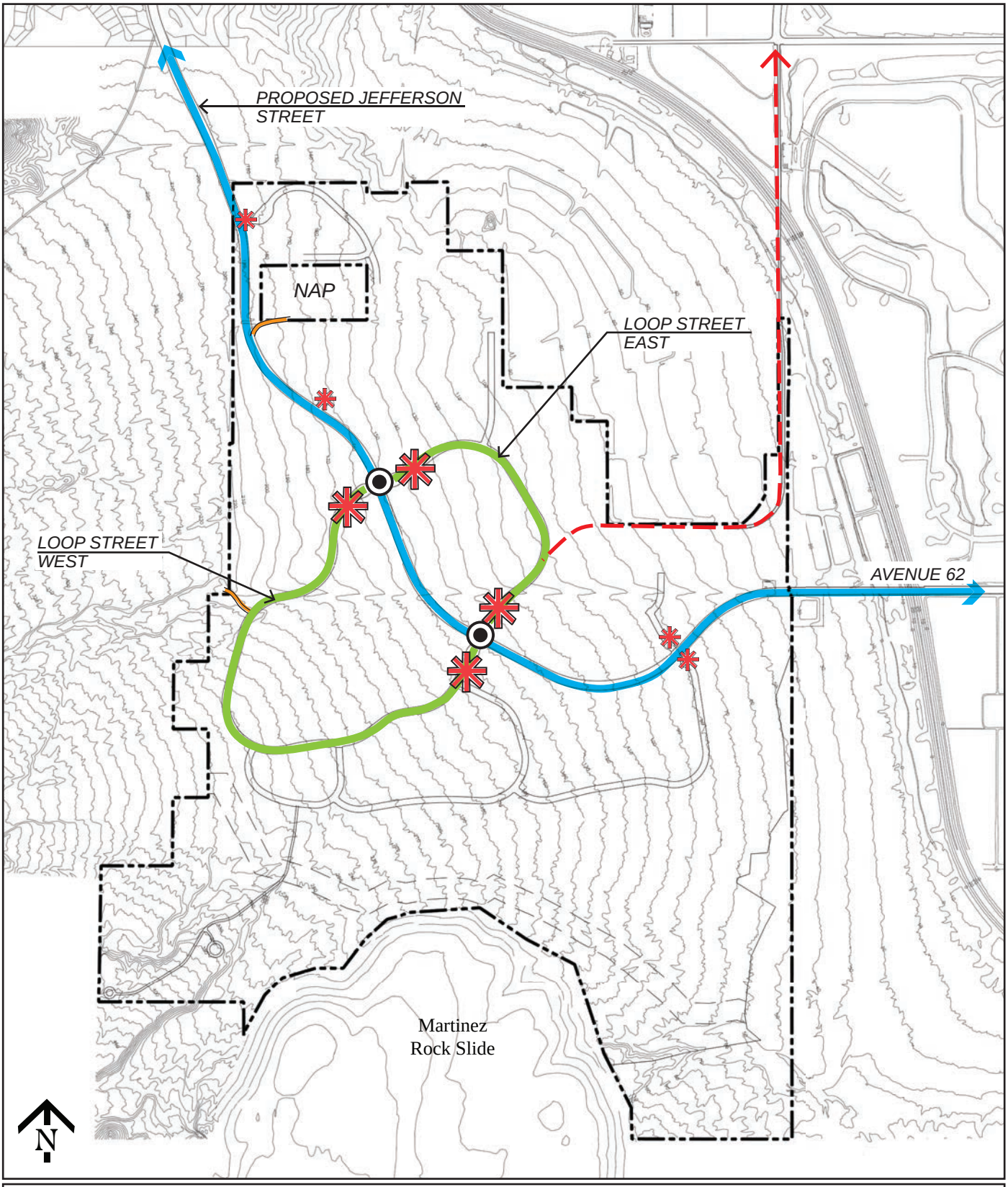
As previously stated, the Project property is proposed to be served by two access points: (1) the westerly extension of Avenue 62 as a Modified Secondary Arterial west of Monroe Street, and (2) the Jefferson Street extension at the northwest property corner.

The roundabout streets will have a typical right-of-way of 70 feet, with curb-to-curb distances of 40 feet with 9-foot curb adjacent landscaped parkways and a 6-foot-wide pedestrian walkway on both sides. Local roads are also planned to be utilized and will be comprised of a curb-to-curb dimension of 32 feet, which allows for parking on one side of the street and 36 feet, which allows for parking on both sides of the street. These residential local roads will provide a landscape easement at a minimum of 12 feet on each side of the street and 15 feet to residential building.

An access road easement will be provided for entry to Section 5 for any future uses. The road will connect from the loop road of the Project property to Section 5, that will be defined as an easement and entitled by the Applicant to allow access from the Project, during the same construction phase as the loop road is built.

Gates

The Project neighborhoods will be gated for privacy. These gates will be located at the intersections of the loop roads and Jefferson Street or Avenue 62. The Resort/Spa entry at Jefferson will also be gated. Gating of individual neighborhoods within the residential planning areas is permitted. The location of any proposed gates will be reviewed and approved by the City as part of either a tentative tract map application or as a part of a site plan review application. Emergency and secondary access into the gated areas will be provided for emergency vehicles. Secondary access points will be provided via the local roads, from the main spine roads.



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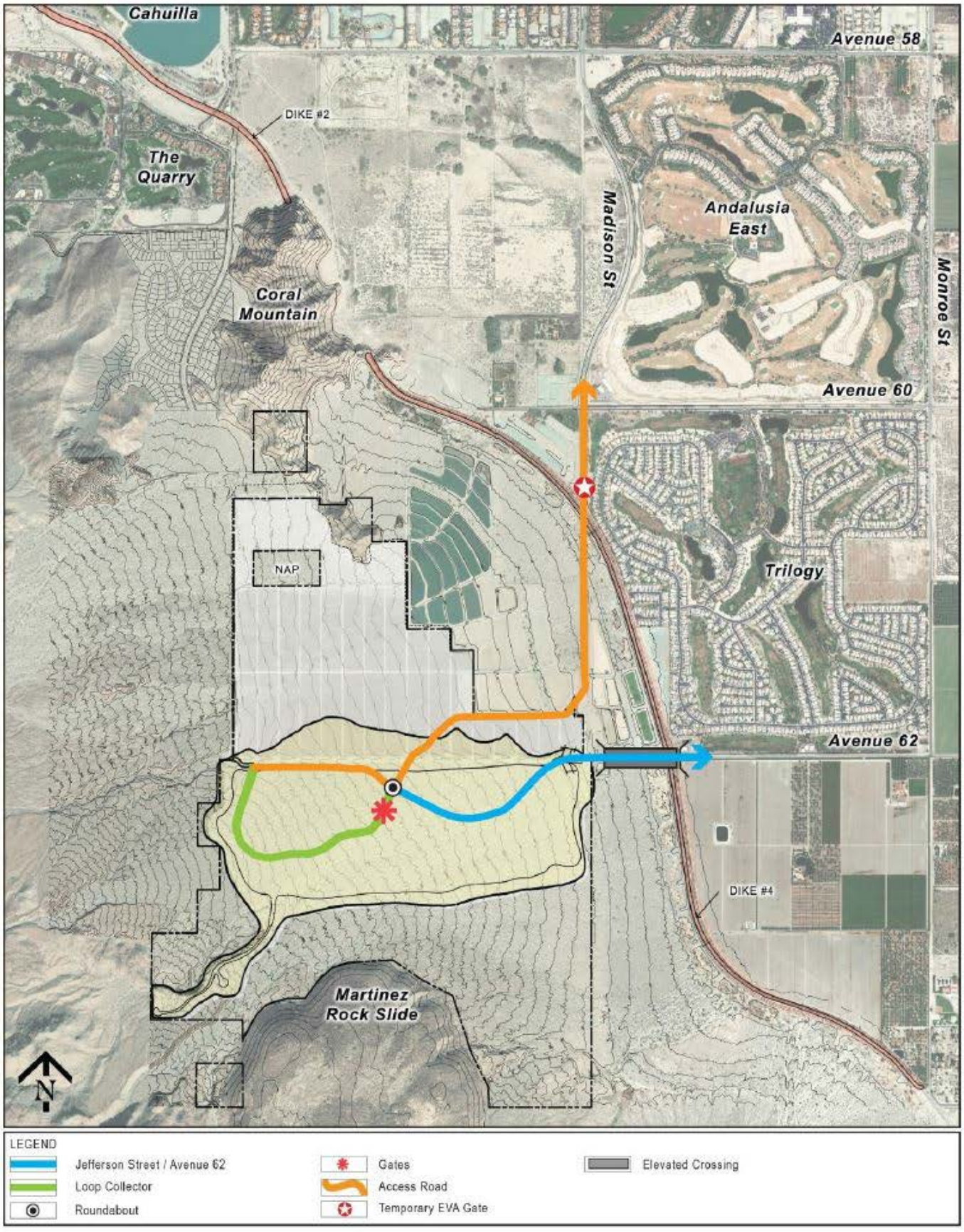
CIRCULATION PLAN
TRAVERTINE
EXHIBIT 3-14



Note: Exhibit 2.8 in the Fire Master Plan illustrates the Avenue 62 access as well as the locations of the two alternative EVAs. At the time the Fire Master Plan was approved, the project proposed a golf course at the southern portion of the site. Since then, the site plan has been revised to change the Open Space Golf Course area indicated in the exhibit to Open Space Natural. Development is not proposed to occur on approximately 301.2 acres along the southern portion of the site.

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Source: Fire Master Plan, Exhibit 2.8, TRG Land, Inc.

PHASE 1 INTERIM EVA ACCESS

TRAVERTINE

EXHIBIT 3-15

3.9 Infrastructure Plan

Existing infrastructure on the Project property is very limited as the site has not been previously developed. The former vineyard area was provided with water from an on-site well. In addition to the Master Planned Roadway system, the Project also includes a master plan for infrastructure including drainage features, underground utilities, domestic water wells, and water reservoirs. The Project would be supplied with electricity by IID and a new IID substation may be required to serve the Project. The precise location of the future substation is not yet known, but would be located within the off-site utility field. Please refer to **Exhibits 3-1, 3-2**, and **3-3**.

3.9.1 Water

The Coachella Valley Water District (CVWD) has jurisdiction over domestic water service to the Project property. Currently, domestic water service lines exist in two areas near the Project property. These include the intersection of Avenue 60 and Madison Street, and the intersection of Monroe Street and Avenue 62. The Project property will be required to connect to CVWD's existing water distribution network. However, water pressure at the two existing service line locations is not adequate to serve the proposed Project property. Proposed Project finish pad elevations will require two domestic water pressure zones within the Project property – Zone 335 and 425. Additional water storage will be required for each of these zones. Three booster stations will be necessary for water delivery to the property. One booster station will be located on an existing parcel owned by CVWD near the intersection of Avenue 62 and Monroe Street. A second booster station will be located within the Project property along the alignment of the Madison Street EVA. The third booster station will be located on the Project property for the Zone 425 reservoir. Booster stations include all necessary aboveground and underground appurtenances including pumps and motors, piping valves, mechanical, structural, electrical, telemetry, back-up generator, and other miscellaneous equipment, housed within a covered equipment building. Booster pump station sites (when not located adjacent to a reservoir) shall be a minimum of 150 feet by 150 feet.

The Project proposes two on-site water reservoirs (Zone 335 and Zone 425) to be constructed within Planning Area 20. The proposed upper tank is located at an elevation of 425 feet, with a volume of 600 thousand gallons and a 60-foot diameter, and the lower tank is located at an elevation of 335 feet with a volume of 2.65 million gallons and a 110-foot diameter. Upper and lower tank diameters are approximations based on anticipated volume. The sizes of the tanks will be confirmed during the design and approval process. Access to the proposed water tanks will be provided from an internal road. The water reservoir locations, including related facilities (service roadway, underground pipelines, etc.) are subject to review and approval by the USFWS, CVWD, and the Coachella Valley Conservation Commission (CVCC). Both water tanks proposed onsite will be included in Phase A grading and operable prior to lumber drop. All other improvements will be prohibited in the restricted Open Space Natural land use area, which will otherwise remain undisturbed. A portion of the Open

Space Natural Planning Areas is located in the Santa Rosa and San Jacinto Mountains (SRSJM) Conservation Area of the Coachella Valley Multiple-Species Habitat Conservation Plan (CVMSHCP). The Project was reviewed by the Joint Project Review (JPR) committee (CVCC and other interested Wildlife Agencies) regarding development of the water infrastructure improvements within the Conservation Area. During the JPR process, the committee had the opportunity to comment on the proposed development. The JPR review and approval occurred in March of 2021. Consult **Section 4.4, *Biological Resources***, for further discussion.

As discussed previously in Section 3.8, *Circulation*, (above) the Project proposes an EVA route that will be developed during Phase I of Project construction. Water lines will be extended from Avenue 62 and Madison Street to serve the Project. Water lines will be connected prior to any construction. This is illustrated in **Exhibit 3-16**, ***Phase 1 Interim Conceptual Water Plan***.

The Project property will be served with a twelve-inch main line within Jefferson Street, Madison Street, and Avenue 62 alignments. Twelve-inch and smaller lines will then feed off the main line to serve the individual developments along these public streets. Precise locations, alignments, and sizes of water service facilities will be determined at the Tentative and Final Map stage of development, per City and CVWD regulations and standards.

Irrigation water for the golf training facility turf and landscaping will be provided by CVWD. Infrastructure will be installed in the Grading Phase A stage to convey the water to the site (see Section 3.7, *Project Construction*, of this Chapter for a discussion of Project phasing).

The conceptual on-site water service facilities that are required to provide domestic water to the community is indicated in **Exhibit 3-17, *Conceptual Water Plan***.

The Project will also develop onsite and off-site well sites. CVWD's Development and Design Manual Section 5.6.1, *Well Site*, requires that the Project applicant provide up to five well sites for water supply. Two off-site wells will be constructed during Phase 1, located within a 2-mile radius of the Project property and as shown on the "off-site utility field". The off-site well locations have not yet been determined; however, two wells will be operable and available prior to the issuance of the first Certificate of Use and Occupancy. The location of the future well sites are currently under discussion with CVWD. The precise location of the off-site utility field has not been determined, however, future wells are proposed east of the Project property, generally between Avenue 58 on the north, Avenue 64 on the south, Calhoun Street on the east, and Jefferson Street on the west. Currently, the offsite locations are characterized by vacant, undeveloped land and agricultural land (see **Exhibit 3-3** in this Chapter). The locations of the wells are subject to the approval of CVWD. This Draft EIR provides a programmatic analysis of the future offsite well site impacts (as well as the IID substation) to the various environmental topics analyzed in this document.

3.9.2 Wastewater System

CVWD provides sanitary sewer service in the area. The closest sewer connection is located at the intersection of Monroe Street and Avenue 62, approximately one mile east of the Project property. The Project proposes to extend the sewer mains along Avenue 62 and Jefferson Street to the Project property. The proposed onsite facilities are comprised of a series of eight-inch sewer lines serving the individual developments and flowing by gravity into the main sewer line located within Jefferson Street/spine road alignment. The main sewer line in Jefferson Street increases in size as it extends eastward, ranging from eight (8) inches on the west side to fifteen (15) inches at Madison Street, where the line exits the Project property. The offsite sewer alignment continues east in Avenue 62, crossing Dike No. 4, then easterly to the existing sewer in Monroe Street.

The Project will ultimately discharge flows to Water Reclamation Plant 4 (WRP-4) located in the unincorporated community of Thermal, California. Final design criteria, location, alignment, and sizing of sewer facilities will be determined at the tentative and final map stage of development, pursuant to the processes and specifications of the City and CVWD. **Section 4.18, *Utilities and Service Systems***, of this Draft EIR will offer an in-depth discussion of the wastewater system proposed for the project. As previously stated, **Exhibit 3-18, *Conceptual Sewer Plan***, illustrates the sewer line locations proposed for the Project.

3.9.3 Solid Waste

Services associated with the collection and disposal of solid waste generated within the Travertine community will be operated and administered by Burrtec per the contract with the City of La Quinta. Individual developments within the Project property will implement measures that will be consistent with City regulations designed to reduce solid wastes, including, but not limited to the California Integrated Waste Management Act (AB 939), which requires each jurisdiction in California to divert at least 50 percent of its waste away from landfills (see **Section 4.18, *Utilities and Service Systems***).

3.9.4 Dry Utilities

Electricity

The Project property is currently served with electrical power from the Imperial Irrigation District (IID). Power from this source was used during the time when the vineyard was last active (2007) to pump irrigation water from three existing privately-owned wells. The wells are currently not in operation because the vineyard is no longer active, and the power has since then been disconnected.

An off-site 2.5-acre substation may be required for the Travertine development and is anticipated to be constructed during the Construction Phase 1A. Currently there are ongoing discussions with local parcel owners, IID and developers, to locate the future offsite substation. All off-site parcels required

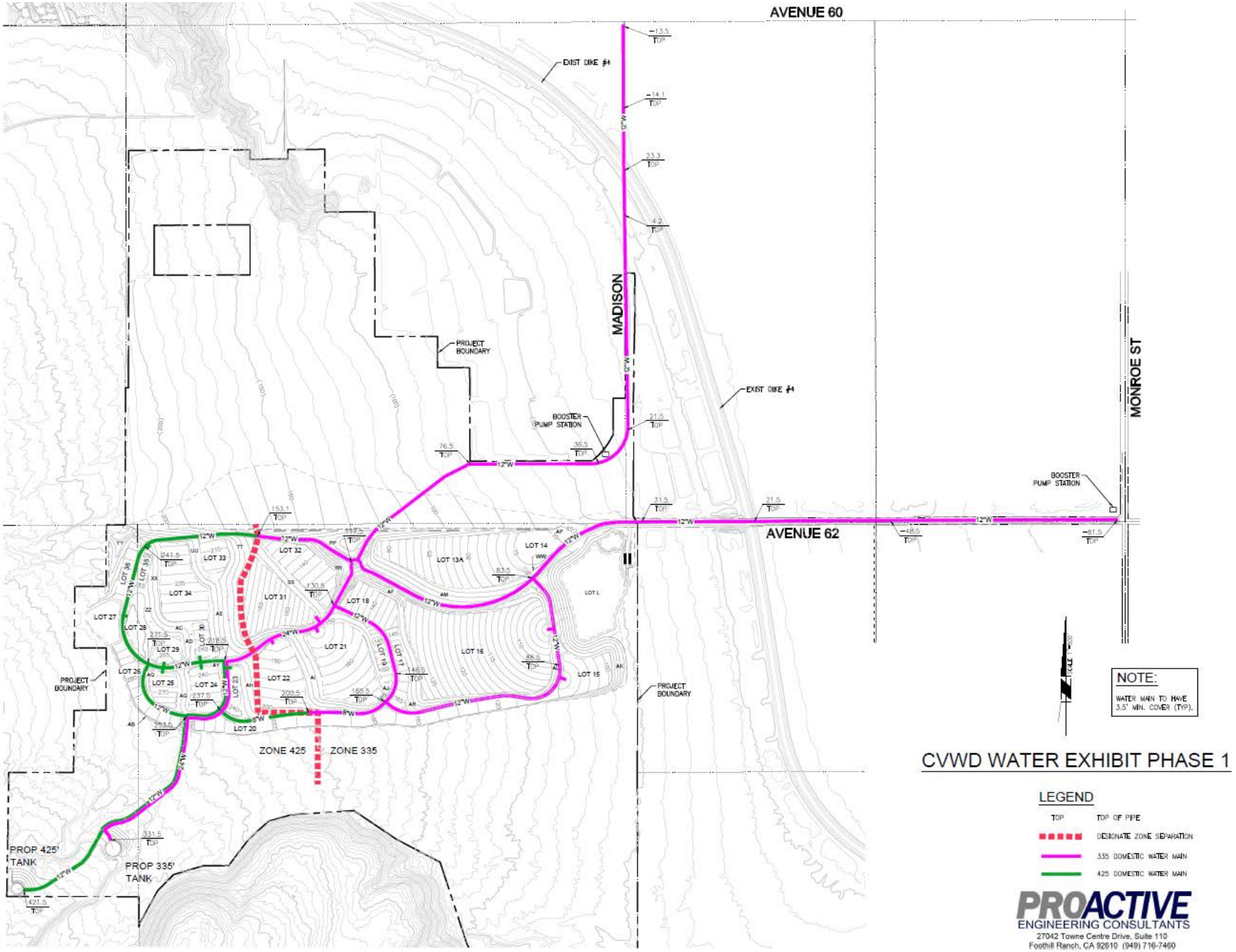
for the substation will be chosen to fit the requirements of IID and will be studied with metrics provided by the utility. The location of the 2.5-acre site will be within 2-miles of the Project property. The location of the offsite substation has not been determined at the time this EIR was written, however, it is proposed to be located east and northeast of the Project property, generally located between Avenue 58 on the north, Avenue 62 on the south, Calhoun Street on the east, and Almonte Drive and Monroe Street on the west. Currently, the off-site utility field locations are characterized by vacant, undeveloped land and agricultural land (see **Exhibit 3-3** in this Chapter). The location is subject to approval by IID. This Draft EIR analyzes the future offsite substation impacts to the various environmental topics, including energy resources and utilities, at a programmatic level. The routing of the proposed service lines along the route to the site will be studied for visual impacts and aesthetics in addition to all other known impact metrics that IID will make available. All existing and proposed utilities within or immediately adjacent to the proposed Project shall be installed underground. Power lines with voltage higher than 92 kV are exempt from being installed underground.

Natural Gas

Currently there is no natural gas provided on site. Natural gas would be provided to the Project property by Southern California Gas Company through the extension of natural gas infrastructure via Avenue 62 over Dike No. 4 at the Applicant's expense.

Telephone Service

Telephone service will be provided by Frontier or Spectrum.



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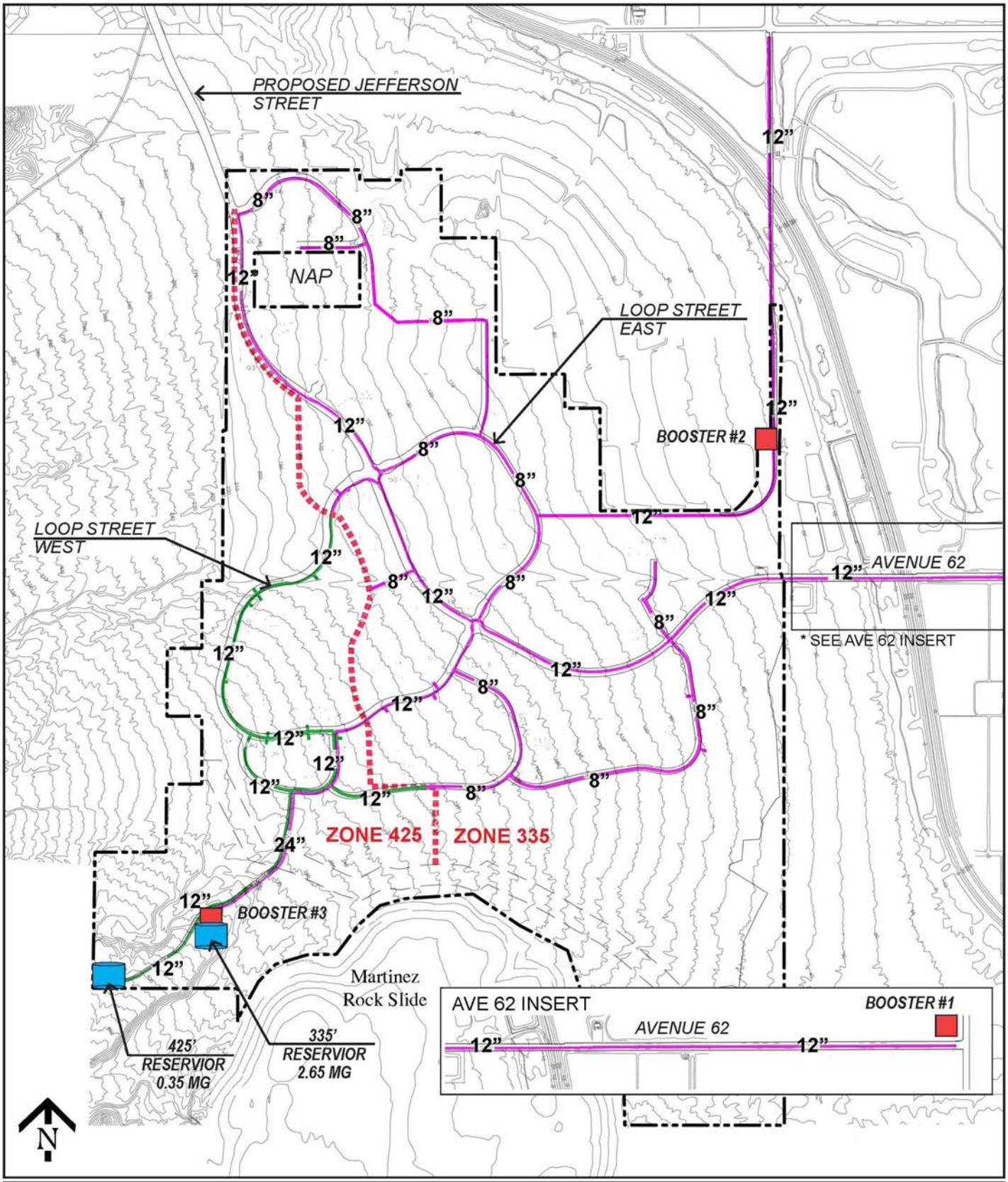
Source: Proactive Engineering Consultants

PHASE I INTERIM CONCEPTUAL WATER PLAN

TRAVERTINE

EXHIBIT 3-16



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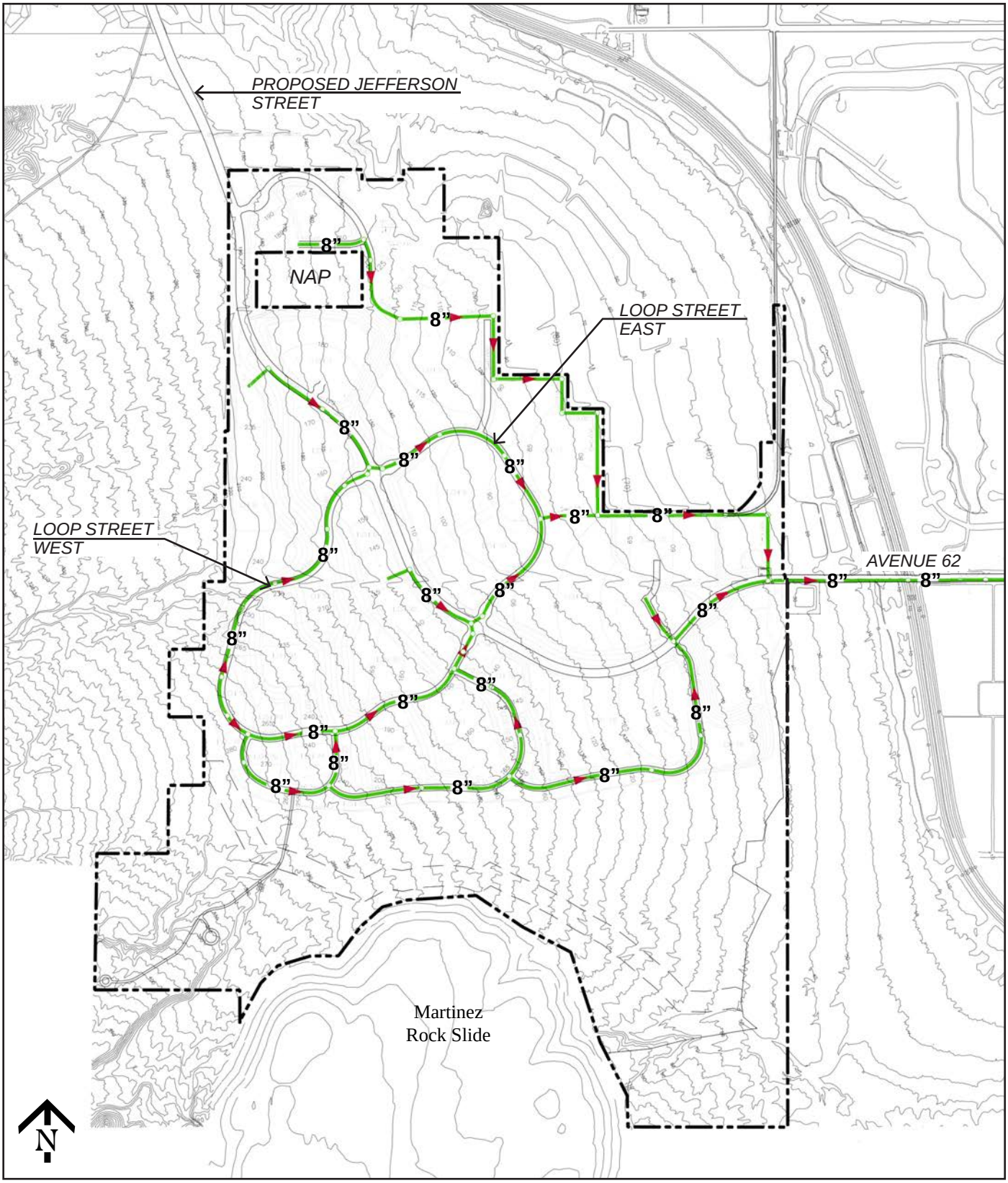
CONCEPTUAL WATER PLAN

TRAVERTINE
EXHIBIT 3-17



LEGEND

Sewer Lines

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CONCEPTUAL SEWER PLAN

TRAVERTINE

EXHIBIT 3-18

3.9.5 Grading and Drainage

The Project property slopes gently in a downslope direction from west to east and is subject to two types of drainage conditions: alluvial fan flow and incised drainage channels along less active fans. Existing drainage originates in the Santa Rosa Mountains to the west and south. The primary existing drainage conditions is alluvial fan flow; eight canyon drainages contribute runoff to the overall Project property. The major contributors of runoff to the planned development areas are Devil Canyon, Middle North Canyon, Middle South Canyon, and Rock Avalanche Canyon. Flows from these canyons and other drainages continue across the site and ultimately drain into the reservoir created by Dike No. 4. **Exhibit 3-19, *Existing Hydrology***, illustrates the existing hydrologic conditions that occur at the undeveloped Project property.

Grading Master Plan

The Project's topography is largely defined by the natural alluvial fan flow and the slopes surrounding the property. The area planned to be graded is generally comprised of slopes of between 0 percent and 10 percent. The property is elevated, and grading will potentially be visible to areas north of the property. The grading will maintain the natural orientation and drainage of the land by implementing varied contoured grading at 3:1 to 5:1 ratio in conformance with the natural terrain. The sections will demonstrate day-lighted slopes to natural, where natural slopes meet the graded slopes, as well as relationships between typical pads, proposed surface improvements, channels, trails, proposed golf course grading, reservoir pads, etc. at various locations throughout the Project property. Additionally, all areas adjacent to General Plan designated open space areas shall comply with the requirements of Section 9.110.070 and 9.140.040 (Hillside Conservation Regulations) of the Municipal Code.

All grading will be performed under the supervision of an Engineering Geologist to guarantee a stable site for the intended use. Landscaping and irrigation facilities will be required for all graded slopes greater than 5 feet in height or areas susceptible to erosion. Track-mounted portable crushers will be used directly on site, to allow rock crushing to exact grading specification. Rock crushing on-site will eliminate the need for exporting rock and importing good fill material while also avoiding traffic congestion, damage to roads and mud track-out, whilst providing dust control.

Future final maps will include detailed grading plans and supporting engineering designs and analyses for review and approval by the City of La Quinta.

Exhibit 3-20, *Conceptual Grading Plan*, and **Exhibit 3-21, *Slope Ratio Diagram***, illustrates the onsite grading and slope ratios proposed for the Travertine development.

Drainage Master Plan

The approach to the management of drainage in the Specific Plan Amendment is to concentrate the planned development within the inactive fan areas where possible, and provide a perimeter flood protection system around the development site to provide the necessary level of protection. The

primary watershed solution, illustrated in **Exhibit 3-22 *Conceptual Hydrology Plan*,** displays flows being conveyed around the Project site in order to pass flows to the downstream off-site areas along Dike No. 4 in a manner that avoids flooding risks to the downstream areas.

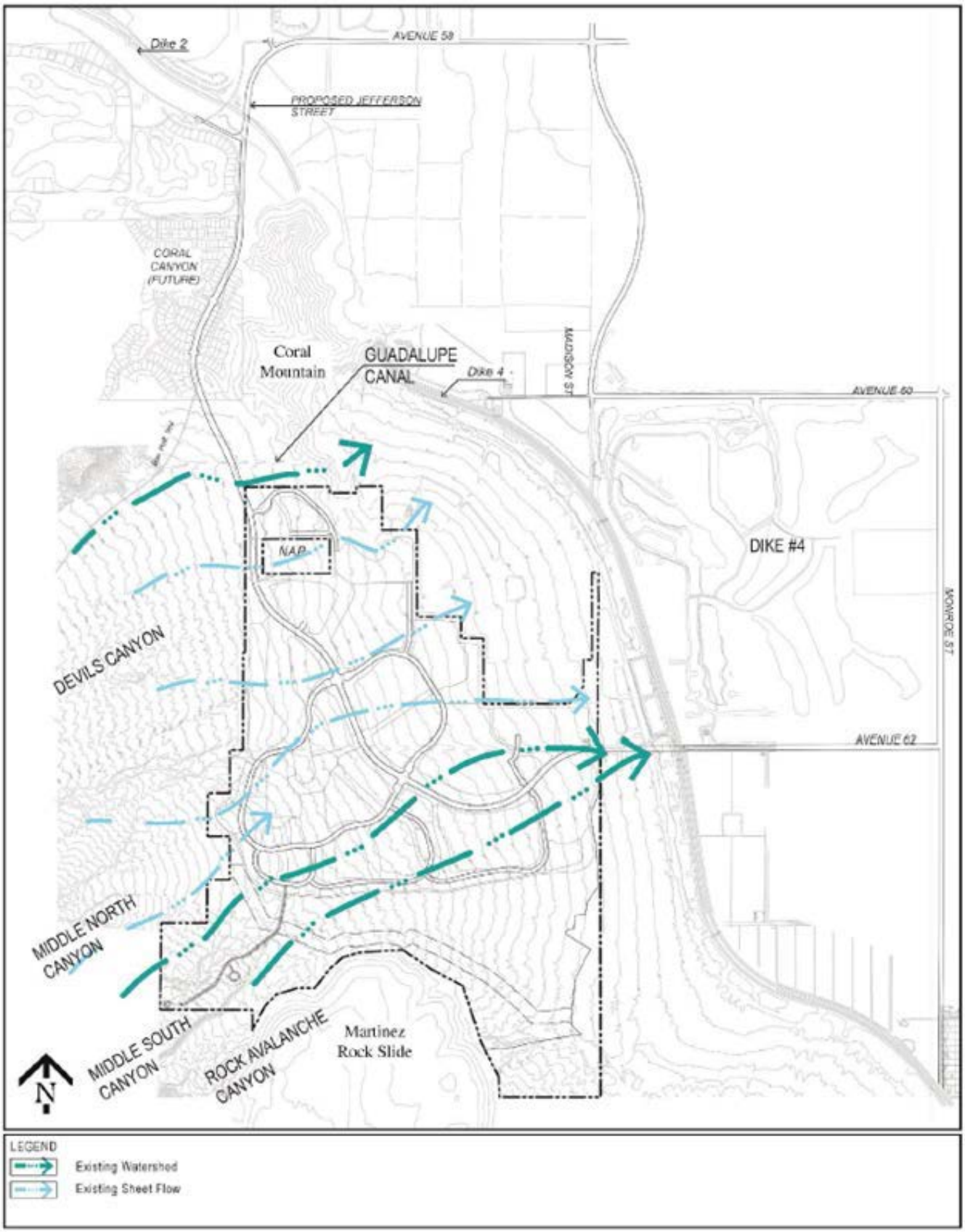
Project implementation will require management of active alluvial fan flow conditions on the western and southern edges of the planned development area. To manage this condition, it is determined that a perimeter flood protection barrier will be used along the western and southern boundaries. The barrier will consist of a raised edge condition with a slope lining to protect against scour and erosion. The edge will be elevated above that water surface elevations associated with the 100-year storm event, and will be designed based on worst-case flow scenario assuming an active alluvial fan flow condition. The western and southern edge protection is illustrated in **Exhibits 3-23** and **3-24**, from the project-specific Drainage Master Plan (**Appendix J.3**)**.** These flood protection barriers will intercept alluvial fan flows, incised canyon flows, and will control associated debris load. They will also allow planned conveyance facilities around the Project property. The proposed conveyance features will direct off-site flows, once intercepted by the barriers, around the perimeter of the development by means of open channel swales to safe outlets on the north and south sides of the development. The site itself will be raised along these edge barriers to avoid the creation of levee-like conditions.

The offsite run-off from Devils Canyon will be distributed on the north through the existing Guadalupe Dike system to Dike No. 4. Offsite watershed runoff from the Middle Canyons (North and South) and Rock Avalanche Canyon will be intercepted and conveyed along the southern portion of the Project property to Dike No. 4 north of the proposed Avenue 62 crossing.

Exhibit 3-22, *Conceptual Hydrology Plan*, illustrates the off-site and proposed on-site water flow. Per **Exhibit 3-22**, flows will be conveyed around the Project property on the west and south boundaries and re-distributed on the east along Dike No. 4. The drainage master plan for the Travertine development ensures that all residents of the community, as well as downstream facilities and properties, will be protected from periodic flooding that is experienced in the region. The Project proposes various conceptual storm facilities (perimeter barriers, on-site drainage) that are required to transmit storm runoff flows. More detailed engineering and design, consistent with design standards established by the City and CVWD, will be completed at the final map stages of development, resulting in the precise location, alignment, and sizing of drainage facilities. Onsite drainage facilities will be designed to capture first flush surface runoff. This is discussed in greater detail in **Section 4.10, *Hydrology and Water Quality,*** in this Draft EIR.

Onsite drainage facilities will primarily include a system of underground storm drains and catch basins to intercept, convey, and infiltrate stormwater runoff within the Project property to ensure equivalence between pre- and post-development conditions. Specifically, stormwater will be conveyed down the Project property gradient and into two primary surface basins (Basin A and Basin B) located at the east-end of the Project property. The basins are sized and located as to ensure that the stormwater flow rates and volumes resulting from the developed condition are equal to or less

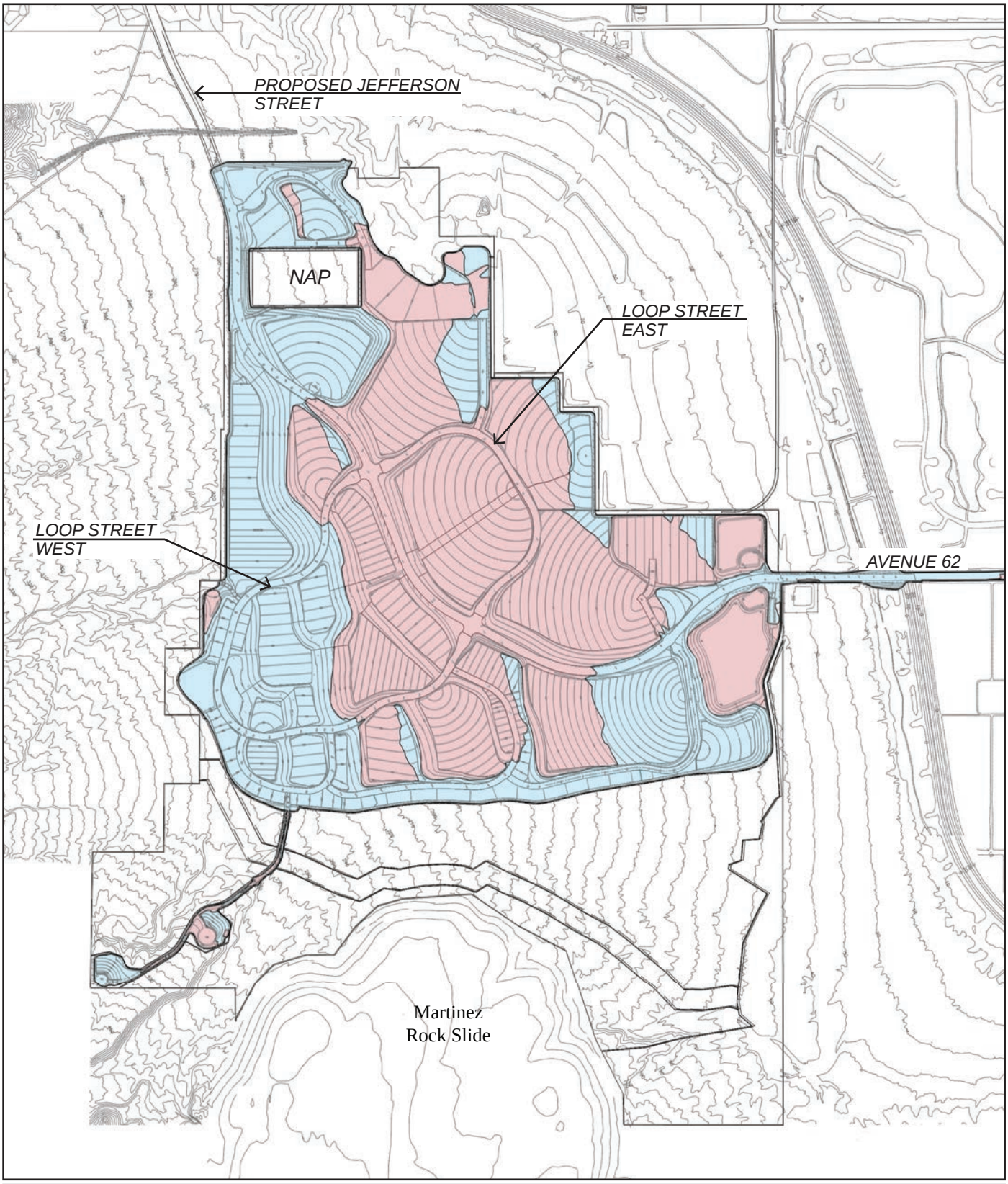
than the pre-development condition. **Exhibit 3-25, *Onsite Drainage Plan and Cross Section,*** illustrates the proposed onsite storm drain systems and basins. See **Section 4.10, *Hydrology and Water Quality***, of this Draft EIR for further discussion of on-site drainage.



Source: Travertine Specific Plan, TRG Land, Inc.

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

EXISTING HYDROLOGY
TRAVERTINE
EXHIBIT 3-19



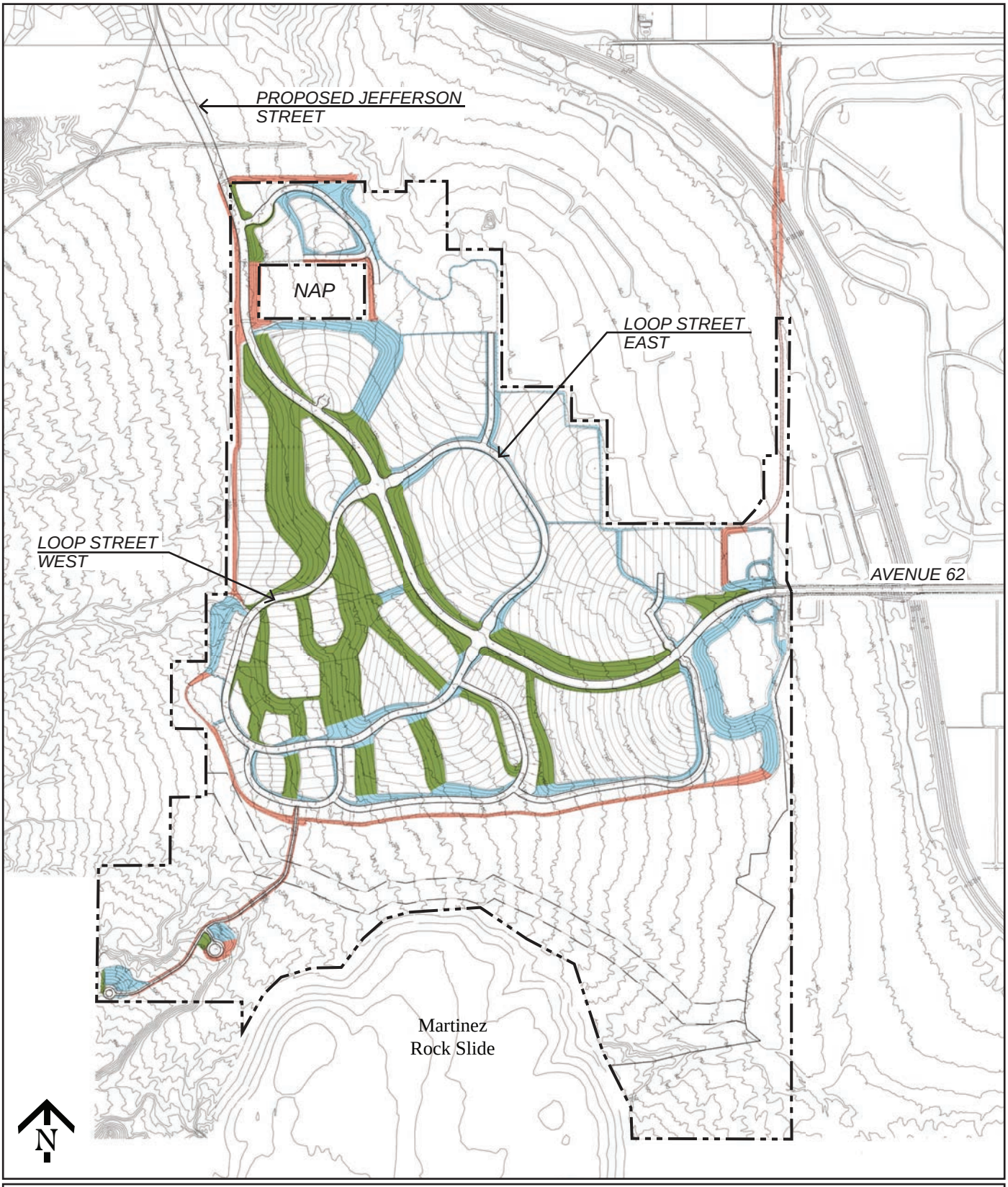
Source: TRG Land, Inc.

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

CONCEPTUAL GRADING PLAN

TRAVERTINE

EXHIBIT 3-20



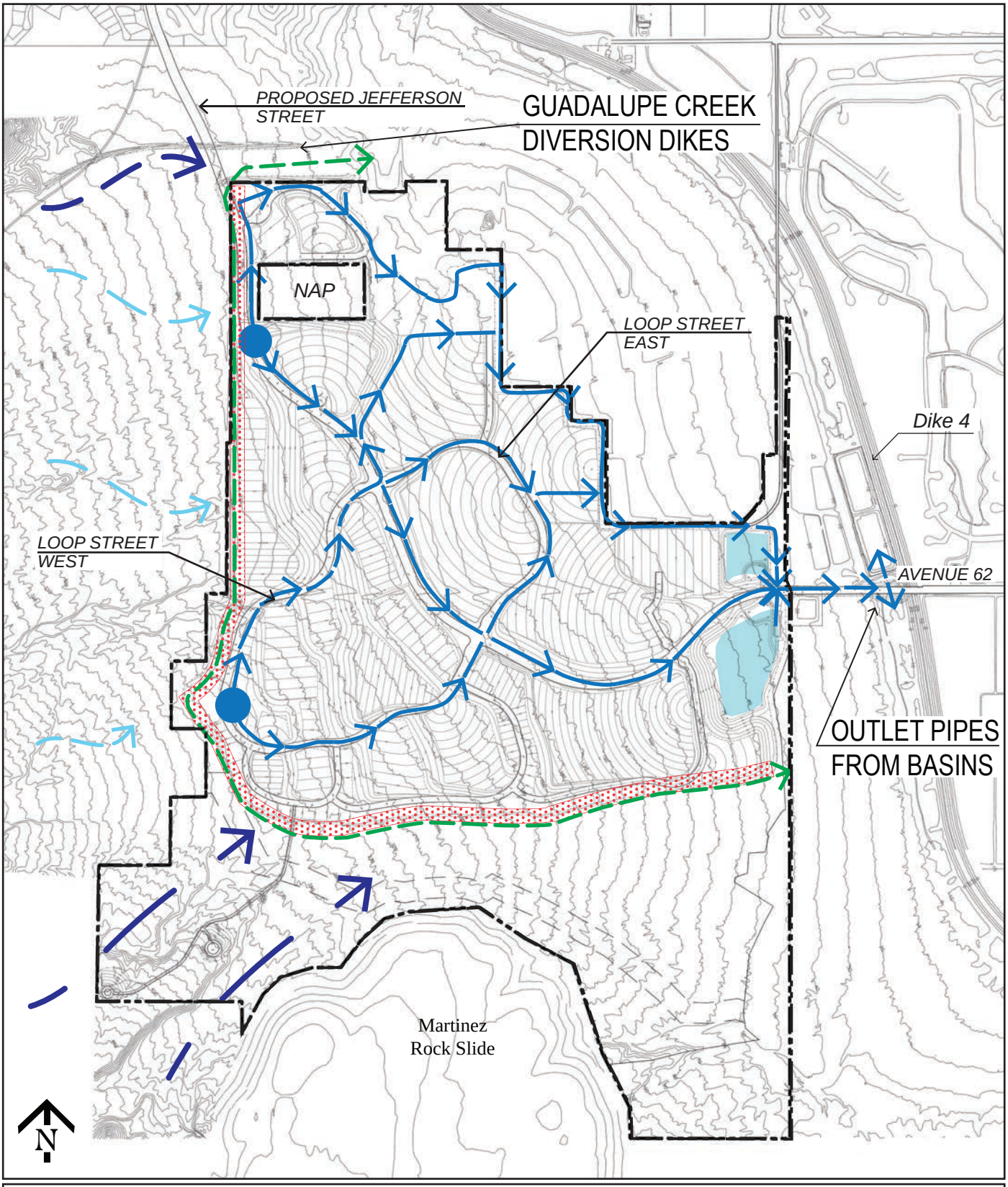
Source: TRG Land, Inc.

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

SLOPE RATIO DIAGRAM

TRAVERTINE

EXHIBIT 3-21



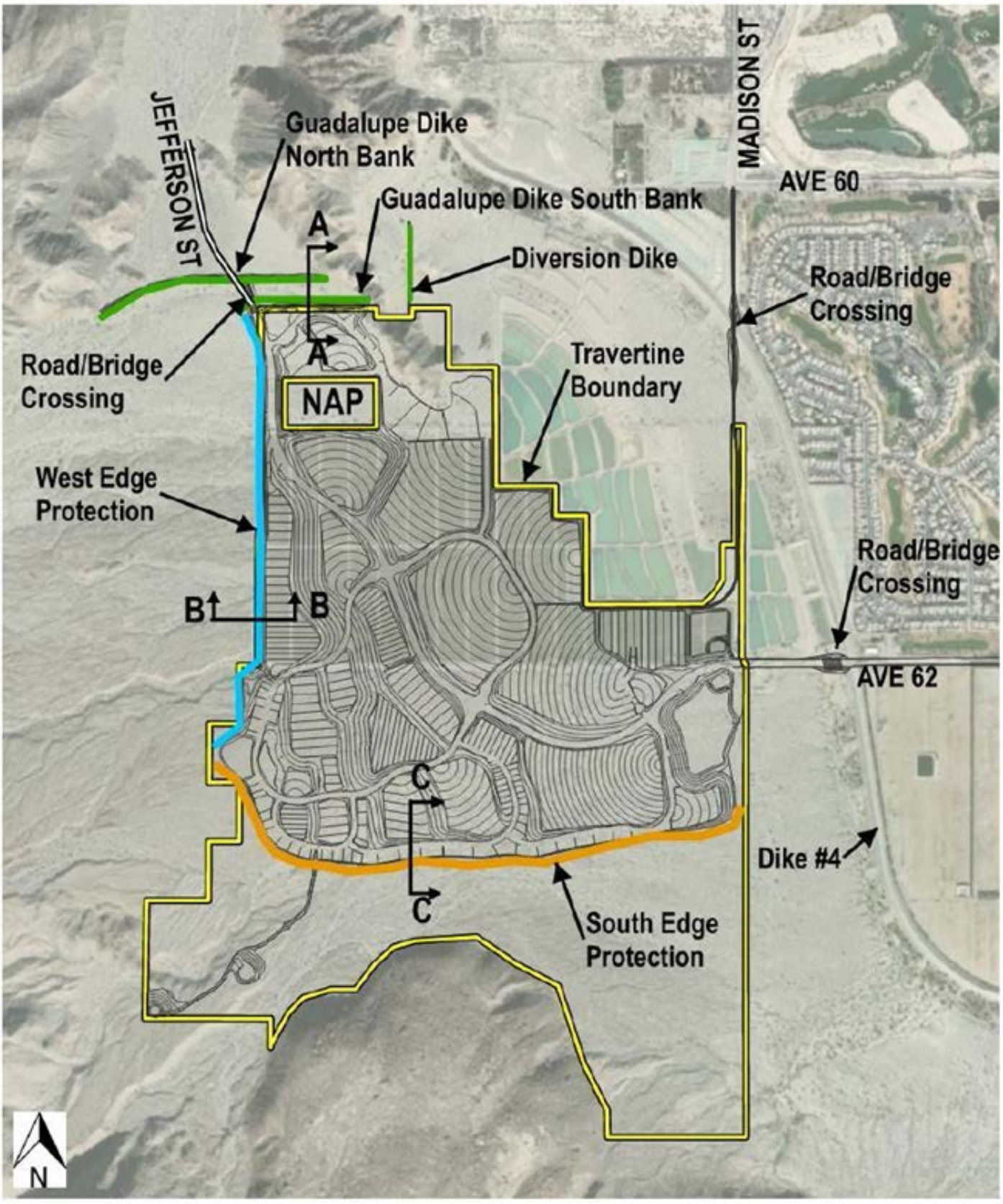
Source: TRG Land, Inc. & Travertine Drainage Master Plan, Q3

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

DRAINAGE MASTER PLAN - CONCEPTUAL HYDROLOGY

TRAVERTINE

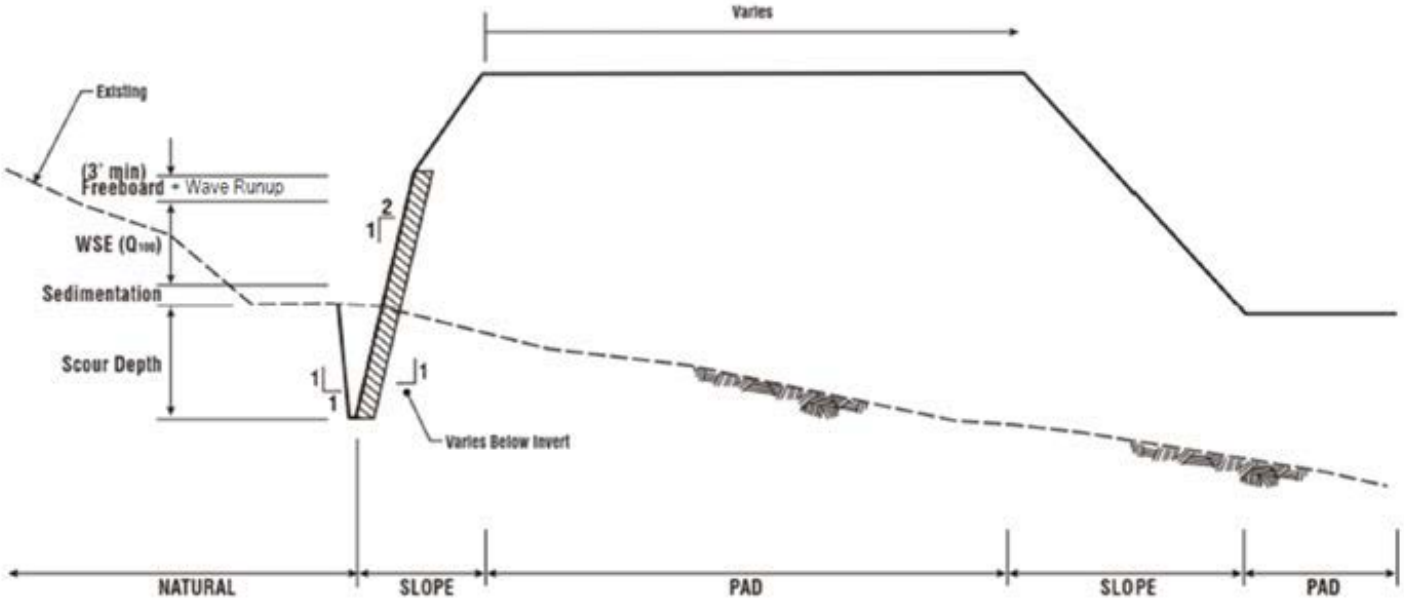
EXHIBIT 3-22



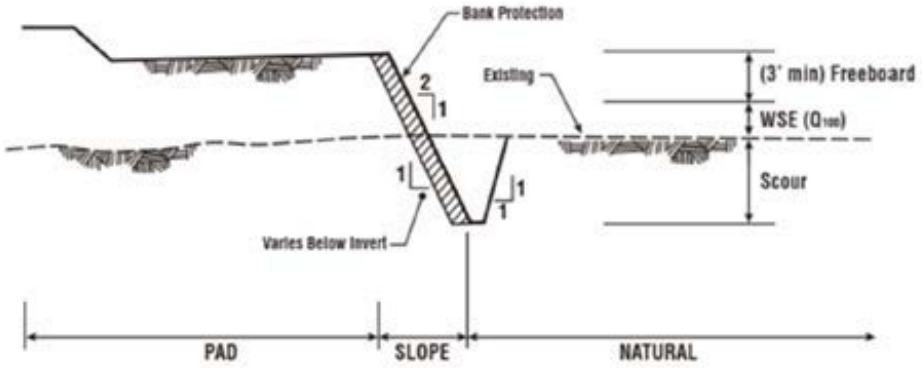
Source: Travertine Drainage Master Plan, Q3

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

FLOOD PROTECTION PLAN
TRAVERTINE
EXHIBIT 3-23



West Edge
SECTION B-B



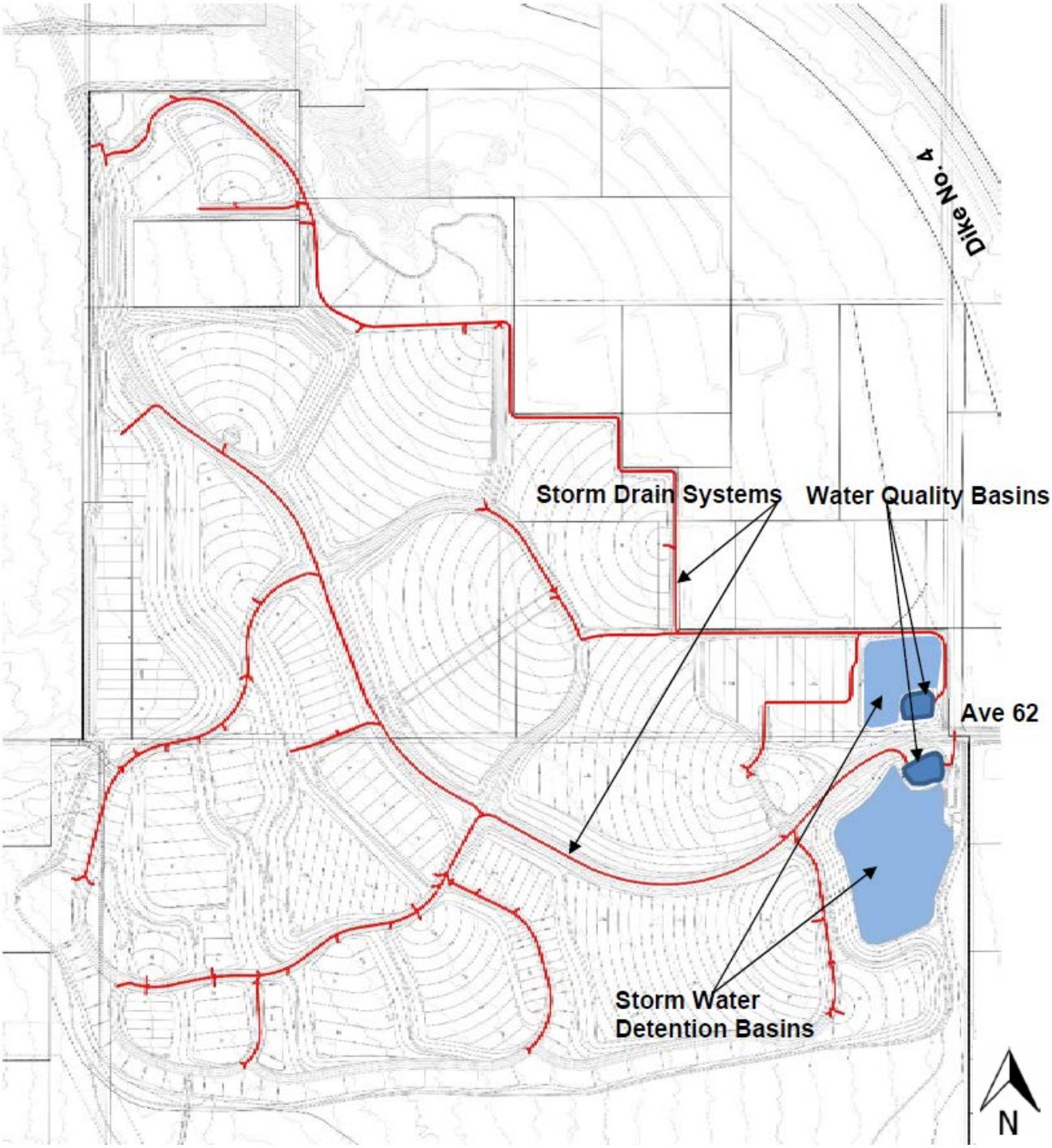
South Edge
SECTION C-C

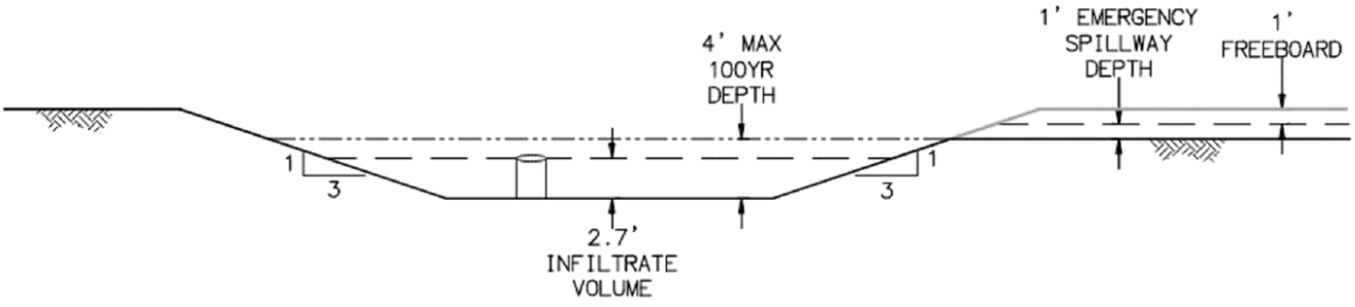
Source: Travertine Drainage Master Plan, Q3

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

FLOOD CONVEYANCE WEST AND SOUTH EDGES

TRAVERTINE
EXHIBIT 3-24





Sources: Travertine Hydrology Report, Proactive Engineering Consultants, Inc.; Travertine Drainage Management Plan, Q3.

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

ON-SITE DRAINAGE PLAN AND CROSS-SECTION

TRAVERTINE
EXHIBIT 3-25

3.10 Project Implementation

The City of La Quinta is the public agency responsible for the administration of the Project. The entitlement procedures required for future development applications within the Travertine community shall be in conformance with those procedures established and set forth in the Amended Specific Plan and the City of La Quinta Municipal Code. All development applications shall be reviewed by the City of La Quinta. Should the Project be approved, implementation would include the following entitlement processes:

Tentative Tract Map (TTM): In addition to the TTM which is part of the Project, future TTMs are intended to implement the Project and subdivide the property into smaller lots for development. TTMs may be filed with each phase of development as necessary. Each TTM will require review by the Planning Commission.

Conditional Use Permit (CUP): Uses that require a CUP shall be processed in accordance with Section 9.210.020 of the La Quinta Municipal Code.

3.11 Intended Uses of This EIR

This Draft EIR examines the environmental impacts of the Project and identifies feasible measures to mitigate such impacts to the maximum extent reasonable. The Draft EIR allows the City of La Quinta, other responsible agencies, and interested parties to evaluate the proposed Project and make informed decisions with respect to the requested entitlements.

The CEQA Guidelines require an EIR to include a statement briefly describing the intended uses of the EIR, including a list of agencies expected to use the EIR in their decision making and the list of the permits and other approvals required for Project implementation.

The City of La Quinta will use this Draft EIR to provide information on the potential environmental effects of the following proposed actions:

- Certification of the EIR (EA 2017-0008)
- Adoption of a General Plan Amendment (GPA 2017-0002)
- Adoption of a Zone Change (ZC 2017-0002)
- Adoption of the Travertine Specific Plan Amendment (SPA 2017-0004)
- Approval of Tentative Tract Map No. 37387 (TTM 2017-0008)
- Approval of a Development Agreement (DA 2021-0001

3.12 Responsible Agencies

Section 15124 (d) of the State CEQA Guidelines requires that the Project Description in an EIR include a list of permits and other approvals required to implement a proposed project, the agencies expected to use the EIR in their decision making, and related environmental review and consultation

requirements. The following are anticipated responsible agencies which may rely on this Draft EIR for their discretionary approvals required to implement the Project:

- California Department of Fish and Wildlife
  - Implementation of Biological Opinion and Incidental Take Permit for the Coachella Valley Multiple Species Habitat Conservation Plan and review of the proposed improvements in Planning Area 20 for the water tanks and related infrastructure (road, pipelines).
- State Water Resources Control Board Colorado River Basin Region (Region 7)
  - Construction Stormwater General Permit, Notice of Intent to Comply with Section 402 of the Clean Water Act
  - Construction Stormwater Pollution Prevention Plan (SWPPP)
- Coachella Valley Water District
  - Approval of the proposed water tanks and related infrastructure; off-site and on-site drainage systems, improvements to the Guadalupe dikes in conjunction with the improvements to Jefferson Street;
  - Approval of Regional and Local Hydrology/Drainage Studies
  - Water Supply Assessment (WSA)
  - Implementation of Biological Opinion and Incidental Take Permit for the Coachella Valley Multiple Species Habitat Conservation Plan and review of the proposed improvements in Planning Area 20 for the water tanks and related infrastructure (road, pipelines).
- South Coast Air Quality Management District
  - PM-10 Plan for compliance with Rule 403.1; Dust Control in the Coachella Valley.
- Coachella Valley Conservation Commission (CVCC)
  - Implementation of Biological Opinion and Incidental Take Permit for the Coachella Valley Multiple Species Habitat Conservation Plan and review of the proposed improvements in Planning Area 20 for the water tanks and related infrastructure (road, pipelines).
- Imperial Irrigation District
  - Review and approval of the proposed substation site and related agreements with the Project applicant
  - Implementation of Biological Opinion and Incidental Take Permit for the Coachella Valley Multiple Species Habitat Conservation Plan and review of the proposed improvements in Planning Area 20 for the water tanks and related infrastructure (road, pipelines).

Other Agencies Consulted

- Bureau of Land Management (BLM): Consultation with the BLM regarding the proposed extension of Jefferson Street and development in areas adjacent to BLM–managed lands.
- Bureau of Reclamation (BOR): Consultation with the BOR regarding development in areas adjacent to BOR owned lands.

- United States Fish and Wildlife Service: Consultation with the USFWS regarding project impacts to federally protected special status species.

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Chapter 4.0 Environmental Impact Analysis

4.0 Introduction

This EIR for the Travertine Specific Plan provides analysis of impacts for all environmental resource categories under CEQA. **Sections 4.1** through **4.19** discuss the environmental impacts that may result with implementation of the Project.

4.0.1 Resource Categories Addressed in the EIR

The following environmental resource categories are addressed in this chapter:

4.1 Aesthetics
4.2 Agriculture and Forestry
4.3 Air Quality
4.4 Biological Resources
4.5 Cultural and Paleontological Resources
4.6 Energy
4.7 Geology and Soils
4.8 Greenhouse Gas Emissions
4.9 Hazards and Hazardous Materials
4.10 Hydrology and Water Quality
4.11 Land Use and Planning
4.12 Noise
4.13 Population and Housing
4.14 Public Services
4.15 Recreation
4.16 Transportation
4.17 Tribal Cultural Resources
4.18 Utilities and Service Systems
4.19 Wildfire

It was determined in the NOP that the Project would result in no impacts to mineral resources, and therefore, this resource area is not required to be analyzed further in the Draft EIR. Please consult Appendix A and **Chapter 6.0, *Effect Found to Have No Impact*,** of this Draft EIR for an analysis of the environmental topics, and conclusions of the mineral resources environmental topic.

4.0.2 Format of the EIR

Each section of this chapter is formatted with the following headings

- Introduction
- Existing Conditions
- Regulatory Setting
- Project Impact Analysis, including Thresholds of Significance
- Cumulative Impacts
- Mitigation Measures
- Level of Significance After Mitigation
- References

Introduction

This section includes a brief introduction of the environmental impact to be analyzed within the section as it pertains to the Project and identifies sources used to evaluate the potential environmental effects.

Existing Conditions

This section contains a discussion of the existing conditions, services and physical environment of the Project property and vicinity.

Regulatory Setting

This section includes the local, State, and federal regulatory framework that is assumed in the analysis of each resource area.

Project Impact Analysis

Thresholds of Significance

Determining the severity of Project impacts is fundamental to achieving the objectives of CEQA Guidelines Section 15091, which requires that decision makers mitigate, to the degree feasible, the potentially significant impacts identified in the EIR. If the EIR identifies any potentially significant and unavoidable impacts, CEQA Guidelines Section 15093 requires decision makers approving a project to adopt a statement of overriding considerations that explains why the benefits of the project outweigh the adverse environmental consequences associated with implementation of the project.

The level of significance for each impact examined in the EIR was determined by considering the predicted magnitude of the impact against the applicable thresholds of significance. Thresholds were developed using criteria from the CEQA Guidelines; State, federal, and local regulatory guidance; local/regional plans and ordinances; accepted professional practices; consultation with recognized experts; and other professional opinions.

The following adjectives are used specifically to define the degree of impact used in the Impact Analysis.

An "**adverse**" impact is any negative environmental result of the project, however small. As a disclosure document, the finding of an impact as "adverse" merely indicates that the project will cause an impact to occur compared to existing conditions, even though that impact may be less than significant. For example, the removal of vegetation from a vacant site might be considered adverse (i.e., "negative") but it may not exceed a local threshold such as loss of native plants or plant communities. Therefore, an impact may be adverse without being significant.

A "**significant**" impact is one that exceeds a threshold of significance. CEQA defines a significant effect on the environment as "*…a substantial or potentially substantial, adverse (i.e., negative) change in any of the physical conditions within the area by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic or aesthetic significance…* (CEQA Guidelines, Section 15382). All "**potentially significant**" impacts are identified in the EIR.

Methodology

This section discusses the methodology used during the technical analysis where necessary.

Project Impact

The environmental impact analyses conducted for each environmental topic were undertaken pursuant to the following CEQA Guidelines sections:

- Section 15126, *Consideration and Discussion of Environmental Impacts;* and
- Section 15126.2, *Consideration and Discussion of Significant Environmental Impacts*

The results of the impact analyses discussed under each environmental topic were evaluated for significance relative to the thresholds of significance identified at the beginning of each environmental impact discussion. The thresholds of significance presented are taken from Appendix G, *Environmental Checklist Form*, of the CEQA Guidelines, and where applicable, also include quantified performance standards including those set forth in Appendix F: Energy Conservation of the CEQA Guidelines.

Cumulative Impacts

An EIR must discuss a cumulative impact if the Project's incremental effect combined with the effects of past, present and reasonably foreseeable future projects is "cumulatively considerable." (CEQA Guidelines, §15130(a)). This determination is based on an assessment of the Project's incremental effects "viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (CEQA Guidelines, §15065(a)(3)) The basis for the cumulative impact analyses provided in this Draft EIR is consistent with this Section. Additionally, Section 15130 (b) states:

"*The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact."*

This discussion analyzes the Project's cumulative impacts in conjunction with the City of La Quinta General Plan buildout and other factors identified for each environmental topic.

Mitigation Measures

In some cases, following the impact discussion, reference is made to State and federal regulations compliance with which would fully or partially mitigate the impact. In addition, policies and programs from applicable local land use plans that partially or fully mitigate the impact may be cited. Project-specific mitigation measures that are recommended in the DEIR as conditions of Project approval through implementation of a Mitigation Monitoring and Reporting Program are offset with a summary heading and described using the format presented below:

BIO-1: Consistent with the terms of the Project Biological Opinion, an 8-foot-tall wildlife fence constructed of tubular steel and painted to blend in with the desert environment shall be installed where the Project interfaces with Coral Mountain along the northern boundary and extend southward along the western and southern boundary of proposed development to preclude PBS from entering the Project. The fence shall extend to where Avenue 62 intersects with the eastern Project boundary.

Level of Significance After Mitigation

This section identifies the resulting level of significance of the impact following mitigation.

References

This section lists the resources used to write the section. The resources can also be found in **Chapter 8.0, *References***, of this EIR.

4.1 Aesthetics

4.1.1 Introduction

This section of the Travertine Draft Environmental Impact Report ("Draft EIR") describes the existing aesthetic character of the Project property and surrounding area. This section also analyzes the potential impacts to the aesthetic quality of the property and surroundings and determines whether Project implementation would result in significant impacts. Descriptions and analysis in this section are based on information contained in the *Travertine Specific Plan Amendment*, the *La Quinta General Plan*, and the *La Quinta General Plan Environmental Impact Report*, as well as other planning documents, visual simulations, and aerial imagery of the Project property and surrounding area. Sources used in the preparation of this section are identified in Subsection 4.1.8, *References*, of this Aesthetics Section, and **Chapter 8.0, *References,*** at the end of this Draft EIR. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

4.1.2 Existing Conditions

The Project property is currently characterized by both vacant and disturbed land. An abandoned cultivated vineyard occupies the northern portion of the Project property (approximately 26.7 percent of the property). The cultivated vineyard has been out of operation since 2007 and limited portions of the now inoperable irrigation equipment remain visible. The vacant and generally undisturbed portions of the property are characterized by desert vegetation which can be identified as a sparse desert creosote scrub community and limited areas of desert dry wash woodland. The native plant life found on upland portions of the property is comprised primarily of Creosote Bush, White Bursage, and Mesquite. The natural arroyo drainages support a Dry Wash Woodland community, which includes Palo Verde, Smoketree, and Cat-Claw Acacia, which compromises most of the property, while several types of cactus are scattered across the alluvial fan.

Existing Viewsheds

The topography of the region progresses from the flat desert floor, where La Quinta is located, to the top of dramatic 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, which reach 8,717 feet at Toro Peak. Coral Reef Mountain (Coral Mountain) is an isolated spur of the foothills of the Santa Rosa Mountains and stands approximately 400 feet above mean sea level. The Santa Rosa Mountains are located west and south of the Project, and Coral Mountain is located north of the Project property. The Martinez Rockslide is also a significant landform in the City, lying south of

the Project property's boundary. Each of these landforms create the scenic viewsheds in southern La Quinta, and are the basis of the analysis of existing surrounding aesthetics vistas.

Additional mountain ranges surrounding the City and Coachella Valley include the San Jacinto Mountains, the Little San Bernardino Mountains, Indio Hills, San Bernardino Mountains. Mount San Jacinto, west of the City, is the furthest north peak of the San Jacinto Mountains, with an elevation of 10,804 feet, which is only visible from the eastern portion of the City, away from the foothills at the Valley margins. The Little San Bernardino Mountains lie north of the City and are visible in the northern areas of La Quinta. The San Bernardino Mountains are located to the northwest, and the Indio Hills are located to the northeast and east. Existing natural features, developed properties, and landscaping obstruct views of the San Jacinto, Little San Bernardino, and San Bernardino Mountains and Indio Hills from the Project property. The Santa Rosa, San Jacinto, and Little San Bernardino Mountains are considered scenic vistas within the City of La Quinta (page III-4, La Quinta General Plan EIR). Toro Peak is the tallest mountain in the Santa Rosa Mountains. Coral Mountain is another peak within the foothills of the Santa Rosa Mountains; however, it is much lower than Toro Peak. Other mountains providing a visual resource for La Quinta include the San Bernardino Mountains to the northwest, Little San Bernardino Mountains to the north, the Indio Hills to the northeast and east, and the Mecca Hills to the east.

Established in 2000, the Santa Rosa and San Jacinto Mountains National Monument encompasses approximately 280,000 acres managed by the BLM and U.S. Forest Service. The Monument includes the Santa Rosa and San Jacinto Mountains, which provides aesthetic, biological, cultural, recreational, geological, educational, and scientific values. The Monument is covered under the BLM's California Desert Conservation Area (CDCA). The Project property is located east of the Santa Rosa and San Jacinto Mountains National Monument.

Due to the undeveloped and vacant character that currently defines the Project property, views of the Santa Rosa Mountains to the west, Coral Mountain to the north, and the Martinez Rockslide to the south are generally visible from publicly accessible views in the vicinity of the Project property. However, manmade features that currently obstruct the views of these scenic vistas from public rights-of-ways include Dike No. 4, located east of the Project. Dike No. 4, depending on the viewpoint, obstructs base views of the Santa Rosa Mountains, Coral Mountain, and the Martinez Rockslide from various public viewsheds, including Avenue 62; however, due to the size of these topographic features, the mid-range and peaks of the landmarks remain visible.

Site Context

The Travertine Project property is proposed on lands that are located west of and behind Dike No. 4. The valley floor east of Dike No. 4 ranges in elevation from -20 to -80 feet below sea level, gently sloping to the southeast. The top of intervening Dike No. 4 occurs at an elevation of 0 feet sea level and has the effect of visually obstructing the primary Project property the closer this large structure

is approached. The Martinez Rockslide delineates the Project property's southern boundary. This natural landform is approximately 560 feet above sea level in elevation.

Existing Visual Character

The existing visual character of the City ranges from wilderness to rural agriculture to suburban. The northern and central portion of La Quinta, however, exemplifies the suburban visual character, comprised of residential neighborhoods, resort properties, commercial shopping centers, office parks, golf courses, parks and community facilities. Buildings tend to be low-rise, which preserves views of the surrounding mountains from private and public lands.

Unlike the northern and central portion of the City, the southern and eastern portions of the City are characterized by rural and non-urbanized visual character. These areas consist of agricultural land uses typically found in the eastern portion of the City and surrounding area, including within the City's Sphere of Influence, residential communities (primarily gated golf communities), undeveloped and vacant lots, water infrastructure (i.e., levees, percolation ponds), and natural landscape (i.e., Santa Rosa Mountains, Coral Mountains, and Martinez Rockslide). Most roadways in the southern portion of the City are paved, however, some do not include curb, gutter, and sidewalk improvements.

The exhibits below include photographs taken from various locations around the Project property and southern La Quinta, oriented towards the Project property. The photographs illustrate the existing conditions from Avenue 62, east of the Project, the Madison Street and Avenue 60 intersection, Jefferson Street, south of Dike No. 2, and at the Project property's proposed northwest corner, where the Jefferson Street extension would connect to the Project property.

In addition to the public viewsheds observed from public rights-of-way, and along property boundaries, other important viewsheds in the area include those from the Boohoff Trail. These locations are considered public viewsheds because they provide publicly accessible views of the surrounding mountain ranges, which are considered scenic vistas by the City.

AVENUE 62
EAST OF PROJECT

MADISON AVENUE
AND AVENUE 60
INTERSECTION

JEFFERSON ST.
SOUTH OF DIKE NO. 2

PROPOSED
JEFFERSON ST.
EXTENSION,
NORTHWEST
PROJECT CORNER

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

EXISTING CONDITIONS FROM LOCAL ROADS

TRAVERTINE
EXHIBIT 4.1-1

Source: TRG Land, Inc.

Project Location

The Project property encompasses an area of approximately 855 acres in the southeastern portion of the City of La Quinta. The Project property is generally bounded by vacant private land and the Coral Mountains to the north, the US Bureau of Reclamation (BOR)/Coachella Valley Water District (CVWD) Dike No. 4 and related stormwater impoundments to the east, the Martinez Rockslide to the south, limited private open space, and extensive areas of public land primarily under ownership and management of the US Bureau of Land Management (BLM) on adjoining alluvial fans and in the Santa Rosa Mountains to the west. **Table 3-1, *Surrounding Land Uses***, in **Chapter 3.0, *Project Description,*** provides a detailed list of the uses that surround the proposed Project property and contribute to the existing visual characteristic and scenic quality of the area.

The Travertine property is located in the southern portion of the City of La Quinta (**Exhibit 3-1, *Regional Location Map,*** in **Chapter 3.0, *Project Description***). As displayed in **Exhibit 3-2, *Vicinity Map***, (**Chapter 3.0**) the local area is characterized with agricultural lands and major flood control dikes and levees, as well as a number of golf course communities north and east of the Project property. The Santa Rosa Mountains and their foothills and peaks are part of the Santa Rosa and San Jacinto Mountains National Monument and this significant local and regional viewshed will remain as open space in perpetuity, thus affording residents and visitors with permanent scenic vistas.

As stated above, the Project property is surrounded by lands owned by CVWD, BOR, BLM, and private owners. The BLM owns land south of the Project property (Martinez Rockslide) and areas along the northern half of the Project property's western boundary. The BOR owns areas adjacent to the northern property boundary, and areas west of the property boundary and south of Avenue 62. CVWD owns lands north and northeast of the Project property boundaries (percolation ponds), and private groups own parcels north of the Project property boundary, and the southern halves of the eastern and western Project property boundaries. The lands owned by BOR and BLM are not intended to be developed on and shall remain open space, which contributes to the current visual character of the Project property.

Off-Site Utility Field

In addition to the 855-acre mixed-use development proposed as part of the Project, the Project includes the development of an off-site utility field consisting of up to five well sites and a 2.5-acre IID substation. The exact locations of the off-site improvements have not been determined; however, they are proposed to be located within a 2-mile radius east of the Project property, generally located between Avenue 58 on the north, Avenue 64 on the south, Calhoun Street on the east, and Jefferson Street on the west. Currently, the off-site locations are primarily characterized by vacant, undeveloped land and agricultural land. The Project applicant will be required to purchase the off-site properties, once the locations have been determined. The off-site locations are illustrated in **Exhibit 3-3, *Site Location Map*,** in **Chapter 3.0, *Project Description***.

4.1.3 Regulatory Setting

Federal

Bureau of Land Management

The United States Department of the Interior Bureau of Land Management (BLM) manages one in every 10 acres of land in the United States, and approximately 30 percent of the Nation's minerals. These lands and minerals are found in every state in the country and encompass forests, mountains, rangelands, arctic tundra, and deserts. In California, the BLM oversees 15 million acres of public lands in California, 47 million acres of subsurface mineral estate, and 1.6 million surface acres in northwestern Nevada.

Federal Land Policy Management Act

The Federal Land Policy Management Act of 1976 (FLPMA) states that federal land should remain under federal ownership and established a regulatory system for the BLM to manage federal lands. The Act sets out a multiple use management policy for the BLM in which the agency would balance its management of the land to meet diverse needs, including recreation, grazing, timber and mineral production, fish and wildlife, protection, and oil and gas production. The BLM established the Visual Resource Management (VRM) program under FLPMA. The VRM establishes national consistency for inventorying, planning, and managing visual resources on BLM-managed lands.

California Desert Conservation Area Plan

The California Desert Conservation Area (CDCA) is a 25-million-acre expanse of land in Southern California designated by Congress in 1976 through the FLPMA. The CDCA includes the Death Valley National Park to the north and extends south to the California-Mexico border. The goal of the CDCA Plan is to provide for the use of the public lands and resources, including economic, educational, scientific, and recreational uses, in a manner which enhances, whenever possible, the environmental, cultural, and aesthetic values of the Desert and its productivity. The Santa Rosa and San Jacinto Mountains National Monument is located within the CDCA. The CDCA implements the VRM program.

Regional

Riverside County Ordinance No. 655, Regulating Light Pollution

Riverside County's Ordinance No. 655 is intended to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research at Mount Palomar. Per this ordinance, outdoor light fixtures means outdoor artificial illuminating devices, installed or portable, used for flood lighting, general illumination or advertisement. Such devices shall include, but are not limited to, search, spot, and flood lights for:

- Buildings and structures,
- Recreational facilities,
- Parking lots,
- Landscape lighting,
- Outdoor advertising displays and other signs,
- Street lighting on private streets, and
- Walkway lighting

As illustrated in Figure 4.4.1 of the Riverside County General Plan Environmental Impact Report (page 4.4-7), La Quinta lies within Zone B of the Palomar restricted nighttime light zone and must comply with the County standards.

Riverside County General Plan

The Multipurpose Open Space Element in the Riverside County General Plan (RCGP) discusses the preservation, use, and development of open space areas within the County. The Element also defines scenic vistas and corridors within the County. The following RCGP policies are related to open space and recreational areas, scenic vistas, and scenic corridors are provided below.

Policies:

The following policies pertain to open space:

OS 20.1 Preserve and maintain open space that protects County environmental resources and maximizes public health and safety in areas where significant environmental hazards and resources exist.

OS 20.2 Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas. (AI 74)

The following policies pertain to parks and recreation:

OS 20.3 Discourage the absorption of dedicated park lands by non-recreational uses, public or private. Where absorption is unavoidable, replace park lands that are absorbed by other uses with similar or improved facilities and programs. (AI 74)

OS 20.4 Provide for the needs of all people in the system of County recreation sites and facilities, regardless of their socioeconomic status, ethnicity, physical capabilities or age.

OS 20.5 Require that development of recreation facilities occurs concurrent with other development in an area. (AI 3)

OS 20.6 Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites. (AI 3)

Scenic Resources

Scenic resources are an important quality of life component for residents of the County. In general, scenic resources include areas that are visible to the general public and considered visually attractive. In addition to scenic corridors, described below, scenic resources include natural landmarks and prominent or unusual features of the landscape. For example, the Santa Rosa National Monument includes mountains or other natural features with high scenic value. Scenic backdrops include hillsides and ridges that rise above urban or rural areas or highways. Scenic vistas are points, accessible to the general public, that provide a view of the countryside. Following are policies to protect these resources and ensure that future development enhances them.

Policies:

OS 21.1 Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)

Scenic Corridors

Many roadway corridors in Riverside County traverse its scenic resources. Enhancing aesthetic experiences for residents and visitors to the County promotes tourism, which is important to the County's overall economic future. Enhancement and preservation of the County's scenic resources will require careful application of scenic highway standards along Official Scenic Routes.

Policies that seek to protect and maintain resources in corridors along scenic highways are incorporated into this section. State and county eligible and designated scenic highways are included and mapped in the Circulation Element of the General Plan, as well as in the Circulation section of those area plans where scenic corridors are located.

Also refer to the Scenic Corridor Sections of the Circulation and Land Use Elements.

Policies:

OS 22.1 Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses. (AI 3)

OS 22.2 Study potential scenic highway corridors for possible inclusion in the Caltrans Scenic Highways Plan.

OS 22.3 Encourage joint efforts among federal, state, and County agencies, and citizen groups to ensure compatible development within scenic corridors.

OS 22.4 Impose conditions on development within scenic highway corridors requiring dedication of scenic easements consistent with the Scenic Highways Plan, when it is necessary to preserve unique or special visual features. (AI 3)

OS 22.5 Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway corridors. (AI 3)

Local

La Quinta General Plan

The La Quinta General Plan (LQGP) addresses various elements relevant to the growth of the community including elements specifically relevant to the aesthetic and visual character of the City in the Land Use, Livable Community, and the Open Space and Conservation Elements.

The Land Use Element identifies areas planned for residential, commercial, and public uses, and provides the initial framework for the design aspects and allowed uses within the various planned areas. The Land Use Element ensures that conflicting uses are not located adjacent to or in proximity of each other, and outlines goals, policies, and programs within each land use category.

The purpose of the Livable Community Element is to help the City build a more cohesive community through the conservation of resources, enhancement of the built environment, and improving the community's health. The Livable Community Element discusses community design which utilizes land use, and efficient building design to create a community that can sustain life.

According to the Open Space and Conservation Element, some of the City's greatest assets are its scenic mountain vistas and wilderness areas. The Open Space Element helps to protect these and other assets by establishing policies and programs for their management and conservation to ensure the long-term viability of open space lands for resource conservation, public health and safety, recreation, and scenic enjoyment. Undeveloped open space areas located along the Santa Rosa and San Jacinto Mountains and their foothills constitute approximately half of the valuable biological, recreational, and scenic resources enjoyed by residents and visitors in the City of La Quinta.

La Quinta General Plan Environmental Impact Report

According to the La Quinta General Plan Environmental Impact Report (LQGP EIR), the contrast between the flat desert landscape and the mountain peaks surrounding it provides views and picturesque landscapes for residents and visitors.

Existing light and glare within the City is produced in areas such as the commercial centers along Highway 111, some residential developments such as PGA West and existing school playfields and recreational facilities, and major arterials.

La Quinta Municipal Code

The La Quinta Municipal Code (LQMC) acts as a regulatory program with standards, compliant with state and federal laws, for the City of La Quinta.

LQMC Section 9.100.150, *Outdoor Lighting*, is intended to provide standards for outdoor lighting which allow adequate energy efficient lighting for public safety while minimizing adverse effect of lighting, such as lighting which:

- Has a detrimental effect on astronomical observations; and/or
- Inefficiently utilizes scarce electrical energy; and/or
- Creates a public nuisance or safety hazard.

Per the Travertine Specific Plan Amendment, exterior lighting shall comply with Section 9.100.150 of the LQMC, regulating outdoor light fixtures onsite. Lighting and photometric plans shall be approved with a Site Development Permit.

General requirements include shielding, filtration, and height limitations. To summarize the ordinance, all exterior illuminating devices, except those cited as exempt, must be fully or partially shielded as required in the Municipal Code. Those outdoor lighting fixtures requiring a filter must be equipped with a filter consisting of glass, acrylic or translucent enclosure. Building-mounted lights must be installed below the eave line or below the top of wall if there are no eaves. Pole or fence-mounted decorative and landscape lights must be located no more than eight feet above grade. All exterior lighting must be located and directed so as not to shine directly on adjacent properties. Prohibited lighting includes outdoor building and landscaping illumination that is unshielded and new mercury vapor installations.

Title 9, *Zoning*, in the LQMC establishes standards and guidelines, such as limiting structure height and controlling building mass and scale, for various land uses within the City. The Title 9 Zoning code is intended to:

- Provide and designate different land uses and structures in appropriate places in the General Plan, and to regulate such land uses and structures to serve the needs of residential, commercial, recreational, open space and other purposes.
- Establish conditions which allow the various types of land uses to exist in harmony and to promote the stability of existing land uses by protecting them from harmful intrusion.
- Prevent undue intensity of land development, avoid population overcrowding, maintain a suitable balance between developed land and open space, and protect the natural beauty of the City.

The Specific Plan establishes design guidelines governing development within the Specific Plan. The Specific Plan also, as appropriate, incorporates by reference the requirements of the City's zoning code.

4.1.4 Project Impact Analysis

Thresholds of Significance

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether impacts to aesthetics are significant environmental effects, the following questions are analyzed and evaluated. Would the Project:

a) Have a substantial adverse effect on a scenic vista?

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Methodology

Aesthetic Value and Quality

The perception and uniqueness of scenic vistas and visual character can vary according to location and composition of its surrounding context. The subjective values attributed to views is generally affected by the presence and intensity of neighboring man-made improvements, such as structures, overhead utilities, and landscaping, often in relation to the aesthetic quality offered by a natural background that may include open space, mountain ranges, or a natural landmark feature. Although subjective depending on the individual's perspective, features such as overhead power lines, landscaping and additional improvements can impact the scenery of the area. The proximity and massing of structures, landscaping and other visual barriers interact with the visibility of surrounding environments to restrict or enhance the value of local characteristic views. 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.

Aesthetic impacts are evaluated by considering proposed grading, landform alteration, berms for water tanks and other improvements, building setbacks, scale, massing, typical construction materials, and landscaping features associated with the design of the Project. The Project's impact on scenic vistas and the existing visual character are examined and assessed using the above criteria to determine whether development of the Project would have significant impacts on the surrounding

area. Descriptions and analysis in this section are based on information contained in the Travertine Specific Plan Amendment ("Specific Plan Amendment" or "SPA"). The Specific Plan Amendment establishes design guidelines, development standards, and architectural features that contribute to the proposed aesthetic quality of the Project property, which are intended to integrate the Project with its natural surroundings. As discussed in the SPA, the proposed architectural color motif will be desert compatible, using a palette of earth tones. Further, as is described in the SPA the goal of the Travertine community is to blend into the natural desert surrounding through landscaping, choice of materials, and architectural design elements. The SPA is provided in this Draft EIR as **Appendix A**.

Visual Simulations

In order to analyze the Project's potential impacts to scenic vistas, visual character, and public views, visual simulations at twelve locations were prepared to illustrate the conditions before development of the Project, and the conditions after development of the Project. Locations were selected with community input and comprise points of greatest visibility of the Project to the public and surrounding residences. Locations 5, 6, 7, 8 and 9 were chosen after a meeting with the residential and golf community, Trilogy, located east of the Project site. Trilogy is the closest residential community to the Project property. Although CEQA does not generally require that projects analyze private views (i.e., personal backyards), visual simulations from the Trilogy community are provided for informational purposes and considered in the aesthetics impacts analysis. **Exhibit 4.1-4** provides a key map of the simulation locations from the 12 off-site locations. **Exhibit 4.1-8** through **Exhibit 4.1-19** illustrates the views from the site locations, before Project development, and after Project development. In the "after" image, the red line indicates the projected profile of the Project property development within the SPA.

Character and Development Standards

The goal of the Project is to provide the highest quality residential and tourist commercial master planned community. The Project proposes five specific plan land uses, identified as Low Density Residential, Medium Density Residential, Resort – Golf Club, Open Space Recreation, and Open Space Natural. The land use character within the Project property is intended to facilitate estate living, medium density villa-style life, and a resort/spa and tourist orientation. The proposed residential, resort, golf and open space land uses proposed for the Project property are typical land uses within the City of La Quinta, which includes various gated residential communities, golf club communities, and spa and resort facilities. The proposed land uses and planning areas are discussed below.

Low Density Residential

The Low Density Residential land use consists of Planning Areas 3-5, 7, 8, 10 and 12-16, and will be characterized by larger single-family detached residential lots (from 5,500 to 9,000 square feet or greater). These homes will have the largest setbacks in the development, as well as the smallest maximum lot coverage.

Medium Density Residential

The Medium Density Residential land use consists of Planning Areas 2, 6 and 9, located north of the Jefferson Street/Avenue 62 spine road. This land use category will reflect the transition between the lower density golf, residential housing and open space development and the resort/spa development and will include single-family residential lots ranging from 4,000 to 5,775 square feet in size.

Resort/Spa and Resort/Golf

The proposed resort and golf club are proposed in Planning Areas 1 and 11. Planning Area 1 is located in the northern portion of the site and anticipated to provide 100-resort villas, wellness spa, and a main resort complex. The proposed villas will not exceed 28 feet in height (or 22 feet if adjacent to an image corridor), while the hotel buildings would not exceed 40 feet (or three stories) in height. Planning Area 11 is located in the southern portion of the site and anticipated to provide a golf training/practice facility with a golf academy, banquet facilities and a four-hole training golf course.

Open Space – Recreation

The Open Space Recreation land use category consists of Planning Areas 17, 18 and 19. Open Space Recreational land uses are proposed at the eastern Project property entry and areas south adjacent to Coral Mountain. Planning Areas 18 and 19 are situated at the eastern property entrance (Avenue 62) and would include parks, a retention basin, trails, and driving range. Planning Areas 18 and 19 would be the first planning area residents and visitors would see when entering the Project property. Planning Area 17 is situated at the northern boundary of the Project property and would consist of natural recreational uses, such as trails, due to its location on the southern portion of Coral Mountain.

Open Space Natural/Restricted

Planning Area 20 occupies approximately 301.2 acres of the southern portion of the Project property. Development is not proposed in this Planning Area other than the water tanks necessary for the Project property (discussed below). Similar to the Open Space Recreational planning areas, the Natural Open Space Planning Area will not develop buildings or structures and views of the natural landscape would be visible to the future residents and visitors of the Project property.

<u>Water Tanks</u>

In order to provide the site with an adequate amount of water and water pressure, the Project proposes the development of two CVWD water tanks, in the southwest portion of the Project property, and booster stations. The two water tanks, identified as the “upper” and “lower” tanks, will be situated in Planning Area 20, west of the Martinez Rockslide. The water reservoirs and associated booster stations are proposed to collect the well water and store it at elevation to provide the required water pressure for the property. The upper tank would be located at an elevation of 425 feet and would be 64 feet in diameter and 30 to 40 feet in height. I lower tank would be located at an

elevation of 335 feet and would be 110 feet in diameter and 30 to 40 feet in height. Both tanks would be shielded from public view by berms. **Exhibits 4.1-2** and **4.1-3**, below, illustrates the locations of the tanks, and the berms shielding the tanks. The proposed water tanks will be developed per CVWD's regulation and standards. Per CVWD's guidelines and direction, water reservoir structures shall not exceed 50 feet in height, unless required by CVWD. In addition, a paved all-weather access road will be installed along the western edge of the development for access to Section 5, as illustrated in the Circulation Plan in **Exhibit 3-15**, in **Chapter 3.0, *Project Description***. As depicted in **Exhibit 3-15**, the all-weather access road will branch off of the western loop road to the northwest edge of the Project property and will be defined as an easement to allow access from the Project property. The access road will be developed at the same time as the loop road is built.

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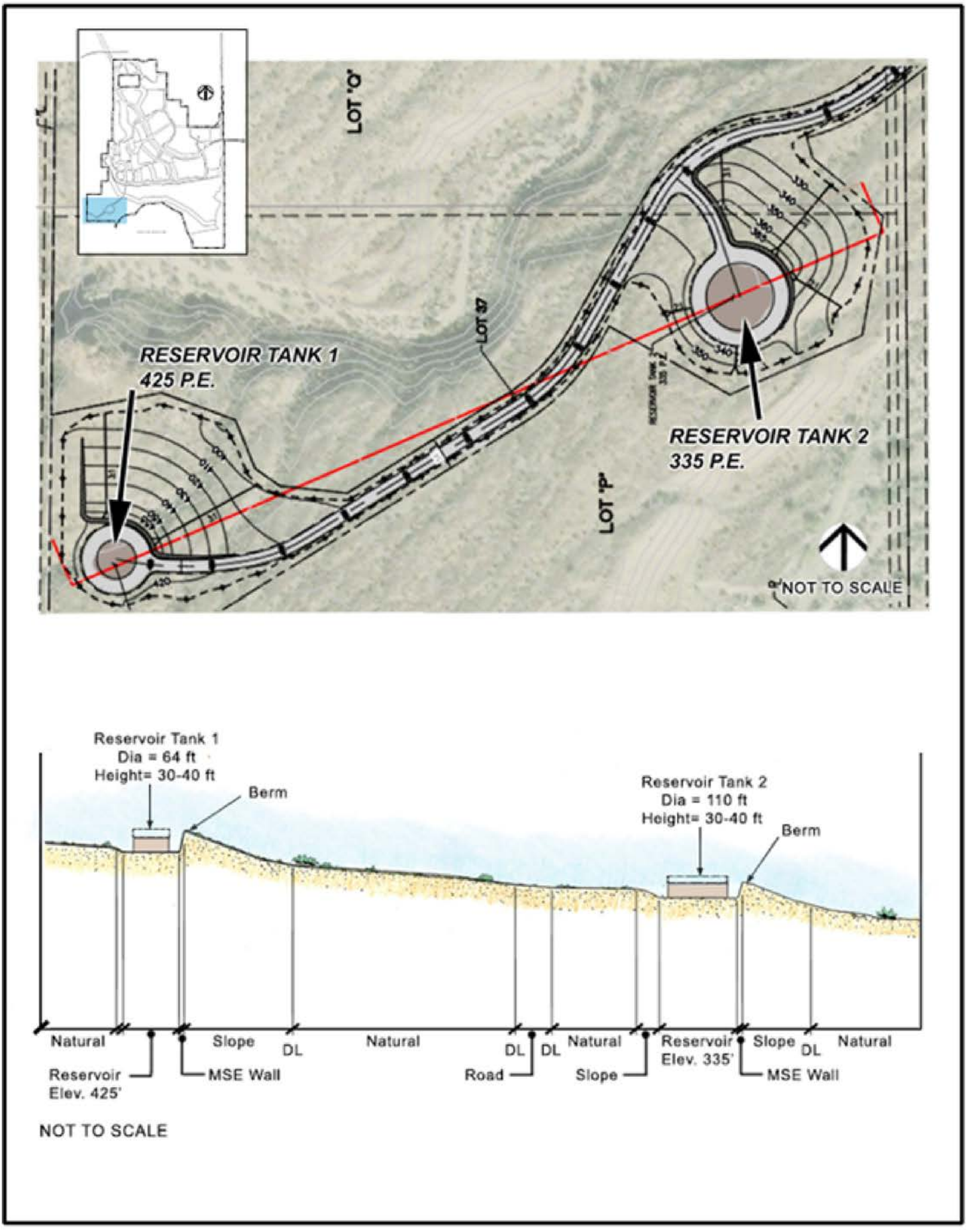
Source: CVWD Wesite, https://www.cvwd.org/

WATER TANK EXAMPLES
TRAVERTINE
EXHIBIT 4.1-2



Source: TRG Land, Inc.

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PROPOSED WATER TANK LOCATIONS

TRAVERTINE

EXHIBIT 4.1-3

Off-Site Utility Field

As stated in **Chapter 3.0, *Project Description***, the Project will develop an off-site utility field consisting of up to five well sites and a 2.5-acre IID substation. The exact locations of the off-site improvements have not been determined; however, they are proposed to be located within a 2-mile radius northeast and east of the Project property. **Exhibit 4.1-4** illustrates a programmatic image of the off-site utility field location.

Wells

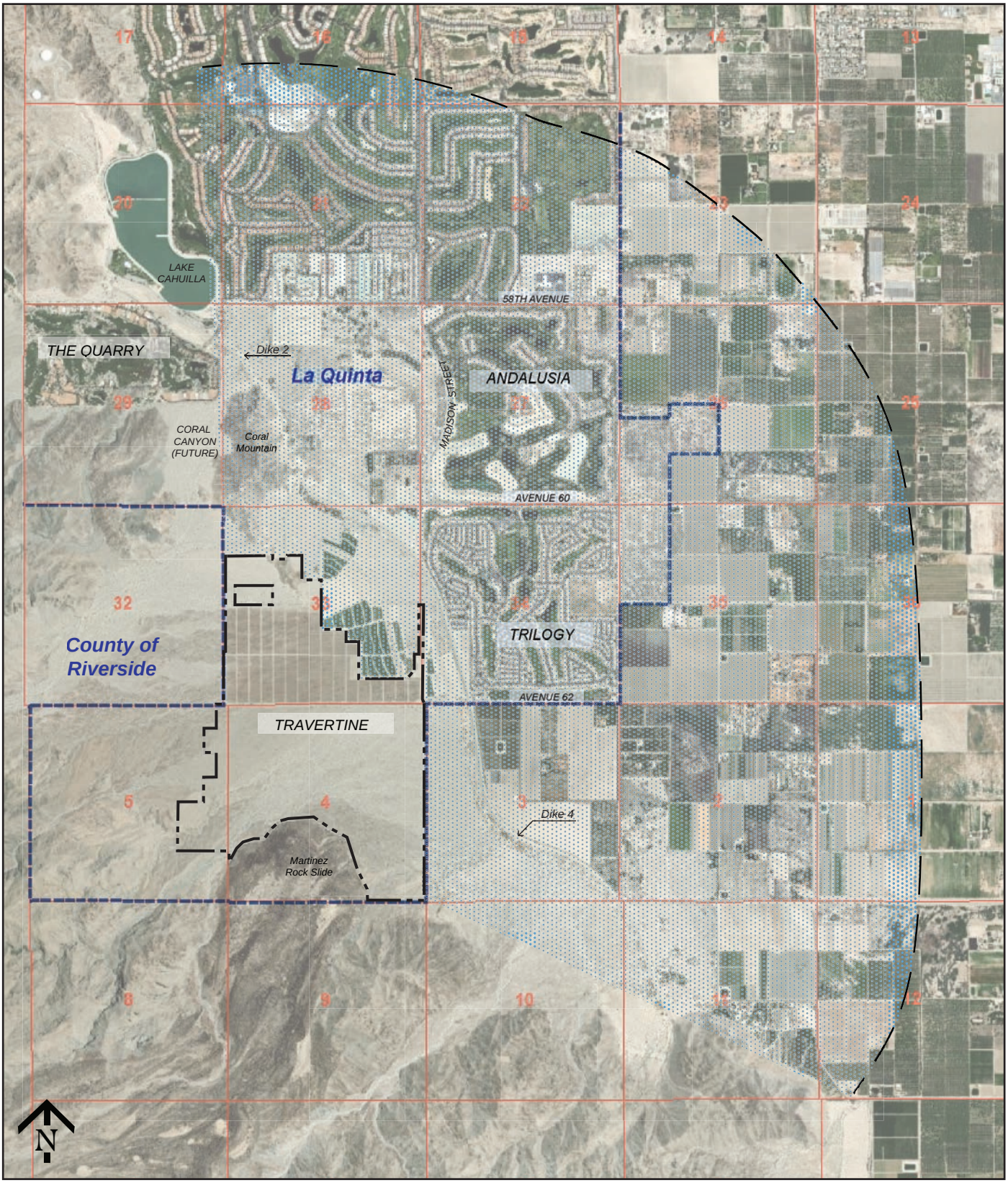
Up to five off-site well sites are proposed as a part of Project development. The process for acquisition of well sites will be done by a private purchase by the landowner. This Draft EIR assesses the potential impacts of well development on a programmatic level. As specific well sites are purchased by the landowner, the sites will be ultimately dedicated to CVWD. Any unique conditions at selected well sites not covered by this Draft EIR, would then be covered by subsequent project-specific CEQA analysis. The wells and supporting infrastructure (i.e., fences/walls and gates) would be subject to approval by CVWD.

According to CVWD's Design Manual, well sites shall be a minimum of 150 feet by 150 feet in dimension (0.50 acres), and 0.75 acres if there is an onsite detention basin system. Well sites typically include well heads and pumps, control equipment housing, etc. According to the CVWD well site checklist, the developer will be required to design and construct the well site improvements to include (1) grading of the site, (2) block walls, (3) water pipeline stubs, (4) power, (5) driveway and gates, (6) blow-off structure and piping, and (7) detention basin to be reviewed and approved by CVWD. Well site separation distances, established by CVWD, require well sites to be separated from a base of a mountain by 4,000 feet, existing well sites by 1,000 feet, seepage pit/cesspool/leach line or tank by 150 feet, sewer pipeline or sewer lateral by 50 feet, and sewer machine or sewer lift station by 100 feet. The area of the well site shall be a minimum of 0.5 acres or 0.75 acres with onsite retention basin. Block walls need to be 6 to 8 feet high depending upon surroundings. Six-foot walls require a landscape plan. Gates per CVWD should include two, 8-foot gates, and one, 3-foot man gate. The driveway must be concrete with a minimum approach distance of 20 feet long and extend 5 feet beyond gate areas into the well site.

Substation

An off-site 2.5-acre substation will be required by the Imperial Irrigation District (IID) to provide electricity service to the Project property. The substation will be constructed during the Construction Phase 1 stage. The location of the 2.5-acre site will be within 2 miles of the Project property. All potential off-site parcels required for the substation will be chosen to fit the requirements of IID and will be studied with metrics provided by the utility. Electricity infrastructure will be underground, apart from lines greater than 92 kV.

A typical IID substation will range from 315 feet by 315 feet and will include lighting arresters, conductors, insulators, instrument transformers, electrical power transformers, relays, circuit breakers, bus bars, etc. The proposed substation will be designed in compliance with IID's site requirements (IID RGSTD-0001), which requires two 30-foot (width) access roads and fencing (either chain-link or block wall). Landscaping is allowed around substations; however, if proposed, they must include low-maintenance plants, and can include non-vegetative groundcovers (i.e., crushed rock, river rock, or compacted sand and rock). Plants must maintain a 52-inch minimum clearance from the fence, and trees shall be planted 12 feet from the fence. Trees are not allowed to be planted under or near transmission lines, distribution lines, or near poles or structures. Landscape plans must be submitted to IID engineering for approval.



LEGEND

- Section Lines*
- 5 Section Line Numbers
- Project Boundary
- Utility Field
- City of La Quinta Boundary

*The Public Land Survey System (PLSS)
Section—one-square-mile block of land, containing 640 acres, or approximately one thirty-sixth of a township. Due to the curvature of the Earth, sections may occasionally be slightly smaller than one square mile

Source: TRG Land, Inc.

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PROGRAMMATIC OFF-SITE INFRASTRUCTURE MAP

TRAVERTINE
EXHIBIT 4.1-4

Source: CVWD Well Sites

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TYPICAL WATER WELL EXAMPLES
TRAVERTINE
EXHIBIT 4.1-5

Source: IID Perry Substation, Calexico

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TYPICAL SUBSTATION EXAMPLE
TRAVERTINE
EXHIBIT 4.1-6

Project Architectural Design Elements

The architectural character of the Project property will be maintained through the application of guidelines stipulated by the SPA.

Massing and Scale

The mass and scale of the proposed buildings will be proportionate to the lot size and compliant with setback requirements. Massing breaks will be accomplished through variable setbacks.

Color

The SPA Design Guidelines limit and control the use of architectural color motif at Travertine, which will be desert compatible, using a palette of earth tones. This palette will be complemented with a variety of accents, roof tones and textures, with complementary window moldings and architectural detailing. The predominantly earth tone structure colors will range from beiges, gray-green tones, mauves, whites, creams, tan, sand, light browns, and similar earth tones. Materials used will consist of stucco, rock façade, and tile.

Fences and Walls

Fences and walls will reflect the materials and design of the approved home façade. The treatment of the wall will complement the architectural treatment of the residential building, or the walls and/or fences that are an integral part of the garden design. Walls and fences shall be kept as low as possible, not exceeding six feet above grade to avoid a “fortress” appearance. Appropriate materials include tube steel, river rock stone veneer, split face block and slumpstone block.

Landscape Design Elements

The primary purpose of the design guidelines for landscape architecture is to ensure that landscape treatments and materials utilized in Travertine will enhance the high-quality aesthetic impression to be achieved while also complementing the physical design and architectural features of the community. The proposed landscape elements are planned to accent entrances and soften hard surfaces and structures and will occur throughout the community and unite Travertine under a common design theme and plant palette. The Project property’s plant palette identifies plants proposed to reinforce the community design character and compatibility with the surrounding natural open space.

The experience of both arriving and leaving the Project property from the northern extension of Jefferson Street will be enhanced by the abundance of open space between the existing Dike No. 2 and the Quarry La Quinta, and the proposed resort/spa use in Planning Area 1. This area is currently defined by undeveloped open space. Generous setbacks are proposed along Jefferson Street and the edges of development. The proposed landscaping will complement the existing natural environment.

Project Design Features

In order to reduce the temporary visual impacts of construction activities to scenic vistas, all construction equipment will be stored onsite within a designated area that is fenced with opaque construction fencing when not in use. Construction waste will be stored in an area that is accessible to weekly refuse pick up. All construction waste will be taken to a recycling center.

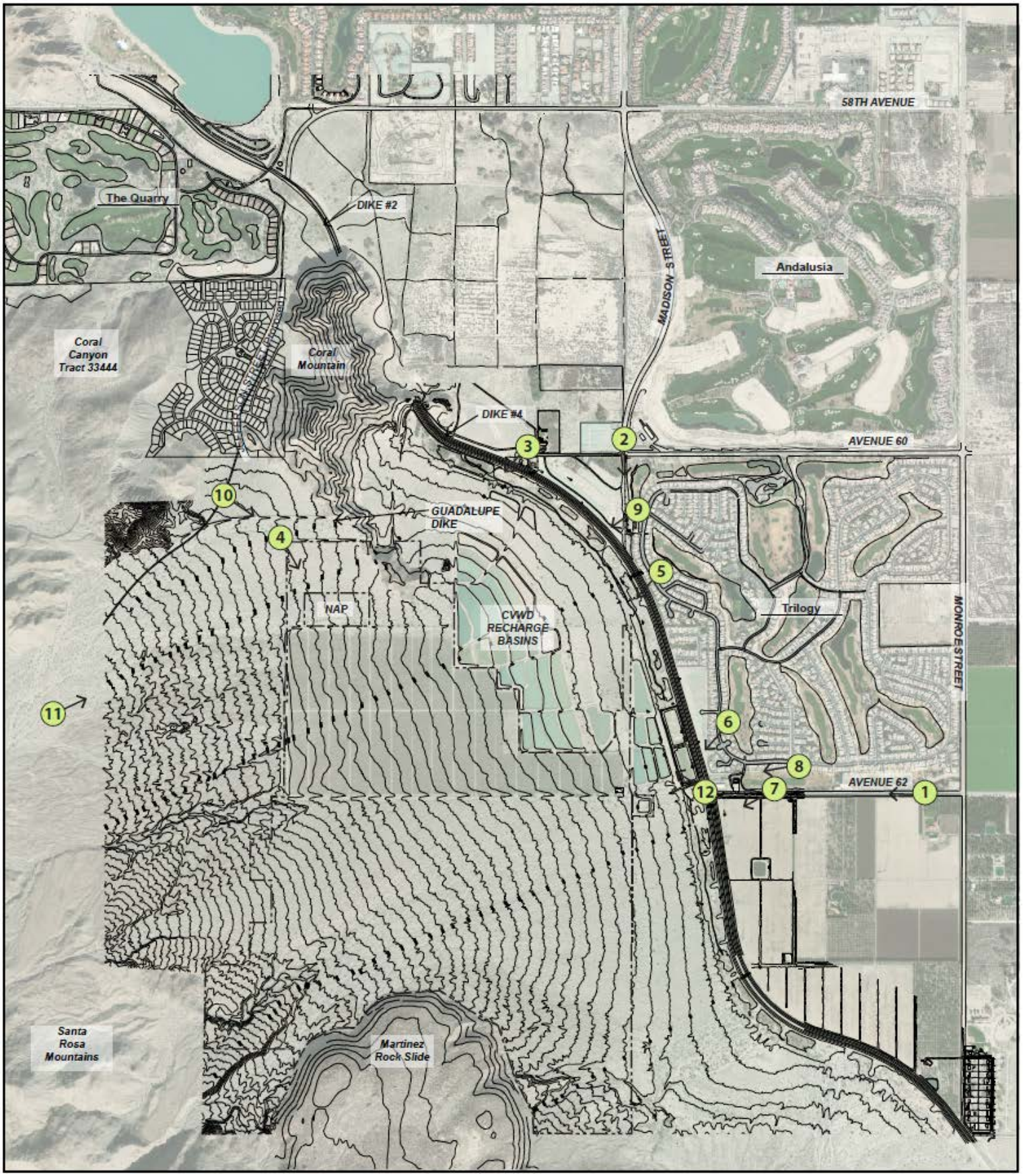
Project Impacts

According to the CEQA Guideline Appendix G Environmental Checklist, to determine whether impacts to aesthetic resources are significant environmental effects, the following thresholds are analyzed and evaluated. Would the Project:

a. Have a substantial adverse effect on a scenic vista?

The topography of the region progresses from the flat desert floor, where La Quinta is located, to the dramatic mountain ranges that surround the area and provides valuable scenic vistas in the City. Specifically, the Santa Rosa Mountains, Coral Mountain, and Martinez Rockslide provide scenic vistas in the southern portions of La Quinta, where the Project property is located. As previously stated in 4.1.2, *Existing Conditions*, the mountain ranges in this area vary from 400 feet to over 8,000 feet above sea level, creating panoramic views of the varying heights of the mountains. Views of the scenic vistas are available from off-site public roadways, including Avenue 62 and Madison Street. However, these views are somewhat obstructed by existing communities, farmland, landscaping, hedges, and perimeter walls. Additionally, Dike No. 4 obstructs views of the mountains depending on the closeness of the viewer to the Dike.

The following discussion analyzes the Project site's potential impacts to the scenic resources (i.e., the surrounding mountain ranges) in the area. In order to analyze the potential impacts to scenic vistas, visual simulations at twelve locations were prepared to demonstrate where the proposed buildings would be located, and their visual impact from several locations north and east of the Project. **Exhibit 4.1-7,** provides a key map of the simulation locations from the twelve off-site locations. **Exhibit 4.1-8** through **Exhibit 4.1-19** illustrates the views from the off-site locations, before Project development, and after Project development. In the "after" image, the red line indicates the projected top of the Project property. Analysis and discussion are provided subsequently.



Source: TRG Land, Inc.

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KEY MAP LOCATIONS
TRAVERTINE
EXHIBIT 4.1-7

Location 1 (Exhibit 4.1-8)

Location 1 is located approximately 0.63 miles east of the property, on Avenue 62. At this location, the current scenic vista is defined by the Santa Rosa Mountains. A large hedge row on the south (left) side of the paved road (Avenue 62), distribution power poles, and block walls and vegetation to the north make up the surrounding area. Avenue 62 at this location lacks sidewalk, and curb and gutter improvements. Currently Dike No. 4 visually obstructs a portion of the Project property. The existing vegetation and infrastructure partially obstruct the views of the Santa Rosa Mountains at Location 1.

As shown in **Exhibit 4.1-8,** the proposed development would result in the completion of Avenue 62 as a Modified Secondary Arterial with two lanes. The electric power poles will also be placed underground as a result of Project implementation and sidewalks with curb and gutter improvements would be constructed as part of Project development. Per the visual simulation, distant views of Project property structures and landscaping will be visible from Location 1. Views observed by motorists and pedestrians of the Santa Rosa Mountains will not be obstructed from Project development, when observed from Avenue 62 due to the size and massing of the Mountain. Impacts to the scenic vista will be less than significant at this location.

Location 2 (Exhibit 4.1-9)

Location 2 is located approximately 0.70 miles northeast of the property, at the intersection of Madison Street and Avenue 60 and facing southwest. At this location, the scenic vista (i.e., the Santa Rosa Mountains) are partially obstructed by manmade development including distribution power poles, signage, and infrastructure indicating the end of Madison Street, as well as vegetation including shrubs and trees. Currently, Dike No. 4 obstructs views of and into the Project property.

As shown in **Exhibit 4.1-9,** views of the proposed development would be completely obstructed from public view at this location. The existing CVWD Dike No. 4 obstructs potential views of the Project property from this location. As illustrated in the “after” image, the proposed Madison Street emergency vehicle access (EVA) route would be developed at this location. The Madison Street EVA will be gated and only accessible to emergency vehicles. As the visual simulation displays below, the development of the Madison Street EVA would not result in impacts to the scenic vista, as the mid-range and peak views remain visible at this location. Views of the Santa Rosa Mountains would not be obstructed from motorists and pedestrians at this location. Development of the proposed Project would result in no impact to the scenic vista at this location.

- Before

- After

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Source: TRG Land, Inc.

LOCATION **1**
TRAVERTINE
EXHIBIT 4.1-8

- Before

- After

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Source: TRG Land, Inc.

LOCATION **2**
TRAVERTINE
EXHIBIT 4.1-9

Location 3 (Exhibit 4.1-10)

Location 3 is located approximately 0.40 miles north of the site, at the extension of Avenue 60. At this location, the scenic vista includes the Santa Rosa Mountains and Coral Mountain. Currently, views of these scenic vistas are obstructed by existing distribution power poles, and single family residential homes with perimeter landscaping. Additionally, Dike No. 4 visually dominates the viewshed and obstructs the Project property. The existing vegetation, structures, and infrastructure obstructs the base views of the Santa Rosa Mountains and Coral Mountain.

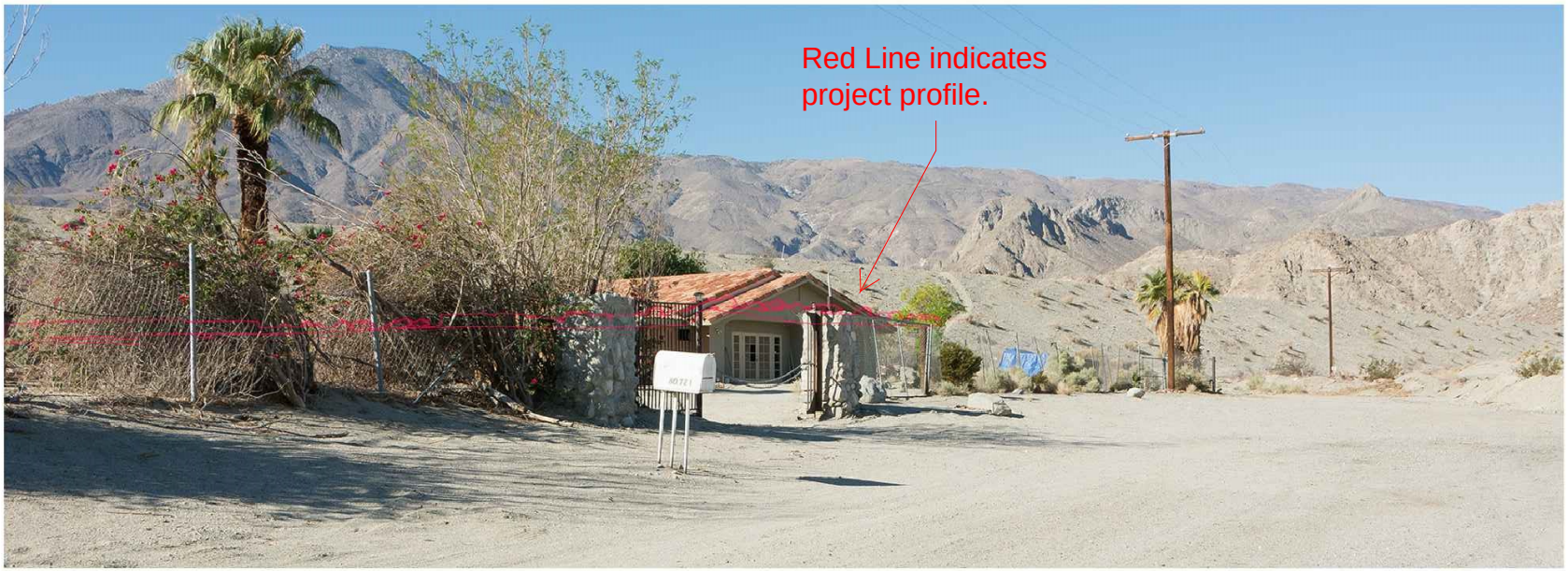
As shown in **Exhibit 4.1-10** ("after" simulation)**,** the proposed Project property would be completely obstructed from public view at this location. (Note: As previously stated, the red line in the "after" image indicates the Project property profile.) Like Location 2, the existing CVWD berm entirely obstructs the Project property. Views of the Santa Rosa Mountains would not be obstructed by the Project from motorists and pedestrians at this location. Therefore, development of the Project would not result in impacts to the scenic vistas at this location.

Location 4 (Exhibit 4.1-11)

Location 4 is a view looking southeast from the future Jefferson Street at the northwest Project property corner. At this location, the scenic vista includes the natural desert landscape and the Santa Rosa Mountains. Location 4 is currently viewed exclusively by hikers accessing the Boo Hoff Trail (west of the site) and south of the future Coral Canyon development.

As shown in **Exhibit 4.1-11,** the proposed development would be visible on the left from this location. From Location 4, the paved extension of Jefferson Street will be developed during Project implementation, and the Project property structures, landscaping, and infrastructure visible at this location. However, the structures and landscaping are distant and their view across the landscape is diminished. The Project property partially obstructs the base of the Santa Rosa Mountains; however, a majority of the Mountain (mid-range and peaks) remain unobstructed. Additionally, the hikers traveling along the Boo Hoff Trail would be hiking south of the Project property and closer to the Mountains (between the Project property and the Santa Rosa Mountains). Therefore, development of the Project property would not obstruct views of the Santa Rosa Mountains to the observers along the public viewshed.

- Before



- After

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Source: TRG Land, Inc.

LOCATION 3
TRAVERTINE
EXHIBIT 4.1-10

- Before

- After

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

Source: TRG Land, Inc.

LOCATION **4**
TRAVERTINE
EXHIBIT 4.1-11

Location 5 (Exhibit 4.1-12)

Location 5 is situated within the Trilogy La Quinta community, northeast of the Project property. At this location, the scenic vista is the mid-range and peak views of the Santa Rosa Mountains. The existing residential neighborhood in Trilogy La Quinta, as well as Dike No. 4, which dominates the foreground, obstructs the base and partial mid-range views of the Mountains.

As shown in **Exhibit 4.1-12,** the proposed development would not be visible at Location 5. Therefore, the Project would not impact the scenic vista viewed at this location.

Location 6 (Exhibit 4.1-13)

Similar to Location 5, Location 6 is situated within the Trilogy La Quinta community. This location lies approximately 0.50 miles east of the Project property, and approximately 0.20 miles north of the proposed Madison Street emergency vehicle access (EVA) route, proposed during Project construction. At this location, the scenic vista is the mid-range and peak views of the Santa Rosa Mountains. The existing residential neighborhood in Trilogy La Quinta, as well as Dike No. 4, which dominates the foreground, obstructs the base and partial mid-range views of the Mountain. The peak views of the Santa Rosa Mountains are visible from this viewpoint.

As shown in **Exhibit 4.1-13,** the Project property would not be visible at Location 6. Therefore, the Project would not impact the scenic vista viewed at this location.

Location 7 (Exhibit 4.1-14)

Location 7 is located at the southern golf course hole within the Trilogy La Quinta community. This location lies north of Avenue 62. At this location, the scenic vista includes the peak views of the Santa Rosa Mountains and the mid-range and peak views of the Martinez Rockslide. The scenic vistas at this location are partially obstructed by the existing landscape, block walls, and Dike No. 4.

As shown in **Exhibit 4.1-14,** the westerly extension of Avenue 62 (crossing over Dike No. 4) would be visible at this location. However, even with the Avenue 62 extension, mid-range and peak views of the Martinez Rockslide and peak views of the Santa Rosa Mountains would remain visible. Therefore, Project development would result in less than significant impacts to the scenic vistas viewed at this location.

- Before

- After

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Source: TRG Land, Inc.

LOCATION 5
TRAVERTINE
EXHIBIT 4.1-12

- Before

- After

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Source: TRG Land, Inc.

LOCATION **6**
TRAVERTINE
EXHIBIT 4.1-13

- Before

- After

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

Source: TRG Land, Inc.

LOCATION 7
TRAVERTINE
EXHIBIT 4.1-14

Location 8 (Exhibit 4.1-15)

Location 8 is located at the southern golf course hole within the Trilogy La Quinta community. This Location lies north of Avenue 62. At this Location, the scenic vista includes the Santa Rosa Mountains, where the base views of the Santa Rosa Mountains are obstructed by the existing residential neighborhood in Trilogy, landscaping, and Dike No. 4.

As shown in **Exhibit 4.1-15,** the westerly extension of Avenue 62 (crossing over Dike No. 4) would be visible at this location. However, even with the Avenue 62 extension, mid-range and peak views of the Santa Rosa Mountains would remain visible. Therefore, Project development would result in less than significant impacts to the scenic vistas viewed at this location.

Location 9 (Exhibit 4.1-16)

Location 9 is located at east of Dike No. 4, and the northwestern side of Trilogy, overlooking a golf course tee-off location. At this location, the scenic vista is the mid-range and peak views of the Santa Rosa Mountains. The existing Dike No. 4, Trilogy golf course, landscaping, and block walls obstruct the base and the lower mid-range views of the Santa Rosa Mountains.

As shown in **Exhibit 4.1-16,** landscaping is proposed between the existing block wall and Dike No. 4, however, the Project property would not be visible at Location 9. Therefore, the residential and resort structures proposed for the Project property would not impact the scenic vista viewed at this location. The Project proposes to downgrade Madison Street from a Secondary Arterial (four-lane undivided roadway with 102-foot ROW) and remove it from General Plan Circulation Map. The extension of Madison Street will be utilized as an emergency vehicle access (EVA) route. Although the Madison Street extension would require development of the roadway to accommodate emergency vehicles, once the street is completed, it would be the same visually as current (pre-construction) conditions, apart from some additional landscaping. This is illustrated in **Exhibit 4.1-16**. Therefore, impacts would be less than significant.

- Before

- After

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Source: TRG Land, Inc.

LOCATION 8
TRAVERTINE
EXHIBIT 4.1-15

- Before

- After

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> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

Source: TRG Land, Inc.

LOCATION **9**
TRAVERTINE
EXHIBIT 4.1-16

Location 10 (Exhibit 4.1-17)

Location 10 is located at the intersection of the Boo Hoff Trail and the Guadalupe Dike, northwest of the Project property. At this location, the scenic vista is the foothills of the Coral Mountains, and distant views of the Martinez Rockslide. The Little San Bernardino Mountains and the Mecca Hills are also distant in the background. The foreground is largely dominated by desert landscape.

As shown in **Exhibit 4.1-17,** the southerly extension of Jefferson Street crosses the Guadalupe Dike and the Project property resort, as well as landscaping can be observed in the distance. The resort structures obstruct the base views of the Martinez Rockslide; however, mid-range and peak views of the Martinez Rockslide are visible from this location. Views of Coral Mountain, Little San Bernardino Mountains, and Mecca Hills are unchanged with the development of the Project. The Project would result in less than significant impacts to the views of Coral Mountains, Martinez Rockslide, Little San Bernardino Mountains, and Mecca Hills when observed from this location on the Boo Hoff Trail.

Location 11 (Exhibit 4.1-18)

Location 11 is located at the Boo Hoff Trail staging area, west of the Project property (reference **Exhibit 4.1-7, *Key Map Locations***). At this location, the scenic vista is the peak of Coral Mountains, and distant views of the Little San Bernardino Mountains in the background (approximately 14 miles to the northeast). The foreground is largely dominated by natural desert landscape.

As shown in **Exhibit 4.1-18,** the Project property is not visible at this location due to the staging area's location behind the foothills of the Santa Rosa Mountains. Therefore, the Project would not result in an impact to the scenic vista at this location.

Location 12 (Exhibit 4.1-19)

Location 12 is situated at the Avenue 62 entrance, crossing Dike No. 4, facing west towards the Project property. The Santa Rosa Mountain is the prominent scenic vista at this location. Natural desert landscaping, electric power poles, and utility easement are other visual features that make up this area. It should be noted that this location is currently not a public viewshed location. The Dike is closed to public access and, therefore, impacts to this viewpoint are not required to be analyzed under CEQA. However, an analysis of this location is included for informational purposes only.

As shown in **Exhibit 4.1-19,** development of the Project site will include a paved roadway, crossing the Dike. Open space areas, residential structures, and resort/golf structures are illustrated in **Exhibit 4.1-19.** The Project property would introduce development into an undeveloped desert area, but due to the massing and scale of the Santa Rosa Mountains, as well as the architectural design of development and landscaping within the SPA, the Project would not significantly obstruct or create a significant contrast with the scenic vista. Base views, mid-range views, and peak views of the Mountain remain visible at this location. Therefore, the Project would not result in a potentially significant impact to the scenic vista at this location.

- Before

- After

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Source: TRG Land, Inc.

LOCATION **10**
TRAVERTINE
EXHIBIT 4.1-17

- Before

- After

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Source: TRG Land, Inc.

LOCATION **11**
TRAVERTINE
EXHIBIT 4.1-18

- Before

- After

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Source: TRG Land, Inc.

LOCATION **12**
TRAVERTINE
EXHIBIT 4.1-19

Water Tanks

The two water tanks will be situated in Planning Area 20, west of the Martinez Rockslide. The water tanks and associated booster stations are proposed to collect the well water and store it at an elevation to provide the required water pressure for the site. The upper tank would be located at an elevation of 425 feet and would be 64 feet in diameter and 30 to 40 feet in height. The lower tank would be located at an elevation of 335 feet and would be 110 feet in diameter and 30 to 40 feet in height. Both tanks would be shielded from public view by berms (as illustrated in **Exhibits 4.1-2** and **4.1-3**, above). The proposed water tanks will be developed per CVWD's regulation and standards. Per CVWD's guidelines and direction, water reservoir structures shall not exceed 50 feet in height, unless required by CVWD. Since the proposed water tanks will be shielded by a berm, it will not be visible to the public and will not result in impacts to the scenic vista.

Project Construction

Temporary construction activities associated with the proposed Project would not result in significant impacts to the scenic vistas in Locations 1, 2, 3, 5, 6 and 11. The Project property is shielded from public view at these locations due to the placement of Dike No. 4. Therefore, construction of the property would not impact the scenic vistas observed at these locations. However, construction of the Project may briefly impact views of the scenic vistas at Locations 4, 7, 8, 9 and 10 due to the construction of Avenue 62, crossing over the Dike (Locations 7 and 8), the construction of Madison Avenue as an EVA (Location 9), and the Jefferson Street extension (Locations 4 and 10). The construction of the westerly extension of Avenue 62 would be visible from the south golf course within the Trilogy residential and golf community, while the construction of the southerly extension of Madison Street would be visible from locations within the Trilogy community due to their adjacency to the Madison Street extension. The construction of the Madison EVA and the Jefferson Street extension may result in temporary visual contrast with the surrounding scenic vistas, however, due to the mass and scale of the surrounding mountain ranges, views of Coral Mountain and Martinez Rockslide, and panoramic views of the Santa Rosa Mountains would remain visible to the residents of Trilogy and hikers along public trails.

Construction phase impacts are not expected to be significant with the implementation of best management construction practices, and in particular, in order to reduce the temporary visual impacts of construction activities to scenic vistas, all construction equipment will be stored onsite within a designated area that is fenced with opaque construction fencing when not in use. Construction waste will be stored in an area that is accessible to weekly refuse pick up. All construction waste will be taken to a recycling center. Additionally, as noted above, any visual contrast caused by construction activities would be temporary.

Off-Site Utility Field

Development of the off-site utility field will consist of five well sites and a 2.5-acre electrical substation. These facilities will be constructed in compliance with CVWD standards for the well sites, and IID standards for the substation and are described below, with photos of typical CVWD well and IID substations. Fencing or walls around these sites, as well as other features, such as landscaping, will be incorporated into these infrastructure sites in coordination with CVWD and IID. The fencing/walls and landscape will act to prohibit trespassing and, along with perimeter landscaping, will create a visual barrier from the infrastructure. The potential effects associated with the IID substation are substantially greater than those expected at future CVWD well sites.

The precise locations of the offsite utility field have not been determined at the time this EIR was written; however, a general area within a 2-mile radius of the Project property has been evaluated to determine the offsite utility field's impact on the scenic vista, which in this area, includes the Santa Rosa Mountains. Depending on the location of the off-site improvements, the development of the utilities, particularly the IID substation, may result in a visual obstruction to the scenic vistas observed along the public roadways, if located adjacent to a public right-of-way.

According to IID's site requirements for distribution substations, substations are a minimum of 315 feet by 315 feet, which is exclusively for electrical purposes. Setbacks, rights-of-way, sidewalks, berms, catch basins, etc., should be located outside of this area. Typically, substation facilities include lighting arresters, conductors, insulators, instrument transformers, electrical power transformers, relays, circuit breakers, bus bars, etc. Substation facilities include large transmission poles and electric lines that are visually noticeable, especially in a rural context where development does not camouflage facilities. The proposed substation would be located within a rural context within the City that is characterized by agricultural land and vacant lots. The agricultural fields consist of date palm groves, and low-growing grasses or produce. Transmission and distribution lines are typically located adjacent to the public roadways. Distribution lines from the substation to the respective customer locations will be installed underground, while transmission lines from existing substations to the new substation will be aboveground. Once the substation is established, all distribution facilities will be via underground conduit systems and within existing rights-of-way.

The proposed substation will be designed in compliance with IID's site requirements (IID RGSTD-0001), which requires two 30-foot (width) access roads and fencing (either chain-link or block wall). Landscaping is allowed around substations; however, if proposed, they must include low-maintenance plants, and can include non-vegetative groundcovers (i.e., crushed rock, river rock, or compacted sand and rock). Plants must maintain a 52-inch minimum clearance from the fence, and trees shall be planted 12 feet from the fence. Trees are not allowed to be planted under or near transmission lines, distribution lines, or near poles or structures.

The new substation will be required to comply with setback requirements for utility infrastructure and design features, such as landscaping and materials used, which reduces the impact of the utilities to less than significant levels regarding their impact to scenic vistas. For example, the use of exposed

metal which can be shiny, and block wall perimeters and decorative landscaping along the substation frontage would reduce visual impacts of the utility field. The proposed off-site substation will be reviewed by IID to ensure that the substation is developed to IID's standards. Although electrical substations consist of elements that are noticeable within a rural context, the potential impact of the substations to scenic vistas can be reduced to less than significant levels with the close coordination with IID to ensure setbacks requirements and proposing more subtle materials used, perimeter barriers, and landscaping.

In addition to utility setback from roads and adjacent properties, the off-site utility field will be located within a two-mile radius of the Project property in areas northeast and east of the Project property boundaries. Thus, the utility field will be located a greater distance from the scenic vistas, which includes the mountain ranges along the City's western and southern boundary (i.e., Santa Rosa Mountains, Coral Mountain, Martinez Rockslide). The utility field location will be more than 1.5 miles northeast of the Martinez Rockslide landform and the Santa Rosa Mountains. The massing and scale of the existing scenic vistas generate panoramic views throughout south La Quinta. As stated throughout this discussion, well sites are typically a minimum of 150 feet by 150 feet in dimension (0.50 acres) and 0.75 acres (if there is an onsite detention basin system) and surrounded by block walls; while substations are typically surrounded by fencing to deter trespassing and vegetation to shield the substation equipment from public viewsheds. The scale of the well sites and substation would not result in significant impacts to the scenic vista since the scale of the Santa Rosa Mountains is much larger than the proposed off-site utilities, with a mass that extends in height and width to create panoramic views throughout the southern boundaries of La Quinta.

Overall, the construction and operation of the proposed Project would not result in significant impacts to scenic vistas since the Project is located in an isolated area of La Quinta, separated by most public viewsheds by Dike No. 4. Construction impacts would be temporary and less than significant with implementation of best management practices. With the foregoing, development of the proposed Project, and the off-site utility field will result in less than significant impacts to scenic vistas.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The State Scenic Highway Program preserves and protects scenic State highway corridors from changes which would diminish the aesthetic value of lands adjacent to highways. Existing qualified scenic State highways in the Coachella Valley include Route 62 and Highway 111 from Bombay Beach in Salton Sea State Park to Route 195 near Mecca and from Route 74 (near Palm Desert) to Interstate 10 (near Whitewater) are both eligible scenic highways but are not "officially designated." There are no State or locally designated scenic highways in the vicinity of the Project property, accordingly the Project will not result in potentially significant impacts to scenic highways.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

As previously stated in Section 4.1.2, *Existing Conditions*, the Project property exists in a rural (non-urbanized) context. Rural and suburban uses exist beyond Dike No. 4 to the north and east. These areas consist of agricultural and vacant lots, and residential communities, including Trilogy La Quinta, a residential and golf course community. The existing visual character of the Project property is defined as vacant and being both disturbed and undisturbed, when viewed from within the Project property. The disturbed area includes approximately 220 acres of abandoned vineyard. When viewed from the public viewsheds (i.e., roadways including Avenue 62, Madison Street, Monroe Street, and Jefferson Street), the Project property is obstructed by existing manmade facilities, such as Dike No. 4, existing residential communities, and perimeter landscaping (see discussion a). The existing visual character of the areas surrounding the Project property includes low density residential gated communities, vacant land, and agricultural land. Features that attribute to the visual character in the surrounding area includes block walls surrounding residential communities, low profile homes, landscaping, electric power poles along roadways, paved and unpaved streets, and CVWD Dike No. 4.

The Project's primary community development area will range in elevations from approximately 60 to 240 feet above sea level. The planned water reservoirs sites occur at elevations of 425 and 330 feet above sea level, at the southwest corner of the Project property, west of the Martinez Rockslide, which is approximately 560 feet above sea level east of the Project property boundary. The Martinez Rockslide would act as a physical barrier to the water reservoirs when viewed from the valley floor, since the reservoirs will be approximately 135 feet lower than the peak of the Martinez Rockslide landform. Additionally, the reservoirs will be shielded by landscaped berms, which will screen them from public view.

The following discussion analyzes the Project's potential impacts to the existing visual character of the area. In order to analyze the potential impacts the visual simulations analyzed in discussion a) were utilized to demonstrate where the proposed buildings would be located, and their visual impact from the several locations around the Project property. **Exhibit 4.1-7** provides a key map of the simulation locations from the twelve offsite locations. **Exhibit 4.1-8** through **Exhibit 4.1-19** illustrates the views and visual character from the twelve viewpoints, before Project development, and after Project development.

Location 1 (Exhibit 4.1-8)

At Location 1, the current visual character is defined by a large hedge row on the south (left) side of the paved road (Avenue 62), block walls and landscaping indicating the southern perimeter of the Trilogy residential community, and overhead distribution power poles. Avenue 62 at this location lacks sidewalk, and curb and gutter improvements. Currently Dike No. 4 visually obstructs a portion of the Project property. The Santa Rosa Mountains are located in the background of the exhibit.

As shown in **Exhibit 4.1-8,** the proposed development would result in the completion of Avenue 62 as a Modified Secondary Arterial with two lanes. The electric power poles will also be placed underground as a result of Project implementation. Per the visual simulation, Project property rooftops and landscaping will be visible to from Location 1; however, these views are distant. Impacts to visual character will be less than significant at this location.

Location 2 (Exhibit 4.1-9)

As previously stated in discussion a), Location 2 is located approximately 0.70 miles northeast of the site, at the intersection of Madison Street and Avenue 60 and looking southwest. At this location, the current character is defined by manmade development including distribution power poles, signage, and infrastructure indicating the end of Madison Street, as well as vegetation including shrubs and trees. Currently, Dike No. 4 obstructs views of and into the Project property at Location 2.

As shown in **Exhibit 4.1-9,** the proposed development would be completely obstructed from public view at this location. The existing CVWD dike as well as the slopes of Coral Mountain obstructs potential views of the Project property from this location. Therefore, the Project would not impact the visual character of the surrounding area.

Location 3 (Exhibit 4.1-10)

As stated in discussion a), Location 3 is located approximately 0.40 miles north of the Project property, at the extension of Avenue 60. At this location, the current character is defined by the unpaved road, Avenue 60, distribution power poles, single family residential homes with perimeter landscaping, vacant land, and Dike No. 4. Currently, Dike No. 4 visually dominates the character and obstructs the Project property from public view. Therefore, Project development would not result in impacts to the visual character at this location because it is obstructed from public view by Dike No. 4.

Location 4 (Exhibit 4.1-11)

Location 4 is a view looking southeast from the future Jefferson Street at the northwest Project property corner. At this location, the current visual character is defined by the vacant and undeveloped land. Distant views of the abandoned agricultural use can just be seen from this location. Location 4 is currently viewed exclusively by hikers accessing the Boo Hoff Trail (west of the site).

As shown in **Exhibit 4.1-8,** the paved extension of Jefferson Street, Project property structures, landscaping, and infrastructure would be developed and visible at this location. However, the

structures and landscaping are distant and their view across the landscape is diminished. Therefore, impacts to visual character will be less than significant at this location.

Location 5 (Exhibit 4.1-12)

Location 5 is situated within the Trilogy community, northeast of the Project property. At this location, the visual character is defined by the existing residential neighborhood in Trilogy La Quinta, as well as Dike No. 4 which dominate the foreground. The upper slopes of the Santa Rosa Mountains are visible from this viewpoint. As shown in **Exhibit 4.1-12,** the Project property would not be visible at Location 5. Therefore, the Project would not impact the visual character at this location.

Location 6 (Exhibit 4.1-13)

Similar to Location 5, the visual character at Location 6 is defined by the Trilogy residential community and Dike No. 4. As shown in **Exhibit 4.1-13,** the Project property would not be visible at Location 6. Therefore, the Project would not impact the visual character viewed at this location.

Location 7 (Exhibit 4.1-14)

Location 7 is located at the southern golf course hole within the Trilogy community, north of Avenue 62. At this location, the visual character is defined by the existing Trilogy golf course, landscaping, block walls, and Dike No. 4. As shown in **Exhibit 4.1-14,** the westerly extension of Avenue 62 over the Dike, would be visible at Location 7. As discussed above, CEQA does not require an analysis of impacts to private views (i.e., personal backyards, private golf courses). This visual simulation is, therefore, provided for informational purposes. The Project would introduce a raised roadway where one did not exist before. Accordingly, the Project would impact the surrounding visual character. However, due to the scale and massing and proximity of the mountains, the roadway is not expected to result in a potentially significant impact to the surrounding visual character. Moreover, by extending Avenue 62, the Project is implementing the approved Circulation Element of the La Quinta General Plan.

Location 8 (Exhibit 4.1-15)

Location 8 is located at the southern golf course hole within the Trilogy community, north of Avenue 62. As with Location 7, this view is from a private development and impacts to private views are not within CEQA's purview. However, this discussion is provided for informational purposes. At this location, the visual character is defined by the existing Trilogy golf course, landscaping, block walls, and Dike No. 4.

As shown in **Exhibit 4.1-15,** the westerly extension of Avenue 62 over the Dike, would be visible at Location 8. This is necessary infrastructure to provide access to the Project property. Although the Avenue 62 extension will be visible from the southern boundary of Trilogy, due to the scale and massing and proximity of the mountains, the roadway is not expected to result in a potentially significant impact to the surrounding visual character. Moreover, by extending Avenue 62, the Project is implementing the approved Circulation Element of the La Quinta General Plan.

Location 9 (Exhibit 4.1-16)

Location 9 is located east of Dike No. 4, at the northwestern side of Trilogy, overlooking a golf course tee-off location. At this location, the current visual character is defined by the existing Dike No. 4, golf tee-off location, landscaping, and block walls.

As shown in **Exhibit 4.1-16,** landscaping is proposed between the existing block wall and Dike No. 4, however, the proposed development would not be visible at Location 9. Therefore, the residential and resort structures proposed for the Project would not impact the visual character at this location. The Project proposes the extension of Madison Street to be utilized as an emergency vehicle access (EVA) route. Although the Madison Street EVA extension would require development of the roadway to accommodate emergency vehicles, once the street is completed, it would be similar visually to current (pre-construction) conditions, apart from some additional landscaping. This is illustrated in **Exhibit 4.1-16**. Additionally, this Project proposes to downgrade Madison Street from a Secondary Arterial (four-lane undivided roadway with 102-foot ROW) and remove it from General Plan Circulation Map. Therefore, impacts would be less than significant.

Location 10 (Exhibit 4.1-17)

Location 10 is located at the intersection of the Boo Hoff Trail and the Guadalupe Dike, northwest of the Project property. The visual character at this location is characterized by desert landscape (i.e., shrubs) and Guadalupe Dike. As shown in **Exhibit 4.1-17,** the Project will result in the southerly extension of Jefferson Street, crossing over the Guadalupe Dike, the development of residential and resort structures, and the placement of landscaping. At this location, Project property buildings are distant and generate low-profile buildings. Although the Project property will be visible this location, the low-profile structures proposed for the Project property are typical of existing communities in the City of La Quinta, therefore, impacts to the visual character will not be significant.

Location 11 (Exhibit 4.1-18)

Location 11 is located at the Boo Hoff Trail staging area, west of the Project property. Similar to Location 10, at this location, the Project property visual character is defined by natural desert landscaping. As stated in discussion a), the Project property is visually obstructed at this location due to the staging area's location behind the foothills of the Santa Rosa Mountains. Therefore, development of the Project would not result in impacts to the visual character viewed from this location.

Location 12 (Exhibit 4.1-19)

Location 12 is situated at the proposed Avenue 62 entrance, crossing over Dike No. 4. The visual character at this location is largely defined by the natural desert landscape (i.e., shrubs, trees), electric power poles, and utility easement. It should be noted that this location is currently not publicly accessible, and impacts to views from this location are not required to be analyzed under CEQA.

Access to the Dike is private and transient people walking along the Dike is considered trespassing. However, analysis of the visual character at this location is included for informational purposes.

As illustrated in **Exhibit 4.1-19,** development of the Project site will consist of residential and resort structures, and the placement of landscaping throughout. At this location, Project structures are distant and low-profile. Although the Project will be visible this location, the low-profile structures proposed for the Project are typical of existing communities in the City of La Quinta, therefore, impacts to the visual character will not be significant.

Water Tanks

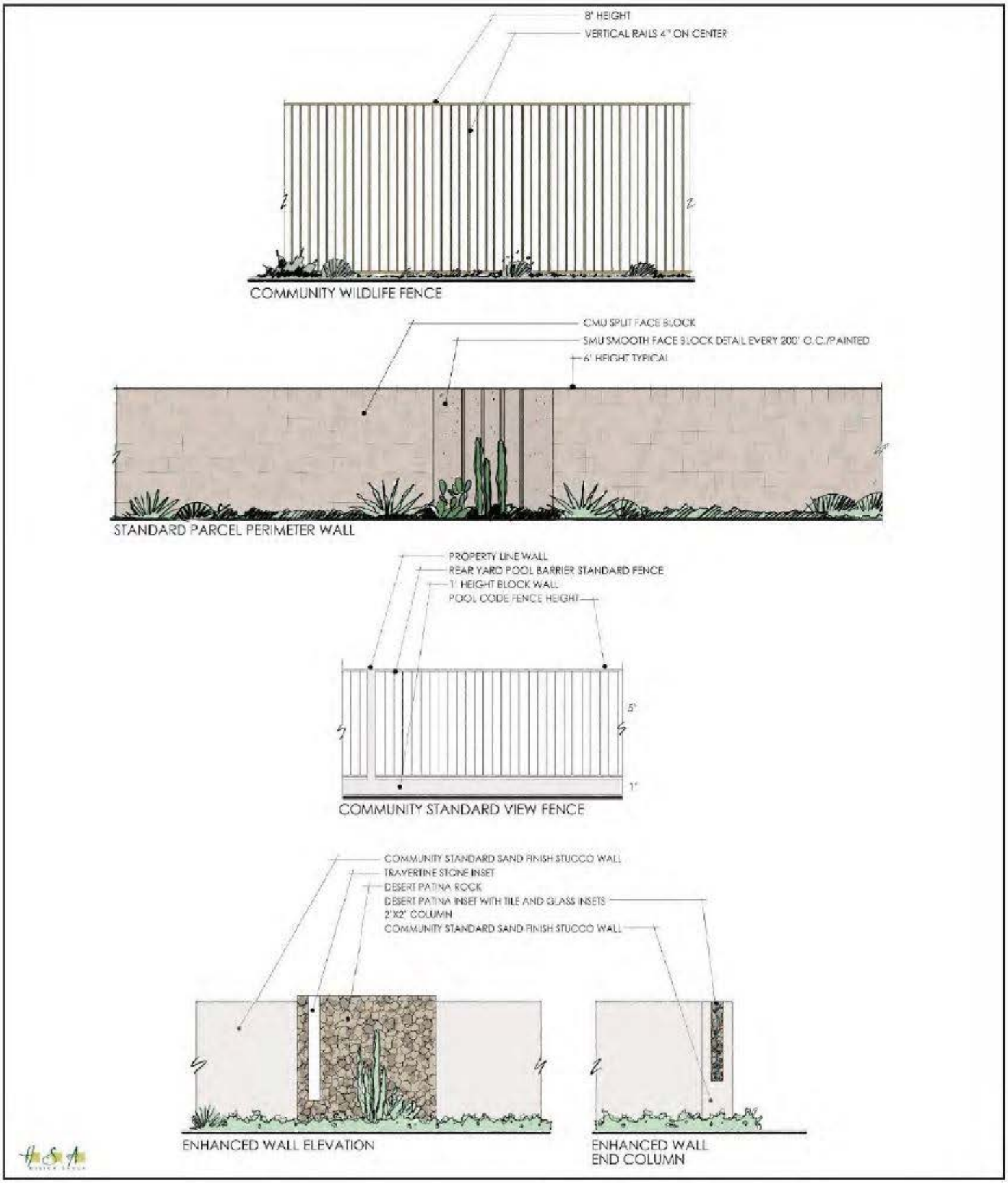
As stated in discussion a), two CVWD water tanks are proposed in Planning Area 20, in order to provide the property with an adequate amount of water and water pressure. The two water tanks, identified as the "upper" and "lower" tanks, will be situated in Planning Area 20, west of the Martinez Rockslide. As previously determined, both tanks would be shielded from public view by berms, as illustrated in **Exhibit 4.1-3** and **4.1-4**. Since the water tanks will not be viewed by the public due to its location behind Martinez Rockslide and a berm, the proposed water tanks will not result in impacts to the visual character in the surrounding area.

Summary of Viewshed Visual Character Analysis

As determined in the analysis of views at locations 1 through 12, development of the proposed Project will not significantly impact the visual character of the surrounding area. The Project property is located in an isolated area of southern La Quinta, that is obstructed from public view by Dike No. 4. The westerly extension of Avenue 62, which crosses over Dike No. 4, will be visible from some locations within the southern side of Trilogy. The development of Project access will include a retaining wall on the north and south side to support the road as it crosses Dike No. 4. Furthermore, guard rails are proposed to provide safety for drivers and pedestrians that are located wherever the road is elevated above the minimum height to require such measures. The road will ascend roughly 800 feet east of the Dike and crest the Dike approximately 6 feet above grade. Additionally, the SPA design guidelines ensure that the visual character in the Project property is not impacted significantly by the proposed development. Within the proposed development and west of Dike 4, the various project frontages, including entrances and approaches, Planning Area entries, etc., will be improved during Project development with native and other desert-compatible landscaping materials, paved pedestrian sidewalks, and signed entry points. The Project property and its frontages and "edges" will be designed to complement the natural and existing environment by utilizing a color palette of earth tones, materials that can withstand the desert environment, and landscaped features. The earth tones proposed in the color palette includes beiges, gray-greens, mauves, whites, creams, tan, sand, light browns, etc. The materials will include stucco, rock façade, tile, and other materials resistant to the desert environment. Edge conditions will include desert landscaping, and a band of transitional landscape planting with native plant reseeding and native tree planting. The proposed colors, building

materials, and landscaping will act together to blend the community in to the natural desert surrounding the Project property. The Project property's proposed color palette, materials and landscaping are typical in the Coachella Valley and the City of La Quinta, where buildings are developed not only to complement the natural environment, but also develop buildings and plant landscaping that will withstand the desert climate. Exhibits 3.1 through 3.8 in the Travertine SPA illustrates the proposed residential buildings. The exhibit below illustrates the wall plan proposed for the Project property (see **Exhibit 4.1-20, *Overall Wall Plan***). The Travertine SPA is included in the appendices of this Draft EIR as **Appendix A**. The Project's design features along the Project property frontage will complement the existing natural visual character.

In addition to the proposed Project color palette, materials, landscape design, and perimeter walls, the Project property's building heights and setbacks as established in the Travertine SPA will ensure that the Project would not substantially degrade the existing visual character of the City. The Project's residential structures or resort villas are not proposed to exceed two stories, which will help avoid large massing and building scale inconsistent with existing residential and resort communities in the City. The hotel/commercial portion of the Project property would not exceed three stories. Both the residential or commercial uses do not exceed the heights allowed in Chapter 9.50 and 9.90 of the La Quinta Municipal Code, respectively. Therefore, impacts to the visual character will be less than significant.



Source: Travertine Specific Plan Amendment, TRG Land, Inc., HSA Design Group

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OVERALL WALL PLAN
TRAVERTINE
EXHIBIT 4.1-20

Project Construction

Construction activities associated with the proposed Project would not result in impacts to the visual character in the area when viewed from Locations 1, 2, 3, 5, 6 and 11. The Project property is hidden from public view at these locations due to the placement of Dike No. 4. Therefore, construction of the site would not impact the visual character observed from these public viewsheds. However, construction of the Project site may temporarily impact the visual character at Locations 4, 7, 8, 9 and 10 due to the construction of Avenue 62, crossing over the Dike (Locations 7 and 8), the construction of Madison Avenue as an EVA (Location 9), and the Jefferson Street extension (Locations 4 and 10). The construction of the westerly extension of Avenue 62 would be visible from the southern golf course within the Trilogy residential and golf community, while the construction of the southerly extension of Madison Street would be visible from locations within the Trilogy community due to their adjacency to the Madison Street extension. The EVA would only be used for emergency access. Moreover, the extension of Jefferson Street would be visible from the public trail (Boo Hoff Trail). The construction of these roadways may result in impacts to the visual character. In order to reduce the temporary visual impacts of construction activities to scenic vistas, all construction equipment will be stored onsite within a designated area that is fenced with opaque construction fencing when not in use. Construction waste will be stored in an area that is accessible to weekly refuse pick up. All construction waste will be taken to a recycling center. Overall, these impacts would be limited to private views and would be temporary.

Off-Site Utility Field

Development of the off-site utility field will consist of five well sites and a 2.5-acre electrical substation. These facilities will be constructed in compliance with CVWD standards for the well sites, and IID standards for the substation and are described above with photos of typical CVWD well and IID substations. At the time this EIR was written, the precise locations of the off-site improvements have not been determined. However, the area within a two-mile radius, which include agricultural lots and vacant lots have been evaluated on a programmatic level to analyze their impact to the visual character. Depending on the location of the off-site utility field, the development of the utilities, particularly the IID substation, may result in impacts to the visual character of the area.

Fencing or walls around the off-site utility field, as well as other features, such as landscaping, will be incorporated into these infrastructure sites in coordination with CVWD and IID. The fencing/walls and landscape will act to prohibit trespassing and, along with perimeter landscaping, will create a visual barrier from the infrastructure. The potential effects associated with the IID substation are substantially greater than those expected at future CVWD well sites.

As previously determined, IID establishes site requirements for distribution substations. IID requires substations to be a minimum of 315 feet by 315 feet, which is exclusively for electrical purposes. Setbacks, rights-of-way, sidewalks, berms, catch basins, etc., should be located outside of this area.

Typically, substation facilities include lighting arresters, conductors, insulators, instrument transformers, electrical power transformers, relays, circuit breakers, bus bars, etc. Substation facilities include large transmission poles and electric lines that are visually noticeable, especially in a rural context where development does not camouflage facilities. The proposed substation would be located within a rural context within the City that is characterized by agricultural and vacant lots. The agricultural fields consist of date palm groves, and low-growing grasses, and produce. Transmission and distribution lines are typically located adjacent to the public roadways. The new substation would result in a visual change to the existing visual character of the rural portion of the City. However, the new substation will be required to comply with setback requirements for utility infrastructure and design features, such as landscaping and materials used, reduces the impact of the utilities to less than significant levels regarding their impact to scenic vistas and the surrounding visual character. For example, the use of exposed metal which can be shiny, and block wall perimeters and decorative landscaping along the substation frontage would reduce visual impacts of the utility field. Although electrical substations consist of elements that are noticeable within a rural context, the potential impact of the substations can be reduced to less than significant levels with the close coordination with IID to ensure that impacts are avoided and minimized to the greatest degree practicable by proposing more subtle materials used, perimeter barriers, and landscaping. Additionally, distribution lines extending from the proposed substation will be installed underground within existing rights-of-way. Transmission lines will be above ground and connect the new substation to existing facilities. The proposed Project's off-site substation will be reviewed by IID to ensure that the substation is developed to IID's standards. Construction of the off-site utility field would result in less than significant impacts to the existing visual character with the implementation of **Mitigation Measure AES-1,** which requires the use of one or more of the following or comparable techniques: perimeter barriers, landscaping appropriate for the substation facility, non-reflective surfaces, and dulling finishes to help blend the structures with the surroundings.

Overall, the construction and operation of the proposed Project site and off-site utility field would not result in significant impacts to visual character since the Project is in an isolated area of La Quinta, separated by most public viewsheds by Dike No. 4. Construction impacts would be temporary, and construction of the off-site utilities would be required to comply with CVWD and IID standards regarding water well and substation design (respectively) to reduce impacts to scenic vistas. Impacts to the visual character would be less than significant with the implementation of **Mitigation Measure AES-1**.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed Project property occurs on approximately 855 acres of vacant land, approximately 220 acres of which was previously operated as a vineyard. The Project property does not currently have

existing sources of fixed or non-fixed lighting. Presently, existing sources of fixed nighttime lighting in the Project property vicinity is associated with existing residential areas located approximately 0.75 miles north, and approximately 0.25 miles east of the Project property boundaries (measured from the northern-most and eastern-most boundaries of the property, respectively). Typical residential home lighting consists of low-intensity, wall-mounted, downward-oriented fixtures in the patio, side, and front yards of homes. Additional lighting associated with the residential areas includes safety and accent illumination for the parking lot, walkways, landscaping, golf courses and service areas. Street lighting (i.e., light posts) do not occur on the adjacent roadways to the Project property, including Avenue 62. The closest signalized traffic intersection is located approximately 2.20 miles north of the Project property, at the Madison Street and Airport Boulevard intersection. It should be noted, and as discussed above, the US BOR Dike No. 4 is a substantial visual barrier that blocks off views from these areas of existing development.

The proposed entries and improvements to the Jefferson Street and Avenue 62 frontages will incorporate a uniform landscape and lighting plan outside of the perimeter walls that conforms to standards for City designated image corridors. Light fixtures will accentuate the proposed signage, trees, and other landscaping features. Lights oriented upward and the spillover of light is prohibited at the Project property in compliance with Chapter 9.100.150 of the LQMC. The proposed landscape and lighting plan will also be integrated throughout the Project property in the proposed resort areas, commercial uses, residential communities, and open space areas. For purposes of nighttime safety, the proposed parking lots, gated entry points, common areas, event spaces, courtyards, and pedestrian paths are also expected to include the appropriate levels of illumination.

Building lighting will consist of downward-oriented fixtures in strategic locations and will avoid fixtures at unnecessary locations as required by the La Quinta Municipal Code and the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) Land Use Adjacency Guidelines. The City Outdoor Lighting Ordinance (Section 9.100.150) provides regulations for reducing light and glare caused by new development. In accordance with Section 9.100.150 of the La Quinta Municipal Code, all exterior lighting shall include adequate energy efficient lighting for public safety while minimizing effects of lighting, such as lighting which (1) has a detrimental effect on astronomical observations, (2) inefficiently utilizes scarce electrical energy, (3) creates a public nuisance or safety hazard. Parking lot lighting shall comply with standards stated in Section 9.100.150 and Section 9.150.080, which requires that graduated light standard heights in parking areas with lower heights in peripheral areas may be required by the Planning Commission to provide compatibility with adjoining properties and streets. Additionally, as recommended in 9.100.150, warm white and natural lamps are preferred to minimize detrimental lighting effects. The CVMSHCP Land Use Adjacency Guidelines are applicable to projects adjacent to or within a Conservation Area, in which lighting shall be shielded and directed toward the developed area. Landscape shielding or other appropriate methods shall be incorporated in Project designs to minimize the effects of lighting adjacent to or within the adjacent Conservation

Area. This is required by **Mitigation Measures BIO-2** and **BIO-30** which requires that lighting be down-shielded to prevent light spillage and directed away from open space and Conservation Areas. See **Section 4.4*, Biological Resources***, and **Section 4.11, *Land Use and Planning***, of this Draft EIR for in-depth analysis of the CVMSHCP Land Use Adjacency Guidelines.

The Project property's compliance with the City's outdoor lighting standards and implementation of **Mitigation Measures BIO-2** and **BIO-30** will also ensure that the Project is compliant with Riverside Couty outdoor lighting Ordinance No. 655 which restricts the permitted use of certain lighting fixtures emitting into the night sky that would result in light pollution. Ordinance No. 655 prohibits the use of light fixtures above 4050 lumens in parking lots, walkways, for security purposes, and for decorative purposes, and restricts the use of light fixtures during certain hours.

Additionally, lighting and photometric plans shall be approved by the City as part of the Project's review process. In addition to complying with these standards, the proposed landscaping treatment will act as a visual screen to further attenuate the visibility of light fixtures from the existing back yards of homes and other surrounding vantage points that may be sensitive during the evening hours.

Pertaining to glare, the Project property would not introduce facilities or buildings with large reflective surfaces that would generate substantial glare, nor would the Project property involve new sources of high-intensity lighting that would be deemed incompatible with the surrounding residential and open space areas. Materials used will respond to the desert environment and will include stucco, rock façade, and tile. Unsuitable materials, such as unprotected exposed metal, equipment and venting, unprotected wood, and vinyl, will be prohibited. The proposed architectural color palette will be desert compatible, using earth tones ranging from beiges, gray-green tones, mauves, whites, creams, tan, sand, light brown, and similar earth tones, thereby, avoiding unnatural and bright building facades and preventing daytime glare. This will be completed with a variety of accents, roof tones and textures, with complementary window moldings and architectural detailing. The proposed structures are expected to have natural and light finishes (including white) combined with earth-tones that do not have highly reflective properties or other conditions that would cause substantial daytime or nighttime glare. Onsite ponds associated with the golf training facility and the resort are not anticipated to cover a large enough area to generate substantial glare. Ponds, likely for retention, are typical of communities, especially golf course communities in the City of La Quinta and the surrounding area. Therefore, the impact is less than significant.

Off-Site Utility Field

The proposed off-site utility field improvements are proposed in a rural area of La Quinta. Development and operation of the proposed well sites and substation would introduce lighting for typical operational practices. Utility infrastructure such as well sites and substations typically include lighting for security purposes and to deter vandalism. It provides safety for line crews who may be performing maintenance at night. Substation light fixtures at newer facilities are typically downward-

oriented to mitigate light spillage onto adjacent properties and to reduce light pollution. Additionally, a means of switching off a portion of the lights at night to provide reduced lighting may make the site more acceptable to the surrounding community. Well sites may include a light fixture for nighttime maintenance services, however, due to the typically small size of a well site (at least 150 feet by 150 feet), bright industrial lighting for this area is not typically utilized. Therefore, impacts will be less than significant.

The proposed substation would contain permanent night lighting. Lighting at the substation would consist of downward-oriented fixtures in areas where nighttime operations or maintenance activities would occur. Lights for maintenance would be turned off during times when lights are not needed. The proposed substation would introduce lighting in an area that is surrounded by vacant and rural agriculture lands, as well as residential communities. Lights at substation facilities typically include fixtures that do not cause spillover onto adjacent properties, while providing security for the substation. The use of downward-oriented fixtures reduces light spillover onto adjacent properties, reducing potential lighting impacts from the facilities.

The proposed substation would also introduce new sources of glare to the area. Some components of the Project have reflective surfaces. Elements of the new substation including towers, metal fences, light-colored concrete or masonry retaining walls, light poles, and other elements that are light in color or have shiny, reflective surfaces could produce substantial glare that would adversely affect daytime views in the area. This impact is reduced by **Mitigation Measures AES-1** which requires that finishes on all new substation structures with metal surfaces be non-reflective, and include a dulling finish to help blend the structures with the surroundings and reduce glare and color contrast, subject to approval of IID. Therefore, impacts would be reduced to less than significant levels.

4.1.5 Cumulative Impacts

Cumulative impacts are those resulting from past, present, and reasonably foreseeable future actions, combined with the potential visual impacts of this Project. Visual resources in La Quinta at buildout of the General Plan were considered to determine the extent to which the Project would impact the resources, consistent the CEQA Guideline 15130(b)(1)(B) approach of using a summary of planned growth projections in an adopted plan. General Plan and zoning policies and standards relating to aesthetic resources and lighting were also analyzed.

The Project property's current land use designations include Low Density Residential, Medium/High Density Residential, General Commercial, Tourist Commercial, and Open Space Recreational.

The Project property is currently characterized by the abandoned vineyard that occupies approximately 220 acres of the northern portion of the property, and vacant, undisturbed desert land. The undisturbed areas of the Project property are defined by the native desert vegetation. The Project proposes residential and resort uses that are typical in the City of La Quinta. The existing context of

the area includes residential communities, manmade infrastructure (i.e., Dike No. 4, percolation ponds), large expanses of agriculture and natural open space.

The Project property, which is currently undeveloped and vacant, provides largely unobstructed views of Coral Mountain and the Santa Rosa Mountains from public rights-of-ways. Based on the above analysis, Project impacts on aesthetic resources from the development of the proposed Project will not result in significant impacts to existing views of Coral Mountain or the Santa Rosa Mountains. Although it has been determined that the proposed Project would not obstruct the views of the surrounding scenic vistas, other projects planned and permitted by the General Plan, may result in obstructed views of the foothills of the Santa Rosa range, but generally, due to the height limitations included in the Municipal Code and the policies and programs of the General Plan, will preserve the views of the mid-range slopes and peaks of the Santa Rosa Mountains. As a City-wide visual resource, the cumulative impacts associated with obstructed views of the Santa Rosas are expected to remain less than significant with buildout of the General Plan, as the overall view of the range will remain visible throughout the City.

Development of vacant areas throughout the City of La Quinta will diminish the number of areas that provide largely unobstructed views of the scenic vistas viewed along public rights-of-ways. Future development in the City would be required to abide by the standards of the Municipal Code or future specific plans. Review of these projects for consistency with goals, policies and programs established in the General Plan will occur as projects are proposed. Buildout of the General Plan is expected to have less than significant impacts on visual character due to the impositions of these regulations.

Cumulative impacts associated with light and glare will result from further development of vacant land as the City continues to build out. The same standards requiring limited lighting, directional and screened lighting, and the prohibitions associated with high-intensity lighting included in the Municipal Code in Section 9.100.150, will be applied to future projects, as they are proposed. The proposed Project shall also comply with Section 9.100.150 of the LQMC (page 2-17 of the Travertine SPA). Additionally, lighting and photometric plans shall be approved by the City. The implementation of these standards and requirements is designed specifically to minimize the impacts of light and glare on adjacent properties and throughout the City. Therefore, although lighting levels will increase as development occurs in the City, the cumulative impacts of light and glare are expected to be less than significant at General Plan build out.

4.1.6 Mitigation Measures

AES-1 In order to reduce the proposed substation's impact on the existing visual character and reduce the potential degradation of scenic quality of the surrounding area, the Project applicant shall use one or more of the following or comparable techniques: perimeter barriers, landscaping appropriate for the substation facility. Additionally, glare shall be controlled through the use of non-reflective surfaces, dulling finishes to help blend the structures with

the surroundings and reduce glare and color contrast, or comparable methods subject to the approval of IID.

In addition to **Mitigation Measure AES-1**, the Project shall implement **Mitigation Measures BIO-2** and **BIO-30** which set standards regarding light fixtures used at the Project property. Please see **Section 4.4, *Biological Resources***.

4.1.7 Level of Significance after Mitigation

With the implementation of the Project design features, **Mitigation Measures AES-1,** as well as **Mitigation Measures BIO-2** and **BIO-30** presented in **Section 4.4, *Biological Resources,*** Project-related impacts to aesthetic resources would be reduced to less than significant levels.

4.1.8 References

1. Development Design Manual, Coachella Valley Water District, May 2022, http://www.cvwd.org/DocumentCenter/View/4206/Development-Design-Manual-PDF?bidId=
2. Integrated Resource Plan, Imperial Irrigation District, November 2018, https://www.iid.com/home/showpublisheddocument/9280/636927586520070000
3. State Scenic Highways, Caltrans, website accessed on April 8, 2021, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways
4. Streets and Highways Code – SHC; Division 1. State Highways, Chapter 2. The State Highway System, Article 2.5 State Scenic Highways, California Legislative Information, accessed May 2021, https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=SHC&division=1.&title=&part=&chapter=2.&article=2.5.

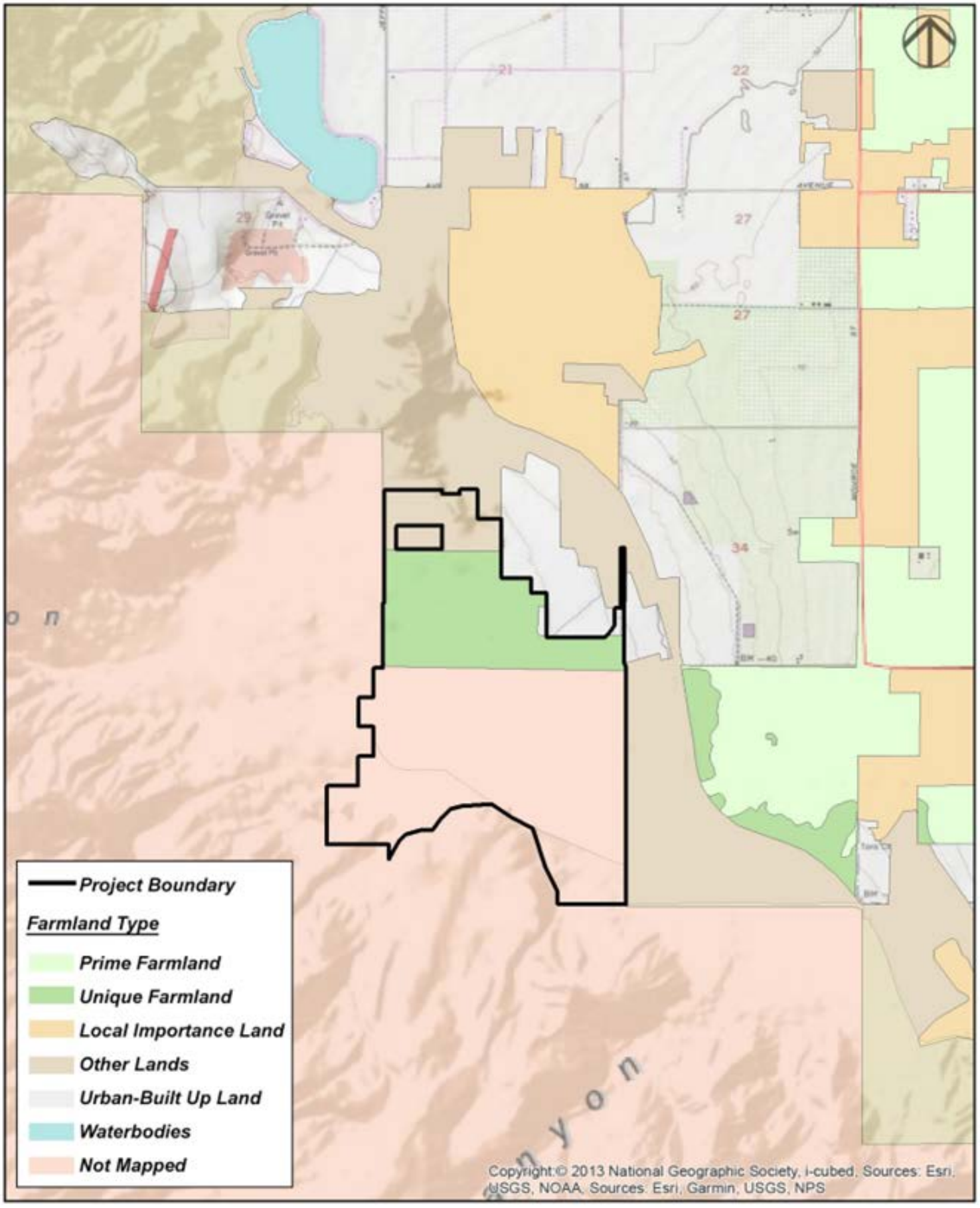
4.2 Agricultural Resources and Forestry Resources

4.2.1 Introduction

This section establishes the environmental setting for purposes of agricultural and forestry resources, identifies both the applicable thresholds of significance and the Project's potentially significant impacts to agricultural and forestry resources, and identifies mitigation measures capable of reducing any potentially significant impacts to below a level of significance. Descriptions and analysis in this section are based on information contained in the *Travertine Specific Plan Amendment*, the *Travertine Specific Plan Land Evaluation and Site Assessment (LESA)* prepared by the Altum Group (**Appendix B.1**), the *Updated LESA Report* prepared by TRG Land (**Appendix B.2**), the *United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soils Report*, the *Farmland Mapping and Monitoring Program* (FMMP) developed by the California Department of Conservation (CDC) (2010), the *Land Cover Mapping and Monitoring Program* (LCMMP) conducted by the California Department of Forestry and Fire Protection between 1992 and 2002, the *Williamson Act Program* (2007). Sources used in the preparation of this section are identified in subsection 4.2.8, *References*, at the end of this Agricultural Resources section, and **Chapter 8.0, *References,*** at the end of this Draft EIR.

4.2.2 Existing Conditions

The Project property occupies approximately 855 acres in the southern-most portion of La Quinta. The Project property is generally bounded by undeveloped land and the Coral Mountain formation to the north; the extension of Avenue 62 and the CVWD Dike No. 4 with related stormwater impoundments located to the east; Martinez Mountain to the south; and open space and the Santa Rosa Mountains to the west. Portions of the Project property abut the Martinez Rockslide and occur on braided alluvial fans emanating from the nearby foothills. The local lands to the east are characterized as well-established agricultural areas that have been undergoing conversion to urban uses over the past several decades, including residential and golf course communities. Lands west of the existing Dike No. 4 are almost entirely undeveloped open space. The Project's northern portion has been disturbed by its previous operation as a cultivated vineyard. The cultivated vineyard is currently abandoned and has not been in operation since 2007, however, inoperable irrigation equipment and trellises remain onsite. The abandoned cultivated vineyard is identified by the California Department of Conservation (DOC) as being located within an area designated as Unique Farmland, as indicated in **Exhibit 4.2-1, *Project Farmland Importance***.



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PROJECT FARMLAND IMPORTANCE

TRAVERTINE

Source: LESA Report Update, TRG Land, Inc.

EXHIBIT 4.2-1

4.2.3 Regulatory Setting

State Programs

California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965 (the Williamson Act, Government Code Sections 51200 through 51297.4) encourages the preservation of agricultural lands through tax incentives due to the increasing trend toward the conversion of agricultural lands to urban uses. The act enables counties and cities to designate agricultural preserves (Williamson Act lands) and within these preserves, offer preferential taxation to agricultural landowners based on the agricultural income producing value of the property. This approach ties real estate tax rates to the agricultural value of the land rather that the market rate, which can escalate rapidly as areas around a farm or dairy convert to urban uses. In return for the preferential tax rate, the landowner is required to sign a contract with the county or city agreeing not to develop the land with non-agricultural uses for a minimum of ten years. On the ten-year anniversary date of the contract, it is renewed automatically, unless a notice of non-renewal or petition for cancellation is filed.

State Farmland Mapping and Monitoring Program

The California Department of Conservation (DOC) established the *Farmland Mapping and Monitoring Program* (FMMP) in 1982. The FMMP is a non-regulatory program and 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, collectively referred to as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, Urban and Built-Up Land, and Other Land. Descriptions of the categories and their applicability to the Project area are discussed as followed:

Prime Farmland

Prime farmland is considered as land that has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Prime Farmland occurs approximately 0.025 miles west of the Project property.

Farmland of Statewide Importance

Farmland of Statewide Importance is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agriculture at some time during the four years prior to the mapping date.

In the area of the proposed Project, Farmland of Statewide Importance occurs approximately 2 miles east of the Project property boundary.

Unique Farmland

Unique Farmland consists of lesser quality requirements for soils used for the production of the State's leading agricultural crops. Unique Farmland is usually irrigated but can include non-irrigated orchards or vineyards as found in some climatic zones in California. In order to be designated as Unique Farmland, the Land would have to have been planted at some time during the past four years prior to the mapping date.

Approximately 26 percent of the Project's total area was designated Unique Farmland in the 2016 FMMP Important Farmland Map. Although cultivation of the vineyard ceased around 2007, approximately 9 years prior to the 2016 FMMP update, the evaluation was still undertaken due the Project property's proximity to properties in agricultural production.

Farmland of Local Importance

Farmland of Local Importance includes soils that are listed as prime or statewide importance but lack available irrigation water. Land planted to dryland crops, such as barley, oats, and wheat. Lands producing major crops for Riverside County but that are not listed as unique crops.

Farmland of Local Importance occurs approximately 0.25 miles north of the Project property. However, the north-lying property is vacant and not zoned for agricultural uses by the City of La Quinta.

Grazing Land

Grazing Land is land on which existing vegetation is suited to the grazing of livestock.

Grazing Land does not occur in the Coachella Valley, and therefore, does not occur in proximity to the Project property.

Urban and Built-Up Land

Urban and Built-Up Land is 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. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf course, sewage treatment, and water control structures.

Urban and Built-Up Land occurs north and northeast of the Project property, in the developed neighborhoods of La Quinta.

Other Land

Other Land is defined as land not included in any other mapping category. Common examples include low density rural developments, brush, timber, wetland and riparian areas not suitable for livestock grazing, confined livestock, poultry or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than forty acres is mapped and identified as "Other Land."

In the area of the proposed Project, Other Land occurs in the northern portion of the Project property. Other Land also occurs north, northeast, and west of the Project property.

Regional and Local

Riverside County Agricultural Commissioner's Office

The Riverside County Agricultural Commissioner's Office promotes and protects the agricultural industry of the County and its environment. The Commission ensures the health and safety of the County's citizens and fosters confidence and equity in the marketplace through education and the fair and uniform enforcement of laws, regulations, and ordinances enacted by the people of the State of California and the County of Riverside.

The first County agricultural commissioner was appointed in 1909, after the establishment of the Riverside County Board of Horticulture in 1893.

Riverside County General Plan

According to the Riverside County General Plan, one of Riverside County's most important land uses in terms of historic character and economic strength is widespread and diverse agriculture lands. Agriculture production is one of the largest industries in terms of dollar value in the County and competes successfully in the global economy. The County's Agriculture (AG) land use designation was established to help conserve productive agricultural lands within the county. These include row crops, nurseries, citrus groves and vineyards, dairies, ranches, poultry and hog farms, and other agricultural related uses. AG land uses are mapped in the unincorporated areas of Riverside County, and do not occur in the City of La Quinta.

La Quinta General Plan Environmental Impact Report

The early abundance of Agricultural Resources within the City of La Quinta have been greatly reduced, according to the La Quinta General Plan Environmental Impact Report (LQGP EIR). However, agriculture is still an economic factor east of the incorporated boundary, within the proposed Sphere of Influence. Per the LQGP EIR, implementation of the LQGP will facilitate urban development on lands designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmlands of Local Importance. At the time the LQGP EIR was written, there were approximately 1,700 acres of important agricultural land located within the City. However, this area is not in agricultural production and has been designated for urban uses under the General Plan for some time.

4.2.4 Project Impact Analysis

Thresholds of Significance

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether impacts to agricultural resources are significant environmental effects, the following questions are analyzed and evaluated. Would the Project:

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 or conversion of forest land to non-forest use?

Methodology

Land Evaluation and Site Assessment (LESA) Model

Due to the Project property's designation as Unique Farmland, and the Project property's proximity to nearby properties in agricultural production, an agricultural Land Evaluation and Site Assessment (LESA) was prepared for the proposed Project by the Altum Group in 2018 (**Appendix B.1**) and updated by TRG Land in 2021 (**Appendix B.2**). The LESA Model was developed to provide lead agencies with a methodology to ensure that potentially significant effects on the environment caused by agricultural land conversions are quantitatively and consistently considered in the environmental review process. The LESA Model describes an approach for rating the relative quality of land resources using specific measurable features. The LESA system is a point-based method composed of six different factors: Land Capability Classification, Storie Index, Project Size, Water Resource Availability, Surrounding Agricultural Land, and Surrounding Protected Resource Land. The factors are categorized into two categories: Land Evaluation Factors and Site Assessment Factors. For a given project, each of these factors is separately rated on a 100-point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score for a given project. The maximum attainable score is 100 points. This project score becomes the basis for making a determination of a project's potential significance, based upon a range of established scoring thresholds (Department of Conservation, 1997).

Land Evaluation Factors

The Land Evaluation factors are based on measures of soil resource quality and include Land Use Capability Classification and Storie Index.

The Land Capability Classification (LCC) Rating:

The LCC indicates the suitability of soils for most kinds of crops. Soils are rated on a scale from Class I to Class VIII. Soils having the fewest limitations receive the highest rating.

The Storie Index Rating:

The Storie Index provides a numeric rating (based on a 100-point scale) of the relative degree of suitability or value of a given soil for intensive agriculture use. This rating is based on soil characteristics only.

The Project property soils identified within the USDA survey comprise 34.4± percent of the Project property. The reason why the Project soils survey does not completely encompass the Project property is due to the absence of available soil data according to the USDA survey. However, the portion of the Project property that is absent of soil survey data covers the entire southern half of the Project property, which is outside of the area within the Project designated as Unique Farmland by the California Department of Conservation. See **Exhibit 4.2-1**.

Site Assessment Factors

The LESA Model includes four Site Assessment Factors that are separately rated. They include: Project Size Rating, Water Resources Availability Rating, Surrounding Agricultural Land Rating, and Surrounding Protected Resource Land Rating.

Project Size Factors

The Project Size Rating recognizes the role of farm size in determining the viability of commercial agricultural operations. Larger farming operations generally can provide greater flexibility in farm management and marketing decisions. In addition, larger operations tend to have greater impacts upon the local economy through direct employment, as well as impacts upon supporting industries and food processing industries.

Water Resources Availability Rating

The Water Resources Availability Rating is based on various water sources that may supply a given property, and then determine whether different restrictions in supply are likely to take place in years that are characterized as drought and non-drought conditions.

Surrounding Agricultural Land Rating

The Surrounding Agricultural Land Rating is designed to provide a measurement of the level of agricultural land use for lands within the Zone of Influence (ZOI) of the Project property. The “Zone

of Influence" is the amount of surrounding lands up to a minimum of one-quarter mile from the Project property boundary. Parcels that are intersected by the quarter-mile buffer are included in their entirety. The LESA Model rates the potential significance of the conversion of an agricultural parcel having a higher proportion of surrounding land in agricultural production (higher rating) as opposed to an agricultural parcel having a smaller proportion of surrounding land in agricultural production (lower rating) (California Department of Conservation, 1997).

Surrounding Protected Resource Land Rating

The Surrounding Protected Resource Land Rating is essentially an extension of the Surrounding Agricultural Land Rating and is scored in a similar manner. Protected resource lands are those lands with long-term use restrictions that are compatible with or supportive of agricultural uses of land. Included among this rating classification are the following:

- Williamson Act contracted land;
- Publicly owned lands maintained as park, forest, or watershed resources; and,
- Lands with agricultural, wildlife habitat, open space, or other natural resource easements that restrict the conversion of such land to urban or industrial uses.

LESA Significance Threshold

As previously stated, the rating factors is separately rated on a 100-point scale. A determination of a Project's potential significance on agricultural lands is based upon a range of established scoring thresholds shown in **Table 4.2-1, *California LESA Model Scoring Thresholds*.**

Table 4.2-1 California LESA Model Scoring Thresholds

Total LESA Score	Scoring Decision
0 to 39 Points	Not considered significant
40 to 59 Points	Considered significant only if Land Evaluation and Site Assessment sub-scores are greater than or equal to 20 points
60 to 79	Considered significant unless either Land Evaluation or Site Assessment sub-score is less than 20 points
80 to 100	Considered significant

Source: Table 9 of California Department of Conservation, California Agricultural Land Evaluation and Site Assessment Model.

Project Impacts

a&e Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland); or Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use

As shown in **Exhibit 4.2-1, *Project Farmland Importance***, nearly a quarter of the approximately 855-acre Project property is within an area designated as Unique Farmland. This area is characterized by the remnants of a cultivated vineyard, which has been abandoned since 2007.

Development of the Project property would convert Unique Farmland into non-agricultural uses. To assess the level of impact, the Project property was analyzed under the California Agricultural LESA (**Appendix B.1** and **B.2**). The findings are discussed below.

Land Evaluation Factors

The United States Department of Agriculture (USDA) soil survey (**Appendix B.2**) identified five soil types on the Project property. These included Carrizo stony sand (CcC), Carsitas gravelly sand (CdC), Rock Outcrop (RO), Rubble Land (RU), and Myoma fine sand (MaB). **Exhibit 4.2-2, *Project Soils Type***, indicates the locations of the soils that are found on the Project property.

The Land Capability Class (LCC) and Storie Index Rating for the onsite soils is provided in **Table 4.2-2, *Soil Suitability – Map Symbol Mapping Unit Capability***, below. The LESA Model assigns ratings to each LCC and multiplies that number by the proportion of the Project property that contains each soil class to find the LCC score. A Storie Index score is calculated by multiplying the proportion of the Project in each soil type by the soil type's Storie Index rating.

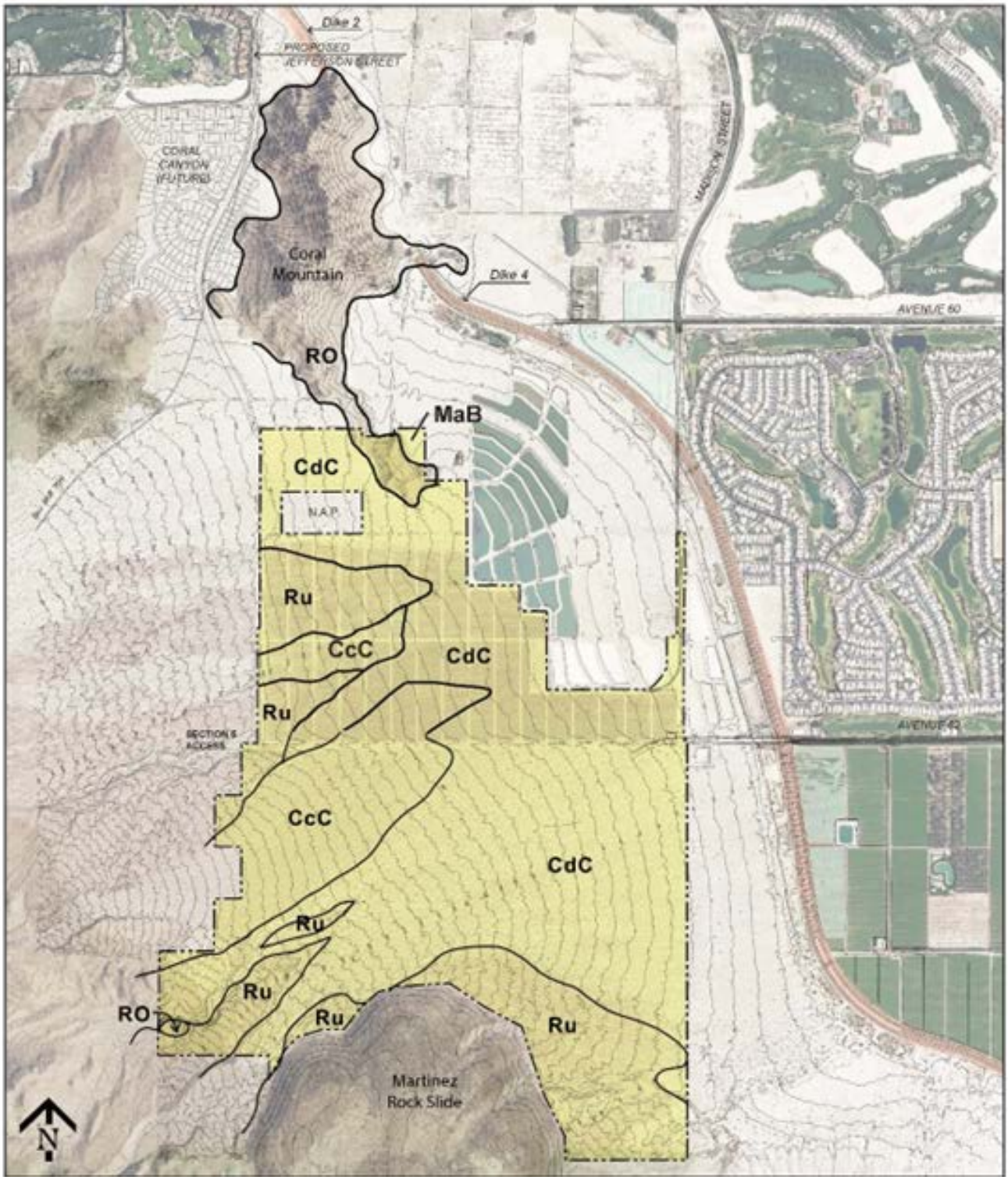
Table 4.2-2 Soil Suitability – Map Symbol Mapping Unit Capability

Soil Map Unit	Soil Mapping Unit Name	Land Capability Class	Storie Index Rating
CcC	Carrizo stony sand	VII	44
CdC	Carsitas gravelly sand	VII	39
MaB	Myoma fine sand	VII	52
RO	Rock Outcrop	VIII	N/A
RU	Rubble land	VIII	N/A

Source: United States Department of Agriculture, 1981.

Notes: 1. *Class VII (7)* – Soils that have very severe limitations that make them unsuited to cultivation and that restrict their use mainly to rangeland, forestland, or wildlife habitat.

2. *Class VIII (8)* – Soils and miscellaneous areas have limitations that preclude commercial plant production and that restrict their use to recreational purposes, wildlife habitat, watershed, or esthetic purposes.



LEGEND

CcC	Carrizo Stony Sand, 2-9% Slopes	RU	Rubble Land
CdC	Carsitas Gravelly Sand, 0-9% Slope	MaB	Myoma fine sand, 1-3% Slope
RO	Rock Outcrop		Soil Survey Information from Natural Resources Conservation Service

From Natural Resources Conservation Service, Web Soil Survey, www.nrcs.usda.gov / NMG Geotechnical, 2019

Source: LESA Report Update, TRG Land, Inc.

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PROJECT **SOILS TYPE**

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EXHIBIT 4.2-2

The Land Evaluation (LE) scores, as determined by the LESA Model is indicated in **Table 4.2-3, *Land Capability Classification and Storie Index Score***. Per the table below, the onsite soils have a LCC Score of 7.56, and a Storie Index Score of 30.32.

Table 4.2-3 Land Capability Classification (LCC) and Storie Index Score

A	B	C	D	E	F	G	H
Map Symbol - Soil	**Acres**	**Portion of the Project Area**	**LCC**	**LCC Rating**	**LCC Score**	**Storie Index**	**Storie Index Score**
CcC	134.4	15.72%	VII	10	1.57	44	6.92
CdC	509	59.53%	VII	10	5.95	39	23.22
MaB	3.1	0.36%	VII	10	0.04	52	0.19
RO	12.2	1.43%	VIII	0	0	N/A	N/A
RU	196.3	22.96%	VIII	0	0	N/A	N/A
NOTCOM[1]	0	0.0%	N/A	-	-	-	-
Subtotal for Soil Survey Area	855	100.0%					
Total	**855**	**100.0%**	**--**	**--**	**7.56**	**--**	**30.32**

Source: Travertine Specific Plan Land Evaluation and Site Assessment (LESA), Table 2, June 2021.

Notes: See Table 1 Notes for a description of the soil's LCC rating.

1. NOTCOM indicates all land within the project site for which USDA soil data was not available.

Site Assessment Factors

Project Size

In regard to agricultural productivity, the size of the farming operation can be considered not just from its total acreage, but from the acreage of different quality lands that comprise the operation. Lands with higher quality soils lend themselves to greater management and crop flexibility and have the potential to provide greater economic return per acre.

For a given project, instead of relying on a single acreage figure in the Project Size rating, the project is divided into three acreage groupings based upon the LCC ratings that were previously determined in the LE analysis (**Table 4.2-3**). Under the Project Size rating, relatively fewer acres of high-quality soils are required to achieve a maximum Project Size score. Alternatively, an abundance in acres of lesser quality soils could also achieve a high to maximum score. **Table 4.2-4**, ***Project Size Score***, summarizes the Project Size score for the proposed Project.

Table 4.2-4 Project Size Score

Map Symbol - Soil	Acres	LCC	LCC Class I or II	LCC Class II	LCC Class IV-VIII
CcC	134.4	VII	--	--	134.4
CdC	509.0	VII	--	--	509.0
MaB	3.1	VII	--	--	3.1
RO	12.2	VIII	--	--	12.2
RU	196.3	VIII			196.3
Total	855.0	--	--	--	855.0
Project Size Scores			0	0	80
Highest Score			**80**		

Source: Travertine Specific Plan Land Evaluation and Site Assessment (LESA), Table 3, June 2021.
Notes: See Table 1 Notes for a description of the soil's LCC rating.

Water Resources Availability

The Project property relies on groundwater resources as the source of water supply. The majority of the Project property (74 percent) is underlain on non-irrigated land that consists of alluvial sediments and rock outcrops and rubble. The remaining portion of the Project property (26.7 percent) consists of an abandoned cultivated vineyard with an existing inoperable irrigation system that last operated in 2007 and located on the northern half of the Project property. The irrigation system for the vineyard consisted of three onsite groundwater wells that provided irrigation for the vineyard. The three wells are currently out of commission and would require new equipment (i.e., pump generator, fertilizer tank, pole-mounted transformers, etc.) to be installed to become operable again.

The proposed Project's outdoor landscaping and indoor water use demand will obtain its domestic (potable) water supply from groundwater wells drawing from the Whitewater River Subbasin in the Coachella Valley. Currently, five groundwater wells are needed to adequately supply the Project as determined by CVWD, upon the approval of the Water Supply Assessment and Water Supply Verification (WSA/WSV), included in the EIR as **Appendix N.1**.

The Water Resources Availability score is summarized in **Table 4.2-5, *Water Resource Availability***. The Project received a Water Resource Availability Rating of 24.0 due in part to only a quarter of the Project property containing potentially irrigable lands, which in its current state of abandonment, would otherwise require new equipment to repair and reactivate onsite irrigation for the vineyard. The irrigation equipment requirement poses an economic restriction that may affect or alter water supply availability, either during drought or during non-drought years, and as a result, affects (lowers) the Project's water resource score. Additionally, the remainder of the Project property is non-irrigated and is not suitable for dryland agriculture.

Table 4.2-5 Water Resource Availability

A	B	C	D	E
Project Portion	**Water Source**	**Proportion of Project area**	**Water Availability Score**	**Weighted Availability Score**
1	Groundwater	26.7%	90	24.0
2	Not Irrigated	73.3%	0	0
			Total Water Resource Score	24.0

Source: *Travertine Specific Plan Land Evaluation and Site Assessment (LESA), Table 4, June 2021.*

Surrounding Agricultural Land and Protected Resource Land Rating

The Project's "Zone of Influence" (ZOI), which includes the Project property and the area within a quarter-mile radius of the Project, is illustrated in **Exhibit 4.2-3, *Surrounding Agricultural and Protected Lands.*** The ZOI determines the distribution of land used for agricultural and protected land uses. Parcels that are intersected by the quarter-mile buffer are included in their entirety. The LESA Model rates the potential significance of the conversion of an agricultural parcel in having a larger proportion of surrounding land in agricultural production (higher rating) as opposed to an agricultural parcel in having a smaller proportion of surrounding land in agricultural production (lower rating).

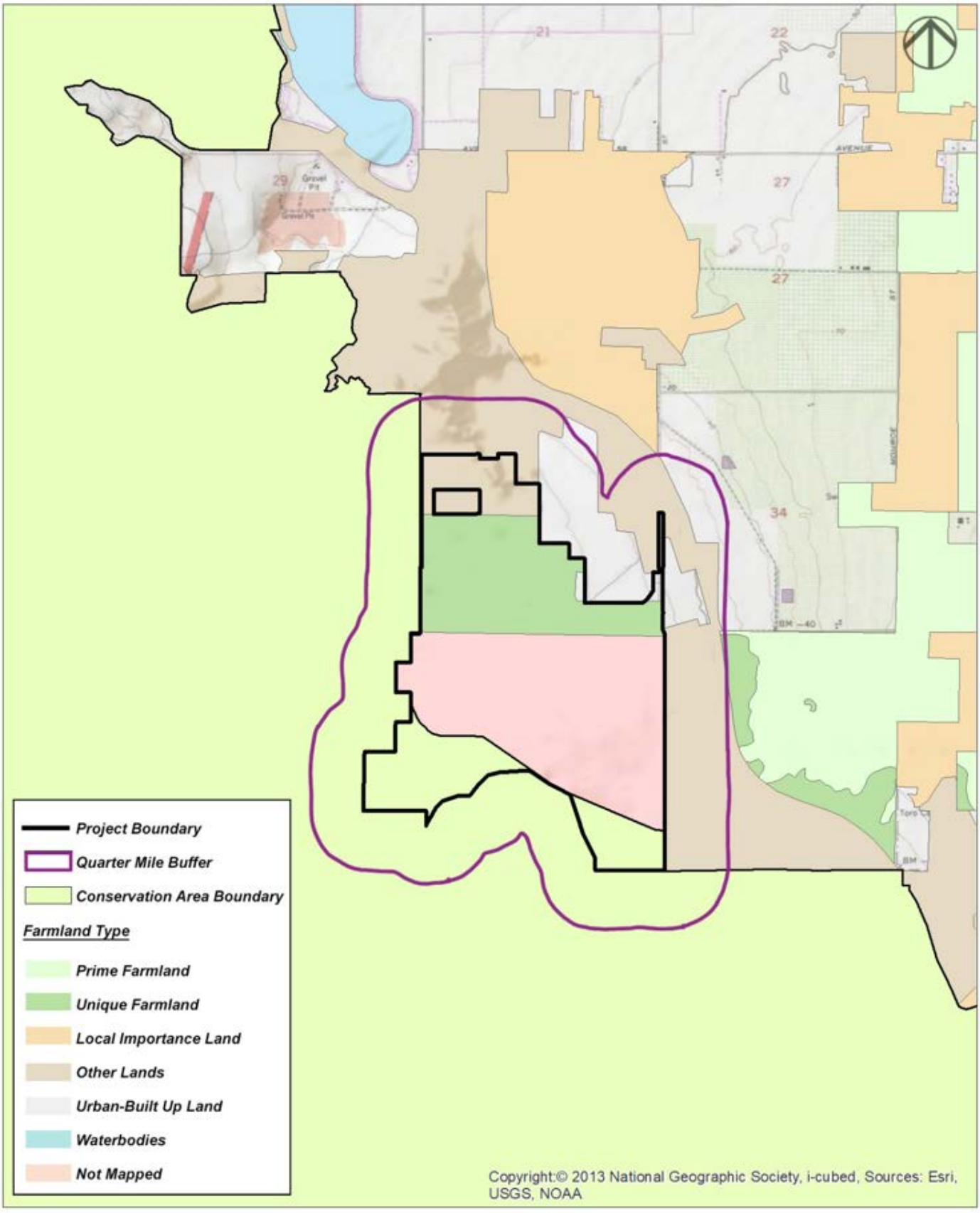
Since agricultural land only occurs northeast of the Project property and occupies less than 40 percent of the buffer area, the Project property is therefore assigned a Surrounding Agricultural Land Score of zero. The Project property is surrounded and encroaches upon the Santa Rosa and San Jacinto Mountains Conservation of the Coachella Valley Multiple Species Habitat Conservation Plan, to the northwest, west, south, and southeast. The Conservation Area overlaps with the United States Fish and Wildlife Service (USFWS) Peninsular Bighorn Sheep Critical Habitat designation. Therefore, because surrounding Protected Resource Lands were found within 73 percent of the Project property buffer, the proposed Project is assigned a Surrounding Protected Resource Land score of 70.

The Surrounding Agricultural Land and Protected Resource Land score for the proposed Project is provided in **Table 4.2-6, *Surrounding Agricultural and Protected Lands*.**

Table 4.2-6 Surrounding Agricultural and Protected Lands

Total Acres within "Zone of Influence"	Acres in Agricultural Production	Acres of Protected Resource Land	Percent in Agriculture	Percent Protected Resources Land	Surrounding Agricultural Land Score	Surrounding Protected Resource Land Score
4,109.92	277	3,004.6	6.7%	73%	0	70

Source: The Altum Group, Travertine Specific Plan Land Evaluation and Site Assessment (LESA), Table 5, December 2017.



Source: LESA Report Update, TRG Land, Inc.

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SURROUNDING AGRICULTURAL & PROTECTED LANDS

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LESA Summary

The LESA Model is weighted so that half of the total LESA score of a given project is derived from the Land Evaluation and half from the Site Assessment. As shown in **Table 4.2-7, *Final LESA Score Sheet Summary***, the Land Evaluation sub-score is 9.47, while the Site Assessment sub-score is 19.01. The final LESA score is 28.48.

Table 4.2-7 Final LESA Score Sheet Summary

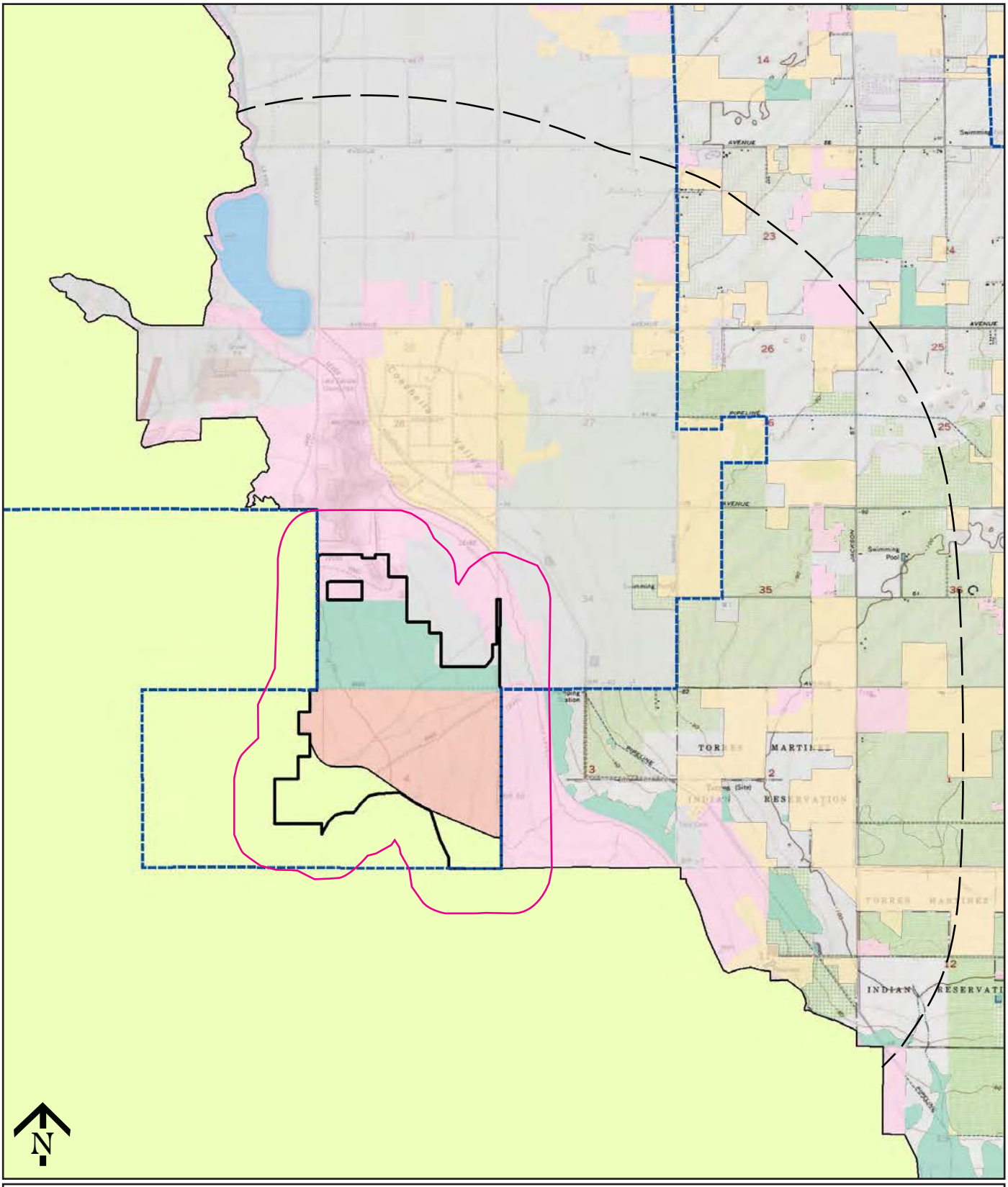
	Factor Rating (0-100 Points)	Factor Weighting (Total = 1.00)	Weighted Factor Rating
Land Evaluation (LE)			
1. Land Capability Classification (LCC Rating)	7.6	0.25	1.89
2. Storie Index Rating	30.32	0.25	7.58
		Land Evaluation Sub-score	9.47
Site Assessment (SA)			
1. Project Size Rating	80.0	0.15	12.0
2. Water Resource Availability Rating	24.0	0.15	3.60
3. Surrounding Agricultural Land Rating	0.0	0.15	0.0
4. Surrounding Protected Resource Lands Rating	70.0	0.05	3.50
		Site Assessment Sub-score	19.10
		Total	**28.57**

Source: Travertine Specific Plan Land Evaluation and Site Assessment (LESA), Table 6, June 2021.

According to the California LESA Model Scoring Threshold (**Table 4.2-1**), a final LESA score between 0 to 39 points is not considered significant. Therefore, with the final LESA score of 28.48, the Project is not considered to have a significant impact on lands designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Impacts would be less than significant.

Off-Site Utility Field

The project proposes the development of five off-site well sites and a substation. The proposed off-site improvements will occur on approximately 2.5 acres within a 2-mile radius of the Project's northern and northeastern boundaries. According to the California FMMP, a majority of the land within a 2-mile radius is considered Urban and Built-Up Land (approximately 34 percent). Other Land occupies approximately 28.7 percent of the potential off-site utility field area. Farmland of Local Importance and Prime Farmland comprise of approximately 18.6 percent and 16.2 percent of the off-site area, respectively. The table below and **Exhibit 4.2-4** indicates the California FMMP categories generally 2-miles north and northeast of the Project.



LEGEND

Project Boundary	Prime Farmland	Other Lands	Not Mapped
Quarter Mile Buffer	Unique Farmland	Urban-Built Up Land	Utility Field
Conservation Area Boundary	Local Importance Land	Waterbodies	City of La Quinta Boundary

Source: LESA Report Update, TRG Land, Inc.

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OFF-SITE UTILITY FIELD LAND USE CATEGORIES

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EXHIBIT 4.2-4

Table 4.2-8 Off-Site FMMP Categories

Category	Percentage
Prime Farmland	16.2%
Farmland of Statewide Importance	0.1%
Unique Farmland	2.5%
Farmland of Local Importance	18.6%
Urban and Built-Up Land	33.9 %
Other Land	28.7%
Total Off-Site Area	100%

The off-site utility field could potentially occur on Prime Farmland or land previously used as agricultural land, as indicated by in the FMMP map and in **Table 4.2-8**. According to the Riverside County 2014-2016 Land Use Conversion, provided by the California Department of Conservation, approximately 118,077 acres of Prime Farmland was recorded in 2014. In 2016, approximately 117,484 acres of Prime Farmland was inventoried in Riverside County. Between 2014 and 2016, approximately 593 acres (or approximately 0.5 percent) of Prime Farmland in Riverside County was converted to different uses. The development of the wells and substation will be constructed in compliance with CVWD and IID standards regarding their facilities. Project-level environmental review of the wells and substation will be conducted by CVWD and IID, respectively, in their roles as responsible agencies, and once site-specific locations of the infrastructure is available.

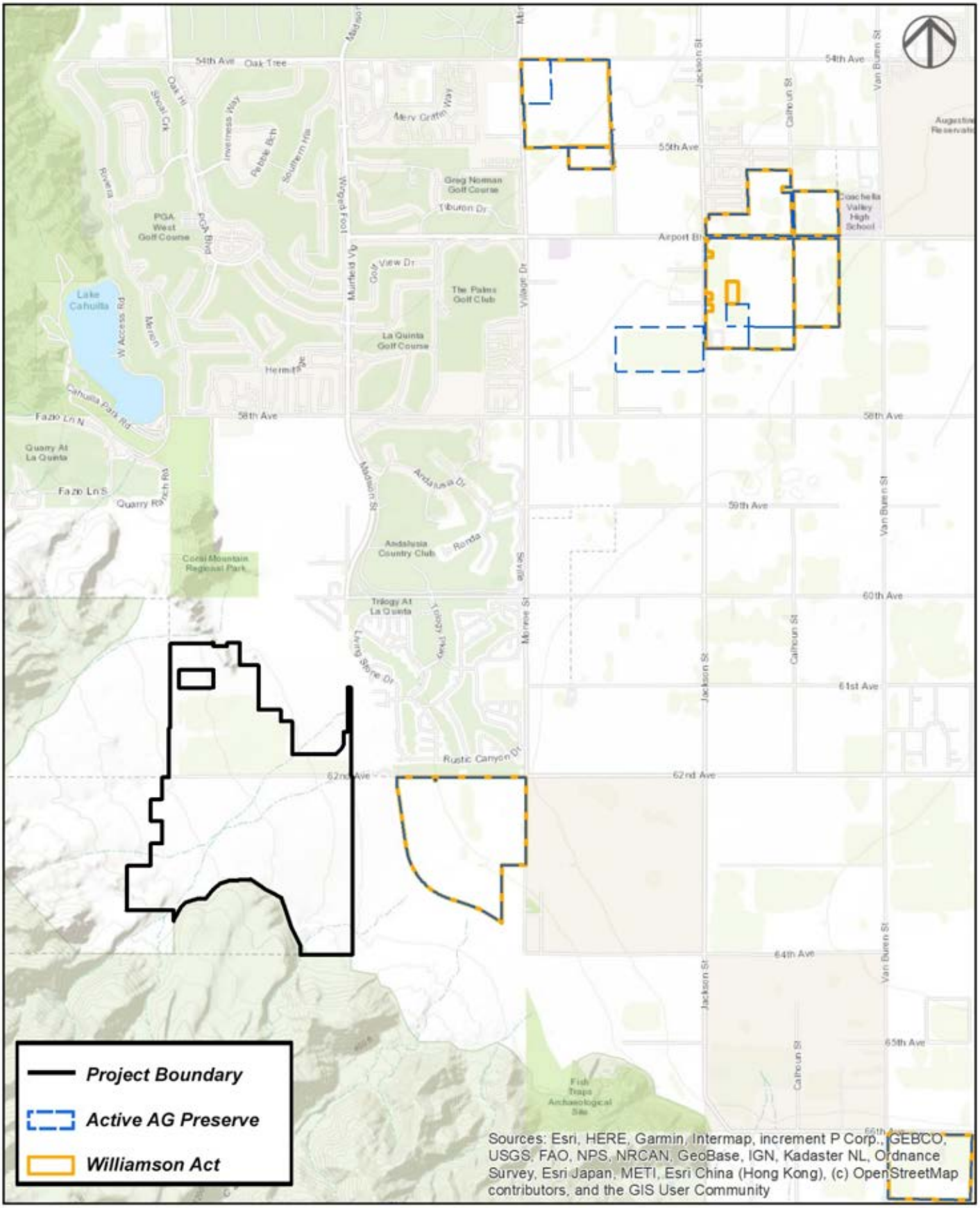
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract

As shown in **Exhibit 4.2-4, *Williamson Act Contracted Lands,*** the Project property is not located within or near lands designated under the Williamson Act for prime farmland resources. Moreover, the Project property is currently zoned Low Density Residential (RL), Medium High Density Residential (RMH), Neighborhood Commercial (CN), Tourist Commercial (CT), Golf Course (GC), and Open Space (OS). Zoning for agricultural use does not occur within the Project boundaries. Therefore, there would be no impacts as a result of development of the Project.

Off-Site Utility Field

As previously stated, the exact locations of the off-site utility field facilities has not been determined; however, based upon consultations with the local water and power providers (CVWD and IID) they are proposed to be located east of the Project site and Dike No. 4, within a 2-mile radius, generally between Avenue 58 on the north, Avenue 64 on the south, Calhoun Street on the east, and Jefferson Street on the west (see **Exhibit 3-3** in **Chapter 3.0, *Project Description***). The proposed location of the off-site utility field must meet utility provider requirements and be available for purchase in order to develop the facilities. The potential off-site utility field locations may occur within the City's jurisdictional boundaries, or within the incorporated areas of Riverside County. Per the City of La Quinta's Zoning Map, the off-site locations are located within the zoning designations Low Density

Residential (RL), Medium Density Residential (RM), and Neighborhood Commercial (CN) which allow for public utility facilities. Land use impacts associated with these future facilities are expected to be less than significant. Most of the potential off-site utility field area is situated outside of La Quinta's jurisdictional boundary. Off-site parcels are located within Riverside County's light agricultural zone (A-1). A-1 zones allow public utility facilities with a plot plan approval. The plot plan approval may include conditions requiring fencing and landscaping of the parcel to assure that the use is compatible with the surrounding area. Additionally, the off-site utility field is not located in Williamson Act Contracted Lands. Impacts are less than significant.



Source: LESA Report Update, TRG Land, Inc.

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WILLIAMSON ACT CONTRACTED LANDS

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EXHIBIT 4.2-5

c&d. Conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production or result in loss of forest land or conversion of forest land to non-forest use

The City of La Quinta does not have any existing zoning ordinances that pertain to forest land, timberland, or timberland zoned Timberland Production. The City of La Quinta has no existing land designated as forest land, timberland, or timberland zoned Timberland Production. Therefore, implementation of the proposed Project would not conflict with existing zoning, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production. Additionally, Project implementation would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, there would be no impacts.

Off-Site Utility Field

The off-site utility field is proposed to be located within a 2-mile radius of the Project boundaries. This area does not include existing land designated as forest land, timberland, or timberland zoned Timberland Production by the City of La Quinta or Riverside County. Therefore, implementation of the proposed off-site utility field would not conflict with existing zoning, or cause rezoning of forest land, timberland or timberland zoned Timberland Production. Additionally, operation of the off-site utility field would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, there would be no impacts.

4.2.5 Cumulative Impacts

The Project's current land use designations include Low Density Residential, Medium/High Density Residential, General Commercial, Tourist Commercial, and Open Space Recreation. As determined in this analysis of Project impacts to agricultural resources, the Project would not result in impacts to agricultural or forestry resources. Although a portion of the Project property previously operated as a vineyard, the operation has been abandoned since 2007. The property has been zoned for residential, recreational, and commercial uses since 1995.

Most farms or agricultural practices do not currently exist within the La Quinta City boundaries. Per the LQGP EIR, agriculture is still an economic factor east of the incorporated boundary within the proposed sphere of influence and beyond. Agricultural land uses are not established in the City's land use and zoning maps. Cumulative impacts are those resulting from past, present, and reasonably foreseeable future actions, combined with the potential visual impacts of this Project. Agricultural resources in La Quinta at buildout of the General Plan were considered to determine the extent to which the Project would impact the resources. General Plan zoning polices and standards relating to land uses were also analyzed.

The General Plan EIR states that future development on vacant land previously used for agriculture will be more suburban in nature. Additionally, the General Plan EIR states that because City agricultural uses make up a small portion of agriculture in Riverside County, the eventual loss of these lands will not significantly impact agriculture in the region (page III-10).

Therefore, there are no cumulative impacts associated with the proposed Project related to agricultural land uses since the Project does not operate as a vineyard, and it is not zoned for agricultural uses.

4.2.6 Mitigation Measures

No Mitigation Measures are required.

4.2.7 Level of Significance after Mitigation

Not applicable.

4.2.8 References

1. Natural Resource Conservation Service (NRCS) Soils Report, United States Department of Agriculture (USDA), available at https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm
2. Farmland Mapping and Monitoring Program (FMMP), California Department of Conservation (CDC), available at https://www.conservation.ca.gov/dlrp/fmmp
3. Land Cover Mapping and Monitoring Program (LCMMP), California Department of Forestry and Fire Protection, 1992 through 2002, available at https://www.fs.usda.gov/detail/r5/communityforests/?cid=fsbdev3_046700
4. Williamson Act Program, California Department of Conservation, available at https://www.conservation.ca.gov/dlrp/wa

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4.3 Air Quality

4.3.1 Introduction

The purpose of this section is to describe the existing air quality in the Coachella Valley, regional and local characteristics that affect air quality, identify the significance of the potential impacts on air quality and public health resulting from implementation of the proposed Project, and to propose feasible mitigation measures to reduce any potentially significant air quality impacts.

The analysis contained in this section is based on the findings of the *Travertine Specific Plan Air Quality Impact Analysis* (AQIA) and the *Travertine Specific Plan Air Quality and Greenhouse Gas Assessment Memorandum* (AQ and GHG Memorandum), both dated January 31, 2023. The purpose of the AQIA was to evaluate the potential impacts to air quality associated with construction and operation of the proposed Project and identify feasible mitigation measures to avoid and minimize Project impacts. The AQIA relied on the California Emissions Estimator Model™ (CalEEMod) Version 2016.3.2) as the current and prescribed version of this software at the time of release of the Notice of Preparation (NOP). The *AQ and GHG Memorandum* was prepared in part to ascertain operation emissions using the more current version of CalEEMod (2022.1) that has been released since the NOP. The *AQ and GHG Memorandum* provides the most current operational emission estimates and confirms the findings in the initial reports.

The air quality analysis also accounts for emissions generated from development of off-site infrastructure, comprising a conservative number for a 2.5-acre substation, five domestic water wells, and street improvements. The criteria pollutant emission quantities associated with the construction of off-site facilities have been calculated and included with the Project-wide emission levels for construction and operation.

The AQIA documentation referenced in this section is provided in the Appendices of this Draft EIR (**Appendix C.1** and **Appendix C.2**).

4.3.2 Existing Conditions

Regional Air Basin Conditions

The Project property and the Coachella Valley are located within the Riverside County portion of the Salton Sea Air Basin (SSAB), under jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SSAB is a northwest to southeast region extending from the San Gorgonio Pass to the Mexican border. The regional climate, including temperature, wind, humidity, precipitation, and amount of sunshine significantly influence the air quality in the SSAB. The climate of the Coachella Valley is a continental, desert-type climate, with hot summers, mild winters, and very little annual

rainfall. Precipitation on the valley floor averages 3.6 inches per year, which is 65% to 75% less annual precipitation than western portions of Riverside County and the coastal counties in Southern California. A majority of the Whitewater River Region annual rainfall occurs in the winter season and a portion occurs in the summer as convective rainfall events (thunderstorms).

The Coachella Valley floor is subject to seasonally high winds, especially during the spring and fall. Prevailing winds are from the northwest through southeast, with secondary flows from the southeast. The strongest and most persistent winds typically occur immediately to the east of Banning Pass, which is noted as a wind power generation resource area. Aside from this locale, the wind conditions in the remainder of the Coachella Valley are geographically distinct. Portions of the SSAB frequently experience surface inversions which can hinder vertical mixing of pollutants and can persist for one or more days, causing air stagnation and the buildup of pollutants. Subsidence inversions are common from November through June and are relatively absent from July through October.

The Coachella Valley desert conditions generate large volumes of sand and gravel than are discharged from surrounding mountain canyons and picked up by prevailing strong winds. In addition to sand migration, sorting of sand and silt exposed lighter soils to wind that carries fine particulates aloft and generates occasionally high concentrations of particular matter, which is further discussed below.

Local Physical Conditions

The proposed Specific Plan Amendment encompasses an area of approximately 855 acres primarily consisting of undeveloped land located on a bajada extending eastward from the base of the Santa Rosa Mountains. Approximately 220 acres of the site were previously cleared and in cultivation but are currently fallow and stabilized as a result of compaction and root system stability from prior vineyard uses. The Project property is exposed to seasonal winds capable of generating dust. The Project property is separated from the nearest residential development by a distance of approximately 1,268 feet.

4.3.3 Regulatory Setting

Federal

Clean Air Act

The Federal Clean Air Act of 1970 (CAA) was enacted to protects and improve the nation's air quality, and has been amended numerous times since. The CAA establishes federal air quality standards (National Ambient Air Quality Standards (NAAQS)) for criteria air pollutants: O_3 (ozone), CO, NOx, SO_2, PM_{10}, $PM_{2.5}$, and lead, and specifies future dates for achieving compliance. The CAA also mandates the preparation, approval, and enactment of State Implementation Plans (SIPs) for local areas not meeting these standards. SIPs must include pollution control measures that demonstrate how the

standards will be met. The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most relevant to the proposed development include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants: O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O_3 and to adopt a NAAQS for $PM_{2.5}$. Mobile source emissions from cars and trucks are regulated in accordance with Title II provisions that require the use of cleaner burning fuels. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NOx, which is a collective term that includes all forms of nitrogen oxides emitted as byproducts of the combustion process.

State

California Clean Air Act

The California Clean Air Act (CCAA) mandates health-based air quality standards at the State level and delineated responsibilities and authority of the California Air Resources Board (CARB) and Air Quality Management Districts (AQMDs). CARB is responsible for enforcing State standards, which are achieved through State Implementation Plans (SIP), such as the Coachella Valley PM_{10} SIP currently in effect.

Regional and Local

South Coast Air Quality Management District

South Coast Air Quality Management District (SCAQMD) is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange, Riverside and San Bernardino counties, including the Coachella Valley. Within SCAQMD jurisdiction, about 25% of this area's ozone-forming air pollution comes from stationary sources, both businesses and residences and 75% comes from mobile sources, mainly cars, trucks and buses, but also construction equipment, ships, trains and airplanes. Emission standards for mobile sources are established by the California Air Resources Board and the U.S. Environmental Protection Agency. The SCAQMD regional Air Quality Management Plan serves as the blueprint to bring this area into compliance with federal and state clean air standards.

The Project property is located within the Source Receptor Area (SRA) 30. Within SRA 30, the SCAQMD Coachella Valley 2 monitoring station, located 7.36 miles northeast of the Project property, is the nearest long-term air quality monitoring station for O_3, PM_{10}, and $PM_{2.5}$. As the Coachella Valley 2 monitoring station does not include statistics for CO and NO_2, the next nearest station will be used. The Coachella Valley 1 monitoring station, located 23.01 miles northwest of the Project, is the next nearest monitoring station that reports air quality statistics for CO and NO_2. It should be noted that

both Coachella Valley 1 and Coachella Valley 2 monitoring stations are located within the same SRA. The purpose of the SCAQMD's SRA's is to divide the air basin into geographic areas that have similar air quality considerations. As such, using another monitoring site within the same SRA is appropriate and consistent with SCAQMD recommendations. Further a review of the California Air Resources Board (CARB) monitoring stations was conducted, a review revealed that CARB does not monitor CO concentrations and the nearest monitoring sites for NO_2 within the SSAB were the El Centro-9th Street monitoring station, which is located more than 90 miles southeast of the Project property.

The Coachella Valley is in the Salton Sea Air Basin (SSAB) under SCAQMD's jurisdiction. Thus, it is subject to the provisions of the SCAQMD Rule Book, which sets forth policies and other measures designed to meet federal and state ambient air quality standards. These rules, along with SCAQMD's 2016 Air Quality Management Plan (2016 AQMP) and draft 2022 AQMP, are intended to satisfy the planning requirements of both the federal and State Clean Air Acts. The SCAQMD also monitors daily pollutant levels and meteorological conditions throughout the District.

Air Quality Standards

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. The Coachella Valley region has three permanent air quality monitoring stations operated by SCAQMD. Of these existing monitoring stations, the eastern Coachella Valley location in Indio is the most representative of the Project setting in terms of location and criteria pollutants being monitored.

Regional air quality is considered to be in attainment by the state if the measured ambient air pollutant levels for O_3, CO, SO_2 (1 and 24 hour), NO_2, PM_{10}, and $PM_{2.5}$ are not exceeded. All others are not to be equaled or exceeded. Attainment status for a pollutant means that the SCAQMD meets the standards set by the Environmental Protection Agency (EPA) or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or California Ambient Air Quality Standards (CAAQS) standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by CARB. The SIP outlines the measures that the state will take to improve air quality.

The following air pollutants are collectively known as criteria air pollutants and are defined as pollutants for which established air quality standards have been adopted by federal and state governments:

Carbon Monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. CO is emitted by automobiles, trucks, heavy construction equipment, farming equipment, and a variety of residential, commercial, and industrial energy users. The SSAB is in attainment for CO. In terms of health effects, individuals

with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen (O_2) supply to the heart.

Sulfur Dioxide (SO_2) is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms SO_4. Collectively, these pollutants are referred to as sulfur oxides (SOX). For sensitive receptors, a few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. The SSAB is in attainment for SO_2. In terms of health effects, a few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2.

Nitrogen Oxides (NOx) include Nitric oxide (NO) and Nitrogen dioxide (NO_2), which are the primary oxides of nitrogen. These oxides are produced at high temperatures during combustion as byproducts of motor vehicles, power plants, and off-road equipment. NOx contributes to the formation of ozone. Short-term exposure of NO_2 can result in airway constriction and diminished lung capacity and is highly toxic when inhaled. Populations living near roadways are more likely to experience the effects of nitrogen oxides due to elevated exposure to motor vehicle exhaust. In terms of health effects, population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

Ozone (O_3) is a highly reactive and unstable gas that is formed when volatile organic compounds (VOCs) and NO_X, both primarily byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant. The SSAB is in non-attainment for the federal 8-hour O_3 standard. In terms of health effects, individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for O_3 effects. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O_3 levels are associated with increased school absences. Exposure

to ozone can result in diminished breathing capacity, increased sensitivity to infections, and inflammation of the lung tissue. Children and people with pre-existing lung disease are most susceptible to the effects of ozone. In recent years, a correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high O_3 levels.

Particulate Matter (PM_{10} and $PM_{2.5}$) consists of fine suspended particles of ten microns or smaller in diameter, and are the byproducts of road dust, sand, diesel soot, windstorms, and the abrasion of tires and brakes. $PM_{2.5}$ are particles which are 2.5 microns or smaller (which is often referred to as fine particles). The elderly, children, and adults with pre-existing respiratory or cardiovascular disease are most susceptible to the effects of PM. Elevated PM_{10} and $PM_{2.5}$ levels are also associated with an increase in mortality rates, respiratory infections, occurrences and severity of asthma attacks, and hospital admissions. The SSAB is a non-attainment area for PM_{10} and is classified as attainment/unclassifiable for $PM_{2.5}$. In terms of health effects, a consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer. Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to particulate matter. The elderly, people with pre-existing respiratory or cardiovascular diseases, and children appear to be more susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$.

Volatile Organic Compounds (VOC) are also known as Reactive Organic Gas (ROG). This class of pollutants has no state or federal ambient air quality standards and are not classified as criteria pollutants; however, they are regulated because they are responsible for contributing to the formation of ozone. They also contribute to higher PM_{10} levels because they transform into organic aerosols when released into the atmosphere. Breathing VOCs can irritate the eyes, nose and throat, can cause difficulty breathing and nausea, and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several. VOCs pose a health threat when people are exposed to high concentrations. Benzene, for example, is a hydrogen component of VOC emissions known to be a carcinogen. In terms of health effects, breathing VOCs can irritate the eyes, nose and throat, can cause difficulty breathing and

nausea, and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several.

Lead (Pb) occurs in the atmosphere as particulate matter resulting from the manufacturing of batteries, paint, ink, and ammunition. Exposure to lead can result in anemia, kidney disease, gastrointestinal dysfunction, and neuromuscular and neurological disorders. Babies in utero, infants, and children are especially susceptible to health risks associated with exposure to lead by impacting the central nervous system and causing learning disorders. The SSAB is in attainment for lead. In terms of health effects, fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.

The criteria air pollutants that are most relevant to current air quality planning and regulation in the SSAB include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). The state and AAQS and their attainment status in the SSAB for each of the criteria pollutants are summarized in **Table 4.3-1, *Ambient Air Quality Standards and Attainment Status***. Under federal and state standards, the SSAB is currently designated as nonattainment for O_3 and PM_{10}.

Table 4.3-1 Ambient Air Quality Standards and Attainment Status

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Nonattainment	-	Nonattainment
	8-hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)	
Nitrogen Dioxide (NO_2)	Annual Arithmetic mean	0.03 ppm (57 µg/m^3)	Attainment	0.053 ppm (100 µg/m^3)	Unclassified/ Attainment
	1-hour	0.18 ppm (339 µg/m^3)		0.100 ppm (188 µg/m^3)	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Unclassified/ Attainment
	1 hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)	
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	Attainment	0.075 ppm	Attainment
	24 hour	0.04 ppm		-	
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	-	Unclassified/ Attainment
	Rolling 3-month average	-		0.15 µg/m^3	
Respirable Particulate Matter (PM10)	24 hour	50 µg/m^3	Nonattainment	150 µg/m^3	Nonattainment
	Annual arithmetic mean	20 µg/m^3		-	
Fine Particulate Matter (PM2.5)	24 hour	-	Attainment	35 µg/m^3	Unclassified/ Attainment
	Annual arithmetic mean	12 µg/m^3		12 µg/m^3	

Source: California Air Resources Board website at: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf (accessed August 2020) and CARB, "Area Designations Maps/State and National," http://www.arb.ca.gov/desig/adm/adm.htm

Note: ppm = parts per million.

Criteria Air Pollutant Designations

Air quality in the SSAB exceeds state and federal standards for fugitive dust (PM_{10}) and ozone (O_3), as summarized below:

PM_{10}

The Coachella Valley is currently designated as a serious nonattainment area for PM_{10} (particulate matter with an aerodynamic diameter of 10 microns or less). In the Coachella Valley, the man-made sources of PM_{10} are attributed to direct emissions, industrial facilities, and fugitive dust resulting from natural erosion, unpaved roads and construction operations. High-wind events contribute to suspended PM_{10}. The CAA requires those states with nonattainment areas to prepare and submit the corresponding State Implementation Plans (SIPs) to demonstrate how these areas will attain the

NAAQS. The implementation strategies include modeling, rules, regulations, and programs designed to provide the necessary air pollutant emissions reductions.

Pertaining to PM_{10} attainment, the Final 2003 Coachella Valley PM_{10} State Implementation Plan (CVSIP) was approved by the U.S. 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 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 PM_{10} emissions. The CVSIP established the controls needed to demonstrate expeditious attainment of the standards such as those listed below:

- Additional stabilizing or paving of unpaved surfaces, including parking lots;
- A prohibition on building new unpaved roads;
- Requiring detailed dust control plans from builders in the valley that specify the use of more aggressive and frequent watering, soil stabilization, wind screens, and phased development (as opposed to mass grading) to minimize fugitive dust;
- Designating a worker to monitor dust control at construction sites; and
- Testing requirements for soil and road surfaces.

On February 25, 2010, the ARB approved the 2010 Coachella Valley PM_{10} Maintenance Plan and transmitted it to the U.S. EPA for approval. With the recent data being collected at the Coachella Valley monitoring stations, consideration of high-wind exceptional events, and submittal of a PM_{10} Re-designation Request and Maintenance Plan, a re-designation to attainment status of the PM_{10} NAAQS is deemed feasible according to the 2016 AQMP and draft 2022 AQMP. Nonetheless, the regional remains in non-attainment for PM_{10}.

The Project property includes areas that have been disturbed by prior agricultural operations, including now-fallow fields and dirt roads. Lands within the Project off-site utility field are comprised primarily of agricultural lands, both active and fallow. Like other unpaved or undeveloped areas of the Coachella Valley, the undeveloped and inactive Project property, and active and fallow off-site utility field lands are likely sources of comparable seasonal PM_{10} emissions in the presence of seasonal high winds events.

O_3 (Ozone and Ozone Precursors)

Ozone (O_3) is a photochemical oxidant formed through chemical reactions of VOC, NOx, and oxygen in the presence of sunlight. The Coachella Valley portion of the SSAB is deemed to be in nonattainment for the state and federal 1-hour and 8-hour ozone averaging standard. Coachella Valley is located downwind from the South Coast Air Basin (SCAB). As such, when high levels of ozone and ozone precursors are formed in the South Coast Air Basin, they are transported to the Coachella Valley. The reactions that form ozone begin at sunrise and require sunlight to proceed. Peak ozone

concentrations tend to occur in the SCAB between 1:00 and 2:00 p.m. during the summer and early fall, when the solar radiation exposure of the air mass is the greatest. Ozone and ozone precursors are then transported downwind as the photochemical reactions continue to occur. In areas downwind of the source region like Palm Springs, peak ozone concentrations occur in the late afternoon and early evening (between 5:00 and 6:00 p.m.). Similarly, when ozone precursors such as nitrogen oxides (NOx) and volatile organic compounds (VOCs) are emitted from mobile sources and stationary sources located in the South Coast Air Basin, they are also transported to the Coachella Valley. SCAQMD has acknowledged that ozone exceedances in the Coachella Valley are primarily due to the direct transport of ozone and its precursors from the. Nonetheless, SCAQMD has also determined that local sources of air pollution generated in the Coachella Valley have a limited impact on ozone levels compared to the transport of ozone precursors generated in SCAB. As part of the districtwide ozone reduction efforts, SCAQMD has adopted various rules to reduce ozone precursors. These include Rule 1121 (Control of Nitrogen Oxides from Residential Type Natural Gas-Fired Water Heaters), Rule 1147 (NOx Reductions from Miscellaneous Sources), Rule 1146 (Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters), Rule 1146.2 (Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters). Where relevant, the applicability of such rules was factored into the AQIA and related findings.

2016 AQMP

The Final 2016 AQMP was approved on March 3, 2017 to serve as the regional air quality plan with integrated strategies and measures for stationary and mobile sources to meet the National Ambient Air Quality Standards (NAAQS) and therefore ensure that public health is protected to the maximum extent feasible. The 2016 AQMP relies on a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP also includes transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/ Sustainable Communities Strategy. The 2016 AQMP builds on the foundational work that went into the prior 2012 AQMP, but is a reflection of the of the attainment status, timelines, and state implementation plan strategies relevant to the time period. Specifically, the 2016 AQMP works toward the attainment of the 1-hr and 8-hr ozone NAAQS as well as the latest 24-hr and annual $PM_{2.5}$ standards. The relevant goals and strategies may be carried over to future plans.

2022 AQMP

The 2022 AQMP will become state and federally enforceable upon approval by CARB and the U.S. EPA, respectively. The CARB Board of Directors approved the 2022 AQMD on January 26, 2023. EPA

approval is pending. The 2022 AQMP builds upon and supersedes the 2016 AQMP with updated strategies toward air quality attainment, while recognizing the challenges from experiencing the worst levels of ground-level ozone (smog) and among the highest levels of fine particulate matter ($PM_{2.5}$) in the nation, despite the progress in air pollution reduction. The 2022 AQMP also recognizes the Coachella Valley's failure to meet federal ozone standards due to transport of pollution from the upwind South Coast Air Basin. As a result, the updated strategies focus on reducing emissions of nitrogen oxides (NOx) – the key pollutant that creates ozone – by 67 percent more than is required by adopted rules and regulations in 2037. This is to be achieved in part through the extensive use of zero emission technologies across all stationary and mobile sources, combined with additional controls over stationary sources that currently account for approximately 20 percent of NOx emissions. The 2022 AQMP recognize that the overwhelming majority of NOx emissions are from heavy-duty trucks, ships and other State and federally regulated mobile sources that are mostly beyond the South Coast AQMD's control, so federal regulatory action will help toward the AQMP goals. The current AQMP does not involve numeric revisions to the South Coast AQMD Air Quality Significance Thresholds, nor is it understood to implement land use and land development restrictions.

SCAQMD Rules

SCAQMD Rule 403 (Fugitive Dust), Rule 403.1 (Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources), and Rule 1113 (Architectural Coatings) are applicable to the proposed Project. Rule 403 requires the use of stringent Best Available Control Measures (BACMs) to minimize PM_{10} emissions during grading and construction activities. Rule 1113 requires reductions in the VOC content of coatings, with a substantial reduction in the VOC content. Additional details regarding these rules and other potentially applicable rules are presented as follows.

Rule 403 (Fugitive Dust)

This rule requires fugitive dust sources to implement BACMs for all sources and prohibits all forms of visible particulate matter from crossing any property line. This may include application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).

Rule 403.1 (Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources)

This rule requires the reduction or prevention of the amount of PM_{10} emitted in the ambient air from man-made fugitive dust sources. The provisions of this rule are supplemental to Rule 403 and apply

only to fugitive dust sources in the Coachella Valley. In addition, this rule requires a fugitive dust control plan for construction projects with a disturbed surface area of more than five thousand (5,000) square feet.

Rule 1113 (Architectural Coatings)

This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

SCAQMD Air Quality Analysis Guidance Handbook

In 1993, SCAQMD prepared its *CEQA Air Quality Handbook* to assist local government agencies and consultants in preparing environmental documents for projects subject to CEQA. The *CEQA Handbook* and the *Air Quality Analysis Guidance Handbook* describe the criteria that SCAQMD uses when reviewing and commenting on the adequacy of environmental documents. The *Air Quality Analysis Guidance Handbook* provides the recommended thresholds of significance in order to determine if a project will have a significant adverse environmental impact. Other important subjects covered in the *CEQA Handbook* and the *Air Quality Analysis Guidance Handbook* include methodologies for estimating project emissions and mitigation measures that can be implemented to avoid or reduce air quality impacts. Although the Governing Board of SCAQMD has adopted the *CEQA Handbook* and is in the process of developing an update to the *Air Quality Analysis Guidance Handbook*, SCAQMD does not intend to supersede a local jurisdiction's CEQA procedures. The most recent SCAQMD Air Quality Significance Thresholds table was updated in April of 2019.

Eastern Coachella Valley Community Emissions Reduction Plan

The Project property is located within the coverage area of the Eastern Coachella Valley (ECV) Community Emissions Reduction Plan (CERP), approved in July of 2021 to implement Assembly Bill (AB) 617, which was signed into law in 2017 to address the disproportionate impacts of air pollution in environmental justice communities. The ECV boundary under AB 617 includes portions of the City of La Quinta among other communities and jurisdictions. The CERP was developed to achieve air pollution emission and exposure reductions within the ECV community and address this community's air quality concerns. The plan describes the community outreach conducted to develop the CERP and provides emissions and exposure reduction actions, an implementation schedule, and an enforcement plan. The CERP finds that the primary sources of air pollution emissions in the ECV community are on-road vehicles, farming equipment, trains, off-road equipment, and certain industrial activities. The ECV is also deemed to be highly impacted by the declining Salton Sea levels, resulting in increasing dust emissions from the Salton Sea playa.

To protect public health, the CERP identifies efforts for improved monitoring, collaboration, and enforcement activities to be undertaken by the various responsible public agencies across the ECV community, primarily California Air Resources Board (CARB), South Coast AQMD, California Office of Environmental Health Hazard Assessment (OEHHA), the Department of Pesticide Regulation (DPR), and Riverside County Agricultural Commissioner (CAC). The CERP does involve new air quality thresholds of significance, rules, development standards or other conditions on new development, but rather points to the opportunities for monitoring, collaboration and enforcement to be undertaken primarily by CARB and South Coast AQMD to address air pollution sources, as applicable per their jurisdictions. The most notable concerns potentially applicable to new development are 1) pesticides, 2) fugitive road dust and off-roading, and 3) open burning/illegal dumping. Concerns pertaining to industrial development are not relevant to the Project setting or proposed operation.

City of La Quinta's Fugitive Dust Control Ordinance

Chapter 6.16 (Fugitive Dust Control) of the La Quinta Municipal Code has been enacted to establish the minimum requirements for construction and demolition activities and other specified sources in order to reduce man-made fugitive dust and the corresponding PM_{10} emissions. The corresponding performance standards are based upon the methodologies included in the Coachella Valley Dust Control Handbook, prepared in accordance with SCAQMD Rules 403 and 403.1.

The City's Fugitive Dust Control ordinance and plan implementation requirements 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 for this Project prior to any grading, earth-moving, demolition, or building operation with a disturbed surface area of more than five thousand (5,000) square feet. The LAQMP requirement is not specific to the Project, but rather applicable to any activity reaching the threshold for land disturbance. 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. The Project property includes approximately 220 acres of inactive vineyards with unpaved access roads that, like other unpaved areas of the Coachella Valley, are probably sources of PM_{10} in the presence of higher winds speeds.

4.3.4 Project Impact Analysis

Thresholds of Significance

The following thresholds or criteria are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064 of the CEQA Guidelines. For analysis purposes, buildout of the project would have a significant effect on air quality emissions if it is determined that the project will:

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?

Methodology

As previously introduced, the air quality findings are based primarily on the *Travertine Specific Plan Air Quality Impact Analysis* (AQIA) and the *Travertine Specific Plan Air Quality and Greenhouse Gas Assessment Memorandum* (AQ and GHG Memorandum), dated January 31, 2023. The scope of the AQIA evaluated the potential impacts to air quality associated with construction and operation of the proposed Project utilizing the CalEEMod Version 2016.3.2 as the current and prescribed software method for quantifying emissions at the time of the initial AQIA preparation and NOP publication. The *AQ and GHG Memorandum* was prepared in part to ascertain operation emissions using the more current version of CalEEMod (2022.1) that has been released since the NOP. The construction-related emissions calculated with CalEEMod Version 2016.3.2 were not revisited using the new software version, as they were not anticipated to yield a change to the findings of significance.

The said technical studies accounted for emissions generated from off-site improvements that will support the proposed development, including a substation, domestic water wells, and street improvements, as depicted in the Project description. These improvements are within a planning area subject to programmatic-level evaluation in this document. The underlying AQIA and associated emissions calculations initially accounted for up to 9 well sites as a conservative measure. The actual number of well sites is expected to be 5, but the larger quantity is retained for analysis purposes. Construction of these facilities will be subject to regulatory dust control plan preparation and applicable mitigation measures.

The AQIA also used the following factors as part of the methodology:

Road Construction Emissions Model (RCEM): Project specific sources resulting from Madison Avenue, Avenue 62, and Jefferson construction activities are estimated utilizing the most recent RCEM Version 9.0. RCEM was developed by the Sacramento Metropolitan Air Quality Management District as part

of their CEQA Guidelines and Tools to analyze new road construction, road widening, bridge/overpass construction, and other linear projects. SCAQMD has identified the RCEM as an acceptable emissions modeling program. Based on the nature of the Project, emissions associated with the construction of the Madison Avenue, Avenue 62, and Jefferson are considered within the scope of this assessment

Emissions Factors Model (EMFAC): This AQIA utilizes the EPA-approved summer, winter, and annual EMFAC2017 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. EMFAC2017 is an approved mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to Project changes in future emissions from on-road mobile sources. The SCAQMD has developed regional significance thresholds for regulated pollutants, as summarized at **Table 4.3-2**. The SCAQMD's CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SSAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table 4.3-2 SCAQMD Air Quality Significance Thresholds (Pounds/Day)

Emission Source	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Construction or Operation	550	75	100	150	150	55

Source: South Coast AQMD Air Quality Significance Thresholds, April 2019

Project Impact

a. Conflict with or obstruct implementation of the applicable air quality plan?

A significant air quality impact could occur if the Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would obstruct the implementation of the policies or hinder reaching the goals of that plan. The Project will comply with the regulations and mitigation measures set forth in the 2003 CV PM_{10} SIP. Therefore, the Project will not conflict with either the AQMP or the CV PM_{10} SIP.

Currently, state and federal air quality standards for ozone and particulate matter are exceeded in most parts of the SSAB. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993 CEQA Handbook). The Project's consistency with these criteria is discussed below:

Consistency Criterion 1: *The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

Construction Impacts – Consistency Criterion 1: The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations, which would occur if the Project caused regional or localized significance thresholds were exceeded. The Project would not exceed or cause the exceedance of the applicable regional significance thresholds or LST thresholds. Therefore, construction emission associated with the Project will not conflict with either the AQMP or the CV PM_{10} SIP and a less than significant impact is expected.

Operational Impacts – Consistency Criterion 1: CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. Project operations have the potential to exceed the applicable thresholds for VOCs starting in Phase 2 through Phase 3. The majority of VOC emissions are derived from consumer products and mobile sources. The control of such sources is primarily linked to CARB regulations. Specifically, VOC emissions from mobile sources are attributed primarily to CARB's vehicle emissions standards, while consumer product VOC sources are regulated under CARB's Consumer Products Regulatory Program. CARB is continually reviewing and implementing strategies to lower vehicle emissions and reactivity of household products, such as cleaning supplies and aerosols. The Project operations are not precluded from being regulated or forming part of future statewide controls over these sources. However, until such measures are in place, it is necessary to implement various air quality mitigation measures aimed at reducing VMTs and the presence of volatile organic compounds in applicable consumer products, as presented in **MM AQ-3** through **AQ-10**. The Project also incorporates **Mitigation Measure MM AQ-2**, prompting the applicant to comply with SCAQMD Rule 445 by prohibiting the use of wood burning stoves and fireplaces in the proposed new development, therefore eliminating the source of VOCs that would otherwise be present in woodburning devices. Even after implementation of the said measures and mitigation aimed at reducing VOCs, the Project may not be able to achieve a sufficient reduction to comply with the applicable SCAQMD threshold and would therefore result in or cause violations of the CAAQS and NAAQS.

Consistency Criterion 2: *The project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.*

The 2016 AQMP and 2022 AQMP identify enforceable control strategies which demonstrate that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. The 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) while 2022 AQMP relies on the more recent 2020-2045 RTP/SCS, which was adopted by the Southern California Association of Governments (SCAG) in September of 2020. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional population growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of La Quinta General Plan is considered to be consistent with the 2016 and the 2022 AQMP. As concluded

in the Population and Housing section, the Project could potentially result in a 7.6 percent population increase of the current City population, which is less than the approved specific plan and is consistent with City and regional growth projections. Additionally, the population increase associated with the Project would account for approximately 33 percent of the remaining capacity for population growth anticipated by SCAG in their 2016-2040 RTC/SCS and 2020-2045 RTP/SCS. Please refer to **Section 4.7, *Greenhouse Gas Emissions,*** of this DEIR for the analysis of Project consistency analysis with the 2020-2045 RTP/SCS.

Construction Impacts – Consistency Criterion 2: Peak daily emissions generated by construction activities are a function of development scope and maximum area of disturbance. Since the proposed Project would not increase the developable area or the sources of construction emissions the Project's construction emissions are considered consistent with the City's adopted General Plan, and thus consistent with the AQMP.

Operational Impacts – Consistency Criterion 2:

As previously stated, the current General Plan and Zoning designations on the property are Low Density Residential (RL), Medium High Density Residential (RMH), Neighborhood Commercial (CN), Tourist Commercial (CT), and Golf Course (GC). RL land uses are appropriate for single family residential development, whether attached or detached. These land uses are typically developed as subdivisions, country club developments, or master planned communities. RMH land uses accommodate a broad range of residential uses, including small-lot subdivisions, duplex, condominium and apartment projects. CN land uses can include the development of supermarkets and drugstores in a neighborhood shopping center, to major national retailers in large buildings. Uses can also include professional offices, service business, restaurants, hotels or motels, research and development and warehousing or similar low impact quasi-industrial projects. CT land use designations are specifically geared to tourism-related land uses, such as resort hotels, hotels and motels, and resort commercial development, such as conference centers, restaurants, resort-supporting retail and services. GC land use designations applies to parks, recreation facilities, public and private golf courses.

The Project proposes to amend the previously approved Travertine Specific Plan, which includes a General Plan Amendment to make the proposed land use designations and City General Plan consistent. The proposed mixed-use Project consists of approximately 758 single family detached residential homes, 442 duplex residential units, a 100-room resort hotel, and other resort/golf facilities, which are permitted under the City's General Plan land use and zoning designations.

The proposed Project will result in an overall reduction in Project intensity compared to the previously approved Specific Plan, Project buildout would exceed the applicable SCAQMD regional threshold for operational-source activity for emissions of VOCs. Therefore, Project operational-source VOCs emissions exceedances of applicable SCAQMD regional thresholds are considered significant. The

DEIR identifies feasible mitigation measures to reduce VOCs emissions. However, even with the implementation of mitigation measures, emissions are still expected to exceed thresholds and therefore be potentially significant and unavoidable.

Eastern Coachella Valley Community Emissions Reduction Plan: As previously introduced, the Project is located within the Eastern Coachella Valley (ECV) Community Emissions Reduction Plan (CERP), approved by SCAQMD in July of 2021. The CERP was developed to achieve air pollution emission and exposure reductions within the ECV community and address this community's air quality priorities. The CERP calls for coordination by various agencies, including CARB and South Coast AQMD, to improve air monitoring, collaboration and enforcement across various sectors to address the primary areas of concern, which include emissions from fugitive road dust, off-roading, farming equipment, trains, and certain conditions involving pesticides, fugitive road dust and off-roading, and open burning/illegal dumping.

Pesticides: The ECV community is deemed to have a large amount of agricultural activity with associated use of pesticides that has raised concerns over the adverse health effects. The CERP recognizes that CARB, South Coast AQMD, Department of Pesticide Regulation (DPR), and Office of Environmental Health Hazard Assessment (OEHHA) are to be responsible for undertaking continued research and air monitoring to identify exposure reductions.

The proposed development does not involve agricultural activity. The former vineyard facilities became fallow prior to and independent of the Project proposal. Any use of pesticides in the proposed landscaping and golf course activities will be regulated by the applicable product requirements and standards for handling and application. Therefore, Project implementation would not conflict with or obstruct CERP implementation to address this community concern.

Fugitive Road Dust and Off-Roading: The CERP identifies a concern over inhalable particulate matter (PM_{10}) emitted from unpaved and paved roadways and from dust resuspended by off-road vehicles. To address community concerns about emissions from fugitive road dust and off-roading in ECV, the CERP has identified additional agency monitoring and enforcement efforts, combined with opportunities to implement paving to reduced unpaved travel.

The proposed development will include formal street improvements, such that off-road or unpaved vehicular travel will not be a routine Project activity or function. Access roads for maintenance operations will be stabilized with surface compaction and its vehicular access will be restricted access to authorized personnel for inspection, maintenance, and repair purposes, as applicable. Therefore, Project implementation would not introduce or increase off-road vehicular travel in a manner that would conflict with or obstruct CERP implementation to address this community concern.

Open Burning and Illegal Dumping: The CERP identified as concern over agricultural burning, particularly associated with grapes, dates, citrus, and other crops. To address community concerns about open burning and illegal dumping emissions and exposures, the CERP has identified additional

agency monitoring and enforcement efforts, combined with pursuing opportunities to work with agricultural operators for reduced open burning activities.

The proposed development will not involve agricultural uses capable of involving open burning activities. The former vineyards occupying a portion of the Project property will be removed from the property for proper disposal. Instances of illegal dumping will be prevented as the proposed community becomes operational compared to its undeveloped condition. Therefore, Project implementation would not conflict with or obstruct CERP implementation to address this community concern.

For the above reasons, while the Project proposes a reduced development relative to the previously approved Travertine Specific Plan, because Project operations would result in potentially significant and unavoidable VOC emissions, the Project would conflict with implementation of the AQMP.

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?

As previously introduced, the methodology for calculating Project-related construction-source and operational-source emissions as part of the AQIA used CalEEMod software. The two identified criteria pollutants for which the SSAB is in non-attainment are ozone and particulate matter. As discussed below, the Project will not result in a cumulatively considerable net increase in particulate matter emissions during Project construction. However, the Project will result in a cumulatively considerable increase in VOC emissions, which is an ozone precursor during Project operations. Accordingly, the Project will result in a potentially significant impact to air quality as a result of ozone precursor emissions. As discussed in the Air Quality Standards section, certain health effects are attributed to VOCs and ozone. For example, exposure to ozone is known to result in diminished breathing capacity, increased sensitivity to infections, and inflammation of the lung tissue, with greater susceptibility experienced by children and people with existing lung disease. As a precursor to ozone, VOCs can irritate the eyes, nose and throat, can cause difficulty breathing and nausea, and can damage the central nervous system as well as other organs. The nature of VOC emissions from the Project will not occur in a concentrated manner from a given point source facility, but rather as a combined total from dispersed land use and mobile emissions attributed to the dwelling units, resort, and golf facilities. The majority of VOC emissions are derived from consumer products and from mobile sources. Consumer products include cleaning supplies, aerosols, and other consumer products, while mobile emissions are those resulting from traffic. Potential exceedances to VOC emissions would not take place during implementation of Phase 1 but would be observed upon operation of Phases 2 and 3 as the combined sources increase toward Project buildout. There is an expectation that future regulations in vehicle emissions and VOC content in consumer products would continue to lower the emissions contribution from such sources.

The AQMP 2022 indicates that emission reductions will be achieved by setting regulatory standards applicable to the content of consumer products under CARB. For context, although consumer products small amounts of VOCs, Californians use over half a billion of these items every year. CARB staff will continue to evaluate categories with relatively high contributions to ozone formation, whether currently regulated or unregulated, to consider the merits of proposing VOC content standards as well as reactivity limits. CARB is also expected to develop amendments to the Consumer Products Regulation and consider investigating concepts for expanding manufacturer compliance options, market-based approaches, and reviewing existing exemptions. The intent will be for CARB to encourage the development, distribution, and sale of cleaner, very low, or zero-emitting products that achieve the maximum feasible reductions in ozone forming, toxic air contaminant, and GHG emissions. This measure complements a parallel measure in CARB's Climate Change Scoping Plan Update, to be considered by the CARB Board in 2022, to phase down use of HFC- 152a and other GHGs in consumer products.

However, the implementation of consumer product regulation is beyond the Project's ability to mitigate. Therefore, until VOC reduction measures are implemented on consumer products in response to CARB regulations, the known health effects of VOCs may be experienced by the local population, upon implementation of Phase 2. These potential effects include irritation of the eyes, nose, and throat based on the manner in which such products are individually used or applied.

Construction Emissions

The most intense period of construction activities and one where maximum potential emissions will occur are associated with Phase I development. Construction activities associated with the proposed Project include rock crushing, excavations and mass grading, a wide range of other construction activities and haul trips and other sources of moving emissions.

Total earthwork for Phase A Grading is 5,003,741 cubic yards (cut and remedial) and 7,171,789 cubic yards (cut and remedial) for Phase B Grading. Based on consultation with the Project Engineer, the Project will not generate hauling trips as material will be used onsite. All associated grading and ground disturbance will be subject to the regulatory dust control plan preparation and applicable measures during the period of implementation. As a standard requirement, all disturbed surfaces associated with this work will either be stabilized through permanent improvements. Disturbed surfaces that do not involve permanent improvements shall be restored to a stabilized condition, such as restoration of existing pavement, hardscape, landscaping, or the application of soil binder on exposed soils.

Crushing Activities: It is our understanding that the Project property proposes on-site crushing activity during grading activity. Based on information provided by the Project engineer, it is anticipated that the Project will process approximately 691,944 tons of debris during Phase A Grading and 1,006,814 tons of debris during Phase B. The crushed rock will be utilized onsite and will not be exported off-

site and therefore no export activities are anticipated. The type of crusher will be a mobile unit, anticipated to consist of Sandvik QJ331, Anaconda TD516, or similar. For purposes of analysis, a 350 horsepower Sandvik QJ331 has been modeled. The duration of crushing activity is anticipated to occur over 230 working days and 336 working days for Phase A and B grading, respectively. For purposes of analysis, crushing activities will overlap with grading. As such, emissions associated with the crushing operation were calculated using CalEEMod and the emissions were then added to the Phase A and B grading activities. Crushing equipment is required to have proper registration with CARB under the Portable Equipment Registration Program (PERP). Short-term operation of crushing equipment is required to implement methods and efficacy for control of particulate emissions, including water sprays, bag house/dust collector, on-site water truck, or other method subject to CARB approval.

Construction Worker Vehicle Trips: Construction emissions for construction worker vehicles traveling to and from the Project property, as well as vendor trips (construction materials delivered to the Project property) were estimated based on information from CalEEMod defaults.

Construction Duration: The construction schedule utilized in the analysis, shown in **Table 4.3-3**, represents a "worst-case" analysis scenario because if construction were to occur any time after the assumed phase start times, emissions factors and resulting emissions rates for construction equipment would decrease as a result of increasingly more stringent regulatory requirements. It is anticipated that the construction start time, and the subsequent phasing would occur later than is shown in Table 4.3-3, however, the duration and sequencing of the construction phases will remain as shown in Table 4.3-3. . The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines*. The duration of construction activity was based on the buildout year of each phase.

Table 4.3-3 Construction Duration

Phase	Start Date	End Date
Phase A Grading Activities (Crushing, Madison Avenue with Water Line, Grading & Tank Construction, Avenue 62 with Water Line, Well Construction, Substation Construction)	07/01/2023	07/01/2025
Phase B Grading Activities	01/01/2024	03/30/2028
Phase 1 (2026-2029)	07/01/2025	12/11/2028
Phase 2 (2029-2031)	01/01/2029	12/13/2030
Phase 3 (2031-2033)	01/01/2031	12/28/2032
Refer to Table 3-2 (Construction Duration) in the AQIA report for detailed construction duration information.		

Construction Equipment: Site specific construction fleet may vary due to specific Project needs at the time of construction. The associated construction equipment was generally based on CalEEMod defaults. A summary of construction equipment assumptions by phase is provided in **Table 4.3-4**.

Table 4.3-4 Construction Equipment Assumptions

Phase	Equipment Type
Phase A Grading Activities	Crushing/Processing Equipment, Crawler Tractors, Excavators, Signal Boards, Off-Highway Tractors, Rollers, Rubber Tired, Loaders, Scrapers, Signal Boards, Tractors/Loaders/, Backhoes, Air Compressors, Generator Sets, Graders, Plate Compactors, Pumps, Rough Terrain Forklifts, Pavers, Paving Equipment, Rubber Tired Dozers, Bore/Drill Rig, Other Construction, Aerial Lift, Dumpers/Tenders, Generator Sets, Plate, Compactor, Skid Steer, Sweeper/Scrubber
Phase B Grading Activities	Crushing/Processing Equipment, Crawler Tractors, Excavators, Graders, Rubber Tired Dozers, Scrapers, Signal Boards, Tractors/Loaders/Backhoes, Rough Terrain Forklifts, Pumps, Plate Compactors, Generator Sets, Pavers, Paving Equipment,
Phase 1 (2026-2029)	Crawler Tractors, Rubber Tired Dozers, Excavators, Graders, Rubber Tired Dozers, Scrapers, Cranes, Forklifts, Generator Sets, Welders, Pavers, Paving Equipment, Rollers, Air Compressors
Phase 2 (2029-2031)	
Phase 3 (2031-2033)	
Refer to Table 3-3 (Construction Equipment Assumptions) in the AQIA report for detailed information on construction equipment type, quantity, and hours of operation per day.	

Regional Construction Emissions Summary

Without Mitigation: The estimated maximum daily construction emissions are summarized on **Table 4.3-5**. Prior to implementation of **Mitigation Measures AQ-1**, emissions resulting from the Project construction will exceed thresholds established by the SCAQMD for emissions of NO_X during construction activity.

With Mitigation: The Project will implement **Mitigation Measures AQ-1**, which would reduce the severity of the NO_X impacts through the requirement of meeting EPA/CARB Tier 4 off-road emissions standards applicable to off-road diesel construction equipment rated at 50 horsepower (hp) or greater, that is utilized during the substation construction activities. As shown in **Table 4.3-6**, after implementation of **Mitigation Measures AQ-1**, Project construction-source emissions of NO_X would be reduced to less than the applicable SCAQMD thresholds.

Table 4.3-5 Overall Construction Emissions Summary (Unmitigated)

Construction Activities	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase A Grading Activities						
Crushing	1.19	5.91	5.20	0.02	15.13	2.46
Madison Avenue with Water Line	3.98	41.73	28.56	0.07	6.26	3.10
Grading & Tank Construction	3.95	38.34	37.82	0.09	51.64	11.87
Avenue 62 with Water line	3.89	37.97	37.44	0.09	51.62	11.85
Well Construction						
Well #1	11.13	97.75	139.22	0.26	4.53	4.19
Well #2	11.13	97.74	139.21	0.26	4.53	4.19
Well #3	11.13	97.74	139.21	0.26	4.53	4.19
Well #4	11.13	97.74	139.20	0.26	4.53	4.19
Well #5	11.13	97.74	139.20	0.26	4.53	4.19
Well #6	11.13	97.74	139.20	0.26	4.53	4.19
Well #7	9.48	37.86	138.99	0.31	1.18	1.15
Well #8	9.48	37.86	138.99	0.31	1.18	1.15
Well #9	9.48	37.86	138.99	0.31	1.18	1.15
Substation Construction						
Substation Construction	21.36	165.80	165.76	0.51	7.77	6.21
Phase B Grading Activities						
Crushing	1.07	4.52	5.17	0.02	14.62	2.34
Grading	3.44	33.21	26.47	0.07	5.92	2.78
Jefferson with Water Line	3.69	33.50	37.02	0.09	51.43	11.67
Physical Construction						
Phase 1	23.79	36.27	40.46	0.11	10.75	5.51
Phase 2	19.28	35.74	37.94	0.10	10.75	5.51
Phase 3	21.78	23.63	40.01	0.12	9.88	4.75
Maximum Daily Emissions	**23.79**	**165.80**	**165.76**	**0.51**	**51.64**	**11.87**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

Table 4.3-6 Overall Construction Emissions Summary (Mitigated)

Construction Activities	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase A Grading Activities						
Crushing	1.19	5.91	5.20	0.02	15.13	2.46
Madison Avenue with Water Line	3.98	41.73	28.56	0.07	6.26	3.10
Grading & Tank Construction	3.95	38.34	37.82	0.09	51.64	11.87
Avenue 62 with Water line	3.89	37.97	37.44	0.09	51.62	11.85
Well Construction						
Well #1	11.13	97.75	139.22	0.26	4.53	4.19
Well #2	11.13	97.74	139.21	0.26	4.53	4.19
Well #3	11.13	97.74	139.21	0.26	4.53	4.19
Well #4	11.13	97.74	139.20	0.26	4.53	4.19
Well #5	11.13	97.74	139.20	0.26	4.53	4.19
Well #6	11.13	97.74	139.20	0.26	4.53	4.19
Well #7	9.48	37.86	138.99	0.31	1.18	1.15
Well #8	9.48	37.86	138.99	0.31	1.18	1.15
Well #9	9.48	37.86	138.99	0.31	1.18	1.15
Substation Construction						
Substation Construction	7.81	43.80	251.59	0.51	4.23	2.28
Phase B Grading Activities						
Crushing	1.07	4.52	5.17	0.02	14.62	2.34
Grading & Tank Construction	3.44	33.21	26.47	0.07	5.92	2.78
Jefferson with Water Line	3.69	33.50	37.02	0.09	51.43	11.67
Physical Construction						
Phase 1	23.79	36.27	40.46	0.11	10.75	5.51
Phase 2	19.28	35.74	37.94	0.10	10.75	5.51
Phase 3	21.78	23.63	40.01	0.12	9.88	4.75
Maximum Daily Emissions	**23.79**	**97.75**	**251.59**	**0.51**	**51.64**	**11.87**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Operational Emissions

Operational activities associated with the proposed Project will result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from Area Sources, Energy Sources, and Mobile Sources.

Area Source Emissions

Architectural Coatings: Over a period of time the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. The emissions associated with architectural coatings were calculated using CalEEMod.

Consumer Products: Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within CalEEMod.

Hearths/Fireplaces: The emissions associated with use of hearths/fireplaces were calculated based on assumptions provided in CalEEMod. The Project is required to comply with SCAQMD Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development. In order to account for the requirements of this Rule, the unmitigated CalEEMod default estimates were adjusted to remove wood burning stoves and fireplaces. Mitigation Measure AQ-2 requires compliance with SCAQMD Rule 445.

Landscape Maintenance Equipment: Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity: Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod.

Title 24 Energy Efficiency Standards: California's Energy Efficiency Standards for Residential and Nonresidential Buildings was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The CEC anticipates that, under the 2019 standards, new development of residential buildings will use approximately 53% less energy and nonresidential buildings will use approximately

30% less energy compared to the 2016 standards. It should be noted that future building codes will require zero net construction and that the Project would likely be built to comply with those standards. However, as no specific standards have been proposed, this analysis conservatively reflects the 2019 Title 24 standards. As such, the CalEEMod defaults for Title 24 – Electricity, Title 24 – Natural Gas, and Lighting Energy were reduced by 30% for nonresidential uses and 53% for residential uses to reflect consistency with the 2019 Title 24 standard.

Mobile Source Emissions

The Project-related operational air quality impacts are derived primarily from vehicle trips generated by the Project. Trip characteristics provided by the *Travertine Specific Plan Traffic Impact Analysis* report were utilized in this analysis.

Fugitive Dust Related to Vehicular Travel: Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. The emissions estimates for travel on paved roads were calculated using CalEEMod.

Regional Operational Emissions Summary: As previously stated, CalEEMod utilizes summer and winter EMFAC2017 emission factors to derive vehicle emissions associated with Project operational activities, which vary by season.

Table 4.3-7 Summary of Peak Operational Emissions (Unmitigated) (1 of 2)

Summer Scenario	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1 (2026)						
Total Maximum Daily Emissions	**64.60**	**35.78**	**303.16**	**0.55**	**15.92**	**4.17**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 2 (2029)[1]						
Total Maximum Daily Emissions	**82.41**	**47.56**	**374.00**	**0.76**	**23.00**	**5.96**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**YES**	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 3 (2031) [2]						
Total Maximum Daily Emissions	**96.84**	**62.30**	**407.94**	**1.00**	**31.34**	**8.01**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**YES**	**NO**	**NO**	**NO**	**NO**	**NO**

Table 4.3-7 Summary of Peak Operational Emissions (Unmitigated) (2 of 2)

Winter Scenario	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1 (2026)						
Total Maximum Daily Emissions	**46.30**	**36.58**	**142.42**	**0.49**	**15.82**	**4.04**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 2 (2029) [1]						
Total Maximum Daily Emissions	**61.81**	**48.56**	**181.42**	**0.69**	**22.89**	**5.82**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 3 (2031) [2]						
Total Maximum Daily Emissions	**83.04**	**64.20**	**233.21**	**0.92**	**31.30**	**7.96**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**YES**	**NO**	**NO**	**NO**	**NO**	**NO**

[1]Emissions for Phase 2 operational emissions are inclusive of Phase 1.
[2] Emissions for Phase 3 operational emissions are inclusive of Phases 1 and 2.
Note: Each phase accounts for the total Area Source, Energy Source, and Mobile Source emissions. Refer to Table 3-6 (Summary of Peak Operational Emissions (Unmitigated)) of the AQIA for a full version of the table.

Operational activities for summer and winter scenarios are presented in Table 4.3-7. During Phases 1, the Project's unmitigated operational emissions would not exceed any of the numerical thresholds of significance established by the SCAQMD. Upon implementation and operation of Phase 2 and continuing to Phase 3, the aggregate of previous phases of the Project will exceed the thresholds of significance for emissions of VOC. It is important to note that the majority of VOC emissions are derived from consumer products, followed by mobile sources. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products. Pertaining to operations, the Project incorporates Mitigation Measure MM AQ-2, prompting the applicant to comply with SCAQMD Rule 445 (Wood-Burning Devices) by prohibiting the use of wood burning stoves and fireplaces in the proposed new development. The purpose of this rule by SCAQMD is to reduce the emission of particulate matter from woodburning devices for the reduction of volatile organic compounds (VOCs). Therefore, implementation of MM AQ-2 would employ the available compliance measure to help reduce the contribution to VOCs and ozone but would not result in a numeric reduction capable of off-setting the various sources of VOCs associated with the Project. As such, the Project cannot meaningfully control the use of consumer products. On this basis, it is concluded that Project operational-source VOC emissions cannot be definitively reduced below applicable SCQMD thresholds. Therefore, pertaining to Regional Operational Emissions, operational emission levels associated with Phase 1 would be below the established thresholds and would be considered less than significant, but buildout of the Project with all three phases is expected to result in potentially significant impacts.

c. Expose sensitive receptors to substantial pollutant concentrations?

The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (LST Methodology). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and CAAQS. Collectively, these are referred to as LSTs.

LSTs were developed in response to environmental justice and health concerns regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a Project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects.

Applicability of LSTs for the Project

For this Project, the appropriate SRA for the LST analysis is the SCAQMD Coachella Valley 2 (SRA 30). LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD look-up tables for projects less than or equal to 5 acres in size were used.

In order to determine the appropriate methodology for determining localized impacts that could occur as a result of Project-related construction, the Project's construction emissions were summarized and compared against the applicable LST Thresholds while taking into account the Project size and proximity to the nearest receptor.

Emissions Considered

SCAQMD's *LST Methodology* states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered.

Maximum Daily Disturbed-Acreage: As a conservative measure, it is assumed that a maximum of 1 acre can be disturbed per day during the Well Construction (Site Preparation and Trenching) construction activities. For purposes of analysis, LSTs for a 1-acre site will be used as a screening tool to determine if further detailed analysis is required.

For Phase A Crushing (Demolition), Grading, Madison Avenue with Water Line, Avenue 62 with Water Line, Jefferson with Water Line, Substation Construction (Demolition and Grading), Phase 2 Crushing (Demolition), Grading, Phases 1 through 3 Physical Construction (Site Preparation and Grading) activities would disturb 5 acres per day. The *LST Methodology* provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the Project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts by assuming that on-site construction activities are occurring over a smaller area, and

the resulting concentrations of air pollutants would be more highly concentrated (less dispersal) at the smaller disturbed area boundary than they would be for activities that are spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the Project-property boundary. As such, LSTs for a 5-acre site during construction are used as a screening tool to determine if further detailed analysis is required.

Sensitive Receptors: As previously stated, LSTs represent the maximum emissions from a Project that will not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities.

Residential Receptors: Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors". These structures typically include residences, hotels, hospitals, etc. as they are also known to be locations where an individual can remain for 24 hours. Consistent with the *LST Methodology*, the nearest land use where an individual could remain for 24 hours to the Project property (in this case the nearest residential land use at a distance of 1,268 feet) has been used to determine construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$, since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time.

Non-Residential Receptors: As per the *LST Methodology*, commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain onsite for a full 24 hours but are typically onsite for eight hours or less. The *LST Methodology* explicitly states that "*LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours*." For purposes of analysis, if an industrial/commercial use is located at a closer distance to the Project property than the nearest residential use, the nearest industrial/commercial use has been utilized to determine construction and operational LST air impacts for emissions of NO_2 and CO an individual could be present at these sites for periods of one to eight hours.

Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project property. Consistent with the Travertine Specific Plan Noise Impact Analysis, prepared by Urban Crossroads, Inc., all distances are measured from the Project property boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project property. The selection of receptor locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by California Department of Transportation (Caltrans) and the Federal Transit Administration (FTA).

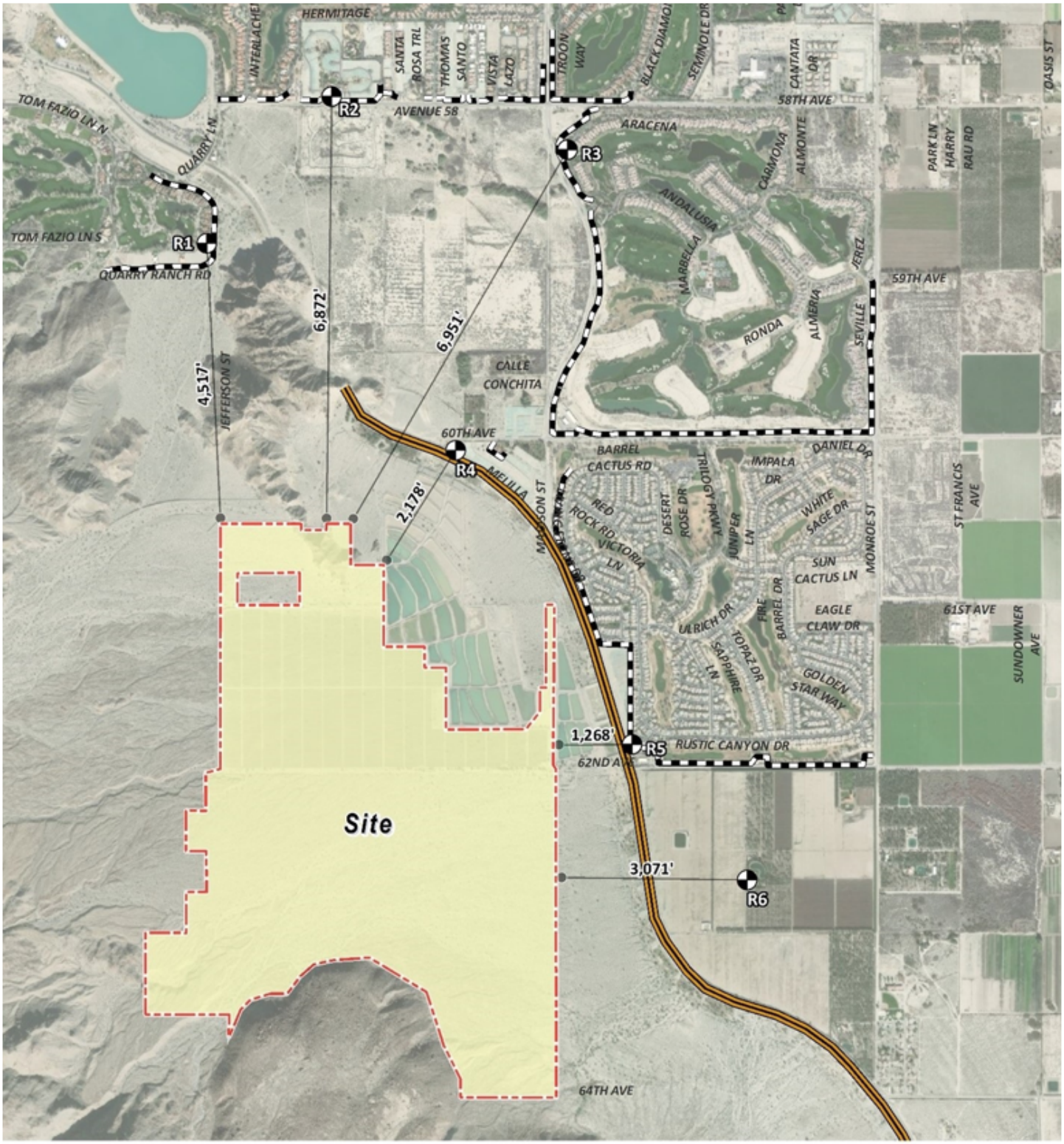
R1: Located approximately 4,517 feet north of the Project property, R1 represents existing residential homes on Quarry Ranch Road.

R2: Location R2 represents existing residential homes located approximately 6,872 feet north of the Project property on Avenue 58.

R3: Location R3 represents the existing residential homes located roughly 6,951 feet northeast of the Project property at the southeast corner of Madison Street and Avenue 58.

R4: Location R4 represents the existing residential homes located roughly 2,178 feet northeast of the Project property.

R5: Location R5 represents the existing residential community east of the Project property at roughly 1,268 feet.



Source: Air Quality Impact Analysis, Urban Crossroads, Inc.

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

SENSITIVE RECEPTOR LOCATIONS
TRAVERTINE
EXHIBIT 4.3-1

The nearest receptor used for evaluation of localized impacts of PM_{10} and $PM_{2.5}$ is represented by location R5 which is an existing residential community located east of the Project property at approximately 1,268 feet/386 meters. As such, the 386-meter distance will be used for evaluation of localized PM_{10} and $PM_{2.5}$ emission impacts.

As previously stated, and consistent with *LST Methodology*, the nearest industrial/commercial use to the Project property is used to determine construction and operational LST air impacts for emissions of NO_X and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assumed that an individual could be present at these sites for periods of one to 8 hours. There are no industrial/commercial receptors closer than the residential community located at R5. As such, the 386-meter distance will be used for evaluation of localized NO_2, and CO.

Project-related Receptors Relative to On-Site Construction Activities

Due to the phased nature of the Project development, future phases have the potential to generate construction impacts to previous phases of development. Phase 2 building construction activities will impact the on-site receptors planned in Phase 1. To assess the potential Phase 2 building construction activity and consistent with prescribed methods, a 25-meter distance will be used for evaluation of localized PM_{10}, $PM_{2.5}$, NO_2, and CO.

Similarly, Phase 3 building construction activities will impact the on-site receptors planned in Phases 1 and 2. To assess the potential Phase 3 building construction activity, a 25-meter distance was also used for evaluation of localized PM_{10}, $PM_{2.5}$, NO_2, and CO.

Construction-Source Emissions LST Analysis

Localized Thresholds for Construction Activity: It should be noted that since the look-up tables identify thresholds at only 1 acre, 2 acres, and 5 acres, linear regression has been utilized to determine localized significance thresholds. ***Localized Construction-Source Emissions***

Tables 4.3-8 identifies the localized impacts at the nearest receptor location in the vicinity of the Project area. Without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant during the full range of Project construction activities. Given that the estimated emission levels for all Project activities are below the applicable thresholds, the implementation of off-site construction activities taking place at the utility fields and off-site locations of street improvements is similarly not expected to result in localized emission exceedances. All on- and off-site construction activities will be subject to the City's fugitive dust control standards, which further ensures that LST impacts associated with particulate matter will be less than significant.

Table 4.3-8 Localized Construction Emissions Summary (Unmitigated)

Construction Phase	Localized Threshold Exceeded?			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Phase A Grading Activities (Crushing, Madison Avenue with Water Line, Grading & Tank Construction, Avenue 62 with Water Line, Well Construction, Substation Construction)	**NO**	**NO**	**NO**	**NO**
Phase B Grading Activities	**NO**	**NO**	**NO**	**NO**
Phase 1	**NO**	**NO**	**NO**	**NO**
Phase 2	**NO**	**NO**	**NO**	**NO**
Phase 3	**NO**	**NO**	**NO**	**NO**
Note: Refer to Table 3-8 (Localized Construction Emissions Summary (Unmitigated)) in the AQIA for a detailed table.				

Operational-Source Emissions LST Analysis

According to SCAQMD *LST methodology*, LSTs would apply to the operational phase of a proposed Project if the Project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed Project does not include uses that could generate significant stationary source emissions; therefore, no long-term localized significance threshold analysis is required.

The above noted analysis demonstrates that the LST thresholds are not expected to be exceeded during construction with the implementation of mitigation measures. No long-term localized significance threshold analysis is required because the proposed land uses do not include major stationary sources of air pollution. Therefore, impacts to sensitive receptors will be less than significant.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The potential for the Project to generate other potentially hazardous or noxious emissions or objectionable odors has also been considered. Land uses generally associated with odor or other noxious emission complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Lakes, ponds other surface storage facilities
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The Project does not contain nor is located in proximity to land uses typically associated with emitting objectionable odors or other noxious emissions. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) or surface water management associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. Therefore, potential impacts associated with construction-related odor and other noxious emissions will be less than significant.

Potential operational emissions of or exposures to sources of odor or noxious emissions are also expected to be less than significant. Commercial and residential refuse will be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed Project will also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. On-site water features are expected be maintained properly. Nearby groundwater recharge basins are designed to percolate water into the subsurface basin as quickly as possible and standing water is not an issue with these facilities. Therefore, odors or other noxious emissions associated with the proposed Project construction and operations will be less than significant and no mitigation is required.

4.3.5 Cumulative Impacts

As previously discussed, the Coachella Valley region is designated as nonattainment for Ozone and PM_{10}. The SCAQMD has published the *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* which addresses the cumulative impacts from air pollution. In this report the SCAQMD states:

> *"…the AQMD [Air Quality Management District] uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the HI [Hazard Index] significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*
>
> *Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative*

significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

As discussed in the LST analysis above, the Project will not exceed project-specific thresholds. Therefore, this Specific Plan analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that Project construction-related air pollutant emissions would result in exceedances of regional thresholds prior to implementation of **Mitigation Measure AQ-1**. Therefore, Project construction-source emissions would likewise be considered cumulatively considerable prior to implementation of **Mitigation Measure AQ-1**.

Operational Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that Project operational air pollutant emissions would result in exceedances of regional thresholds for emissions of VOCs starting in Phase 2 through Phase 3. Operational emission levels would not be surpassed during Phase 1. The majority of VOC emissions are linked to mobile sources (vehicle trips) and consumer products based on quantitative estimates made from the current data and regulatory setting (e.g., emissions standards and consumer product regulations). The control of such sources is primarily linked to CARB regulations. Specifically, VOC emissions from mobile sources are attributed primarily to CARB's vehicle emissions standards, including the Low-Emission Vehicle Program, while consumer product VOC sources are regulated under CARB's Consumer Products Regulatory Program. CARB is continually reviewing and implementing strategies to lower vehicle emissions and reactivity of household products, such as cleaning supplies and aerosols. The Project is not precluded from being regulated or forming part of future statewide controls over these sources. However, until such measures are in place, the Project provides various measures to reduce VMTs via MM AQ-3 through AQ-5 and to comply with the best practices for reducing the presence of volatile organic compounds in applicable consumer products at the managed common facilities via MM AQ-6 through AQ-10. The Project incorporates Mitigation Measure MM AQ-2, prompting the applicant to comply with SCAQMD Rule 445 (Wood-Burning Devices) by prohibiting the use of wood burning stoves and fireplaces in the proposed new development. The purpose of this rule by SCAQMD is to reduce the emission of particulate matter

from woodburning devices for the reduction of volatile organic compounds (VOCs). MM AQ-2 would employ the available compliance measure to help reduce the contribution to VOCs and ozone but would not result in a numeric reduction capable of off-setting the various sources of VOCs associated with the Project. As such VOC emissions are considered significant and unavoidable even with implementation of feasible mitigation measure.

4.3.6 Mitigation Measures

MM AQ-1 The General Contractor and all sub-contractors shall ensure that during Project and off-site utility construction activities, off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with EPA/CARB Tier 4 off-road emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications.

MM AQ-2 The Project applicant must comply with South Coast AQMD Rule 445 (Wood-Burning Devices), as amended, by explicitly prohibiting the use of wood burning stoves and fireplaces in the proposed new development.

Mitigation Measures to Reduce VOCs from Mobile Sources:

MM AQ-3 The Project operator shall provide and/or accommodate facilities within the Project property, such as bicycle parking and storage, to encourage bicycle use instead of driving as a method to reduce or otherwise eliminate certain vehicle trips within the Project area.

MM AQ-4 The Project operator of the on-site resort facilities shall implement procedures to accommodate remote work or telecommuting, as applicable to the work sectors, as a method to reduce commercial vehicle miles traveled.

MM AQ-5 The Project operator shall encourage the use of low emission vehicles to reduce the reliance on gasoline or diesel fuel by providing charging stations and designated parking for emissions free vehicles.

Mitigation Measures to Reduce VOCs from Consumer Products:

MM AQ-6 The Project operator shall utilize "Super-Compliant" or otherwise non-aerosol dispersal/application methods (and/or low VOC products) in all Commercial Buildings including the Hotel, Spa and Golf Training Facility. This includes but is not limited to: air fresheners, cooking spray, floor maintenance products, furniture maintenance products, degreaser, oven cleaners, toilet care products. Project operators can refer to the CARB Consumer Product Program web site for the most current information.

MM AQ-7 The Project operator shall utilize low VOC products to the greatest degree possible on all landscape maintenance activities associated with the Commercial Buildings, Golf Training grounds and Common Landscape Areas. These shall be applied with non-aerosol measures

where possible. Applicable products include insecticides, pesticides, pool/spa disinfectants, grill cleaners. Project operators can refer to the CARB Consumer Product Program web site for the most current information.

MM AQ-8 The Project operator shall require all commercial products to be diluted as directed.

MM AQ-9 The Project operator shall use low-solvent or solvent-free paints shall be used for all commercial buildings and common area monumentation or walls (including repairs.)

MM AQ-10 The Project operator shall minimize the use of pesticides with high organic solvent contents, and/or the use of emulsions and water-based formulations.

4.3.7 Level of Significance After Mitigation

With implementation of **Mitigation Measure AQ-1**, the proposed Project is anticipated to have a less than significant impact during construction activities. Impacts related to operational activities would be less than significant during Phase 1, but would become potentially significant and unavoidable upon the implementation of Phase 2 through Phase 3 even with implementation of mitigation listed above.

4.3.8 References

1. Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan, by the California Air Resources Board, February 2010; and sections of the SCAQMD Rule Book
2. *Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard*, Public Consultation Meeting Presentation by SCAQMD, September 25, 2020
3. *Coachella Valley Extreme Area Plan for the 1997 8-Hour Ozone Standard Fact Sheet*, SCAQMD, September 2020
4. *Travertine Specific Plan Air Quality Impact Analysis* (AQIA), Urban Crossroads, January 31, 2023.
5. *Travertine Specific Plan Air Quality and Greenhouse Gas Assessment Memorandum* (AQ and GHG Memorandum), Urban Crossroads, January 31, 2023.
6. Draft Coachella Valley Extreme Plan for 1997 8-Hour Ozone Standard, by SCAQMD, September 2020.
7. Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP), by SCAQMD, August 2003
8. Final 2016 Air Quality Management Plan (AQMP), by South Coast Air Quality Management District (SCAQMD), March 2017
9. Draft 2022 Air Quality Management Plan (AQMP), by South Coast Air Quality Management District (SCAQMD), December 2022

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4.4 Biological Resources

4.4.1 Introduction

Descriptions and analysis in this section are based on information contained in the *Biological Technical Report for the Travertine Development Project* prepared by Michael Baker International (March 2022), *Biological Resources Assessment*, the Project-specific *Delineation of State and Federal Jurisdictional Waters,* Michael Baker International (June 2021)*, Addendum to the Delineation of State and Federal Jurisdictional Waters,* Michael Baker International (November 2021), *Biological Utility Field Memo,* Michael Baker International (July 2022), the *City of La Quinta General Plan*, the *Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, Biological Opinion,* US Fish and Wildlife Service (2005), and the Joint Project Review, Coachella Valley Conservation Commission (2020). This section establishes the environmental setting for purposes of Biological Resources, assesses the significance of impacts on these resources from the development associated with the Travertine Specific Plan, and proposes feasible mitigation measures to reduce and avoid potentially significant impacts to below a level of significance. The Biological Technical Report, the Jurisdictional Delineation, the Joint Project Review, and additional memos are included in the Appendices to this Draft EIR (**Appendix D.1,** *Biological Technical Report;* **Appendix D.2**, *Utility Field Biological Memo;* **Appendix D.3,** *Jurisdictional Delineation;* **Appendix D.4,** *Addendum to the Jurisdictional Delineation;* **Appendix D.5**, *Joint Project Review*).

4.4.2 Existing Conditions

Climate

The City of La Quinta, and the surrounding region, is located in a hot, arid desert climate. The surrounding mountains block coastal influences, creating an area of low rainfall. The valley floor typically receives an average of four inches of rain per year. Temperatures frequently exceed 100 degrees Fahrenheit during the summer and can occasionally fall below freezing during winter.

Project Location

The Travertine Specific Plan Amendment property covers an area of approximately 855 acres (the Project property), located north of the Martinez Rockslide, east of vacant land owned by the Bureau of Land Management (BLM), south of Coral Mountain and Bureau of Reclamation (BOR) lands, and west of Dike No. 4 and the Coachella Valley Water District (CVWD) percolation ponds. Off-site impacts associated with road and Project improvements are expected to occur on an additional 114 acres. The Project property and off-site improvements associated with the Specific Plan Amendment comprise 969 acres. The development proposed as part of the Specific Plan Amendment, inclusive of master planned

roadways, occurs on approximately 855 acres. Project development is proposed to permanently impact 553.14 acres and result in temporary impacts to approximately 123.6 acres of the Project site. This Draft EIR also includes a programmatic evaluation of the off-site utility field where water wells and an electric power substation are planned to support the Project. The exact locations of the off-site improvements have not been determined; however, they are proposed to be located east of the Project site, generally located between Avenue 58 on the north, Avenue 64 on the south, Calhoun Street on the east, and Jefferson Street on the west. The off-site utility field has been identified in consultation with the Coachella Valley Water District (CVWD), the Imperial Irrigation District (IID), and the City. See **Exhibits 3-1, 3-2**, **3-3** and **3-4** in **Chapter 3.0, *Project Description,*** of this EIR.

The Santa Rosa and San Jacinto Mountains Conservation Area of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) is located to the west, south, and southeast of the Project site.

Physical Features

The Travertine Specific Plan Project property is approximately 855 acres in size and is mainly comprised of undeveloped land and a historic vineyard including unimproved dirt roads. The topography of the site is generally flat with rolling hills and desert washes that include natural communities comprised of rocky soils. The site is surrounded by steep, rocky slopes to the south and west, with a small rocky outcropping to the north.

Land uses surrounding the Project property to the south and west consist primarily of vacant land that transitions into the Martinez Rockslide to the south and the Santa Rosa Mountains to the west and north. Vacant land under the Bureau of Land Management (BLM) management occurs along the western border and at the existing Thomas E. Levy Groundwater Replenishment Facility, with residential development occurring near the northeast border of the Project site beyond the U.S. Bureau of Reclamation Dike No. 4.

Vegetation Communities and Land Cover Types

Five (5) natural vegetation communities were observed and mapped within the boundaries of the Project site: *Larrea tridentata* Shrubland, Sonoran Mixed Woody and Succulent Scrub, *Parkinsonia florida – Olneya tesota* Woodland, *Atriplex polycarpa* Shrubland, Disturbed *Atriplex polycarpa* Shrubland, and *Ambrosia Salsola – Bebbia juncea* Shrubland. In addition, the Project site contains five (5) land cover types classified as former agriculture, active agriculture, ornamental, disturbed/developed, and developed. The area of vegetation communities and land cover types identified within the Project site and the impacts proposed to each are presented in **Table 4.4-1** below. Vegetation community acreages presented in this table include the 855-acre Project property and surrounding areas where road extensions and improvements performed as part of the Project site would occur, covering a total of 969 acres.

Table 4.4-1 Summary of Vegetation/Land Use Types

Vegetation Community/ Land Cover Types	Acreage		
	Total Within Project Site	Proposed Impacts	
		Permanent	Temporary
Larrea tridentata Shrubland	617.01	288.59	42.02
Sonoran Mixed Woody and Succulent Scrub	186.63	13.13	26.55
Parkinsonia florida – Olneya tesota Woodland	68.89	15.48	10.82
Atriplex polycarpa Shrubland	9.68	2.47	5.77
Disturbed Atriplex polycarpa Shrubland	3.96	1.42	2.55
Ambrosia Salsola – Bebbia juncea Shrubland	20.96	7.92	13.04
Former Agriculture	224.71	215.94	8.70
Active Agriculture	6.56	0.47	6.09
Ornamental	4.52	0.05	4.47
Disturbed/Developed	6.83	3.61	1.76
Developed	5.89	4.06	1.83
Total	**969.1**	**553.14**	**123.6**

Source: Biological Resources Assessment, Michael Baker International, Table 2

Native Vegetation Communities

This category includes vegetation communities dominated by plant species native to California.

Larrea Tridentata Shrubland

Approximately 617.01 acres of *Larrea tridentata* Shrubland is located generally along the northern portions of the Project site. Creosote bush (*Larrea tridentata*) is the dominant species providing a majority of the vegetative cover in this alliance. Additional species present include burrow weed (*Ambrosia dumosa*), cheesebrush (*Ambrosia salsola*), branched pencil cholla (*Cylindropuntia ramossissima*), California barrel cactus (*Ferocactus cylindraceus*), catclaw (*Senegalia greggii*), Yuma sandmat (*Euphorbia setiloba*), wand holdback (*Hoffmannseggia microphylla*), and brittlebush (*Encelia farinosa*).

Parkinsonia Florida – Olneya Tesota Woodland

Approximately 68.89 acres of *Parkinsona Florida – Olneya tesota* Woodlands is located throughout the Project site in areas associated with drainages or within areas of discontinuous sheet flow. Predominant vegetation covers consist of blue paloverde (*Parkinsona spinosus)* trees ranging 10 to 20 feet in height and crown diameter, with smaller quantities of catclaw, smoke tree *(Psorothammus spinosus)*, jojoba *(Simmondsia chinensis),* and desert lavender *(Condea emoryi)* intermixed.

Parkinsona Florida – Olneya tesota Woodland is not formally listed as a California Sensitive Natural Community by CFDW; however, the *Parkinsonia florida* Association under this Alliance is currently listed

as a California Sensitive Natural Community (CDFW 2021). Impacts to sensitive natural communities are addressed in this analysis.

Atriplex Polycarpa Shrubland

Approximately 9.68 acres of *Atriplex polycarpa* Shrubland is located along the northeastern portion of the Project site and is dominated by allscale saltbush (*Atriplex polycarpa*). Additional species in lesser quantities observed in this community include blue paloverde trees, cheesebrush, and creosote bush. In addition, salt cedar (*Tamarix ramosissima*) is present along the northern perimeter of this community that experiences periods of discontinuous sheet flow during storm events.

Disturbed Atriplex Polycarpa Shrubland

Approximately 3.96 acres of disturbed *Atriplex polycarpa* Shrubland is located in two areas within the northeastern and eastern portions of the Project site. These areas are composed of graded slopes, dirt roads, and levee construction and consist of bare, disturbed soils sparsely vegetated with allscale saltbush. Additional species observed within this community include occasional creosote bush and dyebush (*Psorothamnus emoryi*) shrubs.

Ambrosia Salsola – Bebbia Juncea Shrubland

Approximately 20.96 acres of *Ambrosia salsola – Bebbia juncea* Shrubland is located along two areas within the northern portion of the Project site. These areas are dominated by sweetbush (*Bebbia juncea*) with lower quantities of creosote bush and burrow weed.

Land Cover Types

This category includes non-vegetated or sparsely vegetated areas with species generally not native to California.

Former Agriculture

Approximately 224.71 acres of land formerly used for agriculture are generally located within the central portion of the Project site. This land cover type consists of compacted dirt roads surrounding plots of former vineyards, currently composed of disturbed soils and abandoned structures used for agriculture operations. Revegetation by native species has occurred since vineyard operations have ceased, primarily by blue paloverde trees which comprise approximately one (1) to two (2) percent of absolute cover. Additional native species present in small quantities include fanleaf crinklemat (*Tiquilia plicata*), small datura (*Datura discolor*), cheesebrush, creosote bush, climbing milkweed (*Funastrum cynanchoides* var. *hartwegii*), sweetbush, allscale saltbush, coyote gourd (*Cucurbita palmata*), white-stemmed milkweed (*Asclepias albicans*), and desert pine (*Peucephyllum schottii*). Non-native species

observed across the former agricultural lands include saltcedar (*Tamarix ramosissima*) and orange wattle (*Acacia saligna*).

Active Agriculture

Approximately 6.56 acres of active agriculture is located along the eastern portion of the Project site. This land cover type currently consists of disturbed, bare soils utilized for agriculture bordered by ornamental plantings that function as windbreaks. These ornamental plantings consist of tamarisk (*Tamarix* sp.), oleander (*Nerium oleander*), and Canary Island date palm (*Phoenix canariensis*).

Ornamental

Approximately 4.52 acres of ornamental landscaping associated with a golf course occurs along the eastern portion of the Project site. Ornamental vegetation consists of non-native Jerusalem thorn (*Parkinsonia aculeata*) and eucalyptus (*Eucalyptus* sp.) trees intermixed with native big saltbush (*Atriplex lentiformis*) shrubs.

Disturbed/Developed

Approximately 6.83 acres of disturbed/developed land are located throughout the Project site and consist primarily of compacted bare ground along paved roadways sparsely vegetated with non-native and native ruderal species, including cheeseweed (*Malva parviflora*), shortpod mustard (*Hirschfeldia incana*), London rocket (*Sisymbrium irio*), and Spanish needles (*Palafoxia arida*).

Developed

Developed areas consisting of paved roadways and a water tank storage facility comprise approximately 5.89 acres of the Project site. These areas have been physically altered to a degree that native vegetation is no longer supported.

Wildlife

Natural vegetation communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. This section provides a general discussion of those wildlife species that were observed during the field surveys or that are expected to occur based on existing site conditions. The discussion is to be used as a general reference and is limited by the season, time of day, and weather conditions in which the field surveys were conducted. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation.

Fish

No fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) with frequent sources of water that would be sufficient to support populations of fish were observed in the Project site during the field survey. Therefore, no fish are expected to occur within the Project site.

Amphibians

No amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable breeding habitat for amphibians were observed within the Project site during the field survey. Therefore, no amphibians are expected to occur within the Project site.

Reptiles

Western side-blotched lizard (*Uta stansburiana elegans*), southern desert horned lizard (*Phrynosoma platyrhinos calidiarum*), and western zebra-tailed lizard (*Callisaurus draconoides rhodostictus*) were the only species of reptiles observed during the field surveys. Habitat within the Project site is also suitable for a number of other common reptilian species known from the region, such as northern desert iguana (*Dipsosaurus dorsalis dorsalis*), Great Basin whiptail (*Aspidoscelis tigris tigris*), and red racer (*Coluber flagellum piceus*).

Birds

Common bird species that were observed within or adjacent to the Project site included blue-grey gnatcatcher (*Polioptila caerulea*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), violet-green swallow (*Tachycineta thalassina*), black-throated sparrow (*Amphispiza bilineata*), Costa's hummingbird (*Calypte costae*), mourning dove (*Zenaida macroura*), common raven (*Corvus corax*), and red-railed hawk (*Buteo jamaicensis*). In addition, four (4) special-status bird species were observed within or adjacent to the Project site during the field surveys: black-tailed gnatcatcher (*Polioptila melanura*; State Watch List [WL] species), loggerhead shrike (*Lanius ludovicianus*; State Species of Special Concern [SSC]), long-eared owl (*Asio otus*; State SSC), and osprey (*Pandion haliaetus*; State WL species).

Nesting birds are protected pursuant to the federal Migratory Bird Treaty Act (MBTA) of 1918 and the California Fish and Game Code3 (CFGC). No active bird nests or birds displaying nesting behaviors were observed within the Project site during the field surveys. However, the *Parkinsonia florida – Olneya tesota* Woodland, *Larrea tridentata* Shrubland, *Atriplex polycarpa* Shrubland, and ornamental vegetation communities within the Project site provide suitable nesting opportunities for a variety of resident and migratory bird species, including those birds that nest on open ground or within cacti (e.g., burrowing owl, cactus wren [*Campylorhynchus brunneicapillus*]).

Mammals

The Project site has the potential to support a variety of mammalian species; however, most mammalian species in the region are nocturnal and are difficult to observe during a diurnal habitat assessment. Blacktailed jackrabbit (*Lepus californicus*) and white-tailed antelope squirrel (*Ammospermophilus leucurus*) were the only species directly observed during the field surveys. Coyote (*Canis latrans*), domestic dog (*Canis lupis familiaris*), and horse (*Equus* sp.) tracks/sign were observed within the Project site. There is no suitable roosting habitat for bat species (Order Chiroptera) within the Project site, due to a lack of hollow trees, mines, caves, rock outcrops, deep rock crevices, and man-made structures (i.e., bridges, tunnels, and buildings) which may provide suitable bat roosting habitat. Although there are palm trees in the surrounding residential and commercial landscape, they are frequently trimmed and maintained, reducing their value as bat roosting habitat compared to palm trees that are unmaintained and retain dead palm fronds. Additionally, rock outcrops and deep rock crevices more suitable for bat roosting are likely present in the surrounding mountain landscape. However, because of the open vegetation landscape, the Project site does have the potential to provide suitable foraging habitat for various species of bats.

Migratory Corridors and Linkages

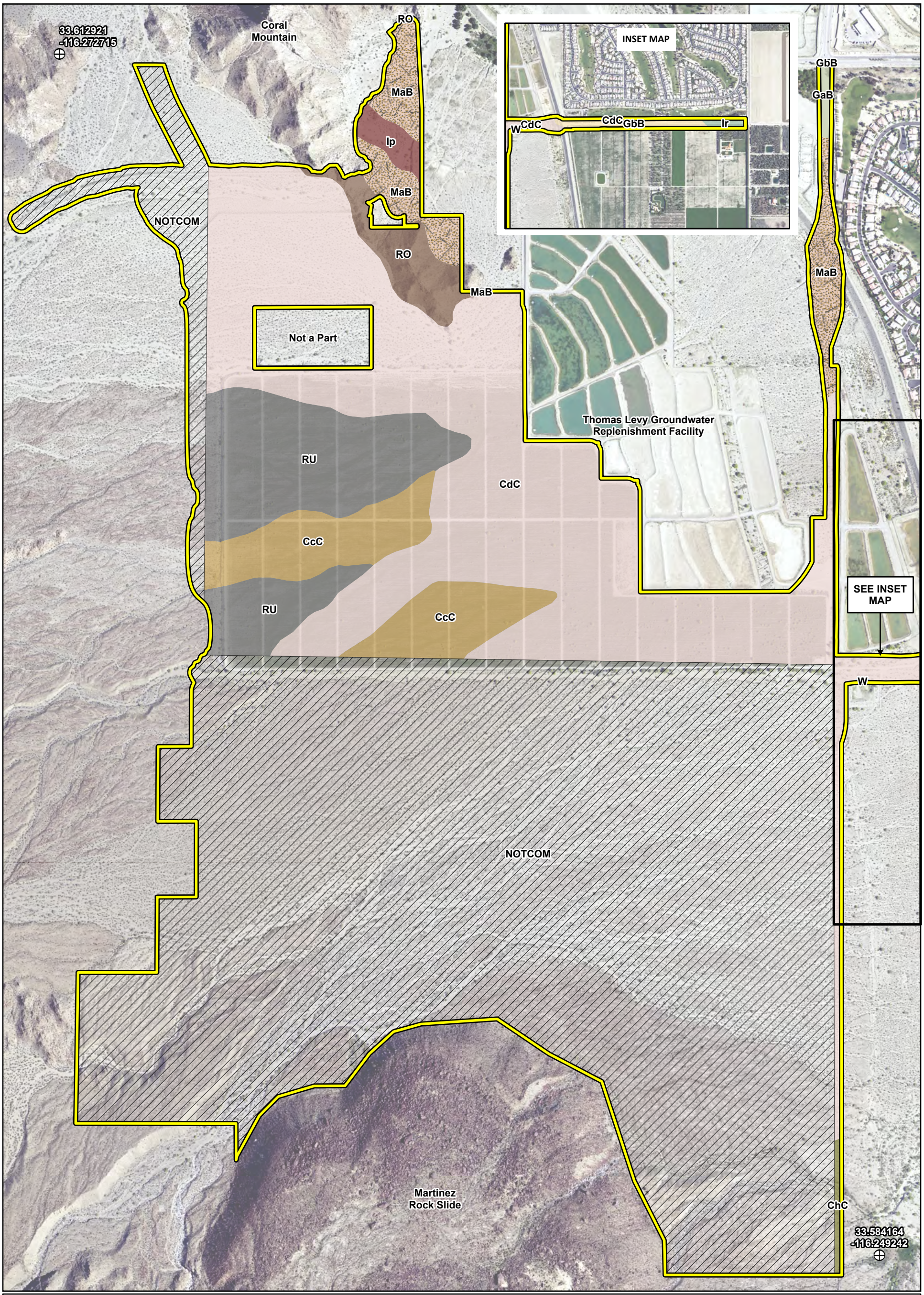
Wildlife corridors and linkages are key features for wildlife movement between habitat patches. Wildlife corridors are generally defined as those areas that provide opportunities for individuals or local populations to conduct seasonal migrations, permanent dispersals, or daily commutes, while linkages generally refer to broader areas that provide movement opportunities for multiple keystone/focal species or allow for propagation of ecological processes (e.g., for movement of pollinators), often between areas of conserved land.

Residential uses/urban areas adjoin the Project site to the west. Wildlife movement, especially Peninsular Bighorn Sheep (PBS), potentially occurs within this open conservation area adjacent to the Project site. Areas to the east and north of the Project site primarily consist of residential and commercial land uses, while some land to the west/northwest consists of BLM land. Any wildlife currently utilizing the Project site and adjacent areas for dispersal and movement are likely adapted to disturbances associated with urban environments. Project activities are not expected to significantly impede wildlife movement through the area, as the Project site does not coincide with or function as a significant wildlife movement corridor. Open conservation areas to the south and west would continue to provide opportunities for local wildlife movement and function as a corridor for highly mobile wildlife species.

Onsite Soils

On-site surface elevation ranges from approximately -80 to 425 feet above mean sea level (amsl) and generally slopes to the east. Most of the Project site is generally flat with rolling hills and desert washes that encompasses natural communities comprised of rocky soils. According to the *Custom Soil Resource*

Report for Anza-Borrego Area, California and Riverside County, Coachella Valley Area, California (USDA 2022), the Project site is underlain by the following soil units: Carrizo stony sand, 2 to 9 percent slopes (CcC); Carsitas gravelly sand, 0 to 9 percent slopes (CdC); Carsitas cobbly sand, 2 to 9 percent slopes (ChC); Gilman fine sandy loam, 2 to 5 percent slopes (GbB); Indio fine sandy loam (Ip); Indio fine sandy loam, wet (Ir); Myoma fine sand, 0 to 5 percent slopes (MaB); rock outcrop (RO); rubble land (RU). **Exhibit 4.4-1, *USDA Soils,*** depicts the soil units within the Project site.



Legend

- Project Site (969.02 acres)
- Reference Point
- MaB — Myoma fine sand, 0 to 5 percent slopes
- CcC — Carrizo stony sand, 2 to 9 percent slopes
- ChC — Carsitas cobbly sand, 2 to 9 percent slopes
- CdC — Carsitas gravelly sand, 0 to 9 percent slopes
- GbB — Gilman fine sandy loam, 2 to 5 percent slopes
- GaB — Gilman loamy fine sand, 0 to 5 percent slopes
- Ir — Indio fine sandy loam
- RO — Rock outcrop
- RU — Rubble land
- W — Water
- NOTCOM — No Digital Data Available

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0 400 800 Feet

Source: National Agricultural Inventory Project (NAIP, 2018), USDA (2019)

USDA SOILS
TRAVERTINE
EXHIBIT 4.4-1

Special-Status Biological Resources

Special Status Plant Species

Thirty-six (36) special-status plant species have been recorded within the USGS *Indio, La Quinta, Martinez Mtn,* and *Valerie, California* 7.5-minute quadrangles. Based on the results of the literature review and field surveys, the following plant species were determined to have a moderate to high potential to occur within the Project site: California ayenia (*Ayenia compacta)*, and glandular ditaxis (*Ditaxis claryana*). These species are not listed as candidate, threatened or endangered species by CDFW and USFWS. However, they are considered rare in California, but more common elsewhere. All other special-status plant species are not listed or rare, and either have a low potential to occur or are not expected within the Project site based on existing site conditions and a review of specific habitat requirements, occurrence records, and known distributions.

California barrel cactus (*Ferocactus cylindraceus*), Gander's buckhorn cholla (*Cylindropuntia ganderi*), Englemann's hedgehog cactus (*Echinocereus engelmannii*), cottontop cactus (*Echinocactus polycephalus*), beavertail cactus (*Opuntia basilaris*), branched pencil cholla (*Cylindropuntia ramossissima*), ocotillo (*Fouquieria splendens*), catclaw (*Acacia greggii*), blue paloverde (*Parkinsonia florida*), and smoke tree (*Psorothamnus spinosus*) were observed throughout the Project site and are regulated under the California Desert Native Plants Act (CDNPA). Pursuant to the CDNPA, these species may not be dug up, mutilated, destroyed or harvested except with the permission of the landowner and under a permit issued by the Agriculture Commissioner of the County of Riverside.

Special-Status Vegetation Communities

There were no special-status vegetation communities tracked in the CNDDB observed within the Project area.

The Blue palo verde-ironwood woodland (*Parkinsonia florida* Alliance) vegetation community is currently listed as a California Sensitive Natural Community (CDFW 2021) and was observed on 68.89 acre of the Project site.

Special Status Wildlife Species

Twenty-seven (27) special-status wildlife species have been recorded within the USGS *Indio, La Quinta, Martinez Mtn,* and *Valerie, California* 7.5-minute quadrangles. Based on Michael Baker's literature review and results of the field surveys, the following special-status wildlife species were determined to either be present or have a moderate to high potential to occur within the Project site: black-tailed gnatcatcher (*Polioptila caerulea*), loggerhead shrike (*Lanius ludovicianus*), long-eared owl (*Asio otus*), osprey (*Pandion haliaetus*), burrowing owl (*Athene cunicularia*; State WL species), prairie falcon (*Falco mexicanus*; State WL species), Le Conte's thrasher (*Toxostoma lecontei*; State SSC), and PBS (*Ovis canadensis nelsoni)*. All other special-status wildlife species identified during the literature review either

have a low potential to occur or are not expected within the Project site based on existing site conditions and a review of specific habitat requirements, occurrence records, and known distributions.

Black-tailed gnatcatcher

The black-tailed gnatcatcher was observed on the Project site during field surveys. This species was previously designated as a "Species of Special Concern" (SSC) by the CDFW. However, it no longer merits this status and has now been moved to the CDFW "Watch List" (WL). The black-tailed gnatcatcher prefers nesting and foraging in densely lined arroyos and washes dominated by creosote bush and salt brush. The Project site provides suitable nesting and foraging habitat.

Loggerhead Shrike

The loggerhead shrike is a yearlong resident of California and prefers open habitats with bare ground, scattered shrubs, and areas with or sparse herbaceous cover. The Project site provides suitable nesting and foraging habitat for the loggerhead shrike. The bird was observed on the Project site during the field survey performed by Michael Baker (2021). The loggerhead shrike is designated as a "Species of Special Concern" by the CDFW.

Long-eared owl

The long-eared owl is identified by the CDFW as a "Species of Special Concern" and was observed within or adjacent to the Project site. Habitats and vegetation within and surrounding the Project site have the potential to support this species.

Osprey

The osprey is on the CDFW "Watch List" and was observed on the Project site. The Project site has habitat and vegetation to support the nesting of this species.

Burrowing Owl

The owl is designated by the CDFW as a "Species of Special Concern". The burrowing owl was not observed on the Project site during the field survey performed by Michael Baker (2022). However, the owl has moderate potential to occur on the Project site since there is suitable foraging habitat. The Project site provides marginal nesting habitat for this species due to the onsite soil conditions and minimal number of suitable burrows.

Prairie Falcon

The Prairie Falcon has a "Watch List" designation by the CDFW. It was not observed on the Project site during the field survey but does have a high probability of occurring on the Project site because of the

suitable foraging habitat. The Project site does not provide suitable nesting habitat for this species, as this species prefers cliffs or bluffs for nest sites.

LeConte's Thrasher

The LeConte's Thrasher is a common yearlong resident in southern California. This species primarily occurs in open desert wash, desert scrub, alkali desert scrub, and desert succulent shrub habitats. The thrasher was not observed on the Project site and there have been no occurrence records for this species within five miles of the Project site. There is moderate potential for the species to occur on the Project site. Although the site provides foraging habitat there is only marginal nesting habitat. This species commonly nests in dense, spiny shrubs or densely branched cactus in desert wash habitat, usually 2-8 feet above ground.

Peninsular Bighorn Sheep

The PBS is listed as "Federally Endangered" by the USFWS. This species prefers the eastern slopes of the Peninsular ranges below 4,600 feet above mean sea level (asml). Optimal habitat includes steep walled canyons and ridges bisected by rocky or sandy washes, with available water. Alluvial fans and washes in flatter terrain are also used for foraging and water.

The Project site does not include any USFWS-designated Critical Habitat; however, Critical Habitat for PBS is adjacent to the southern border of the Project site and within approximately 700 feet of the western Project property boundary.

Under the Federal Endangered Species Act, areas of designated Critical Habitat may require special management considerations or protection, regardless of whether the species is still extant in the area.

The PBS was not observed on the Project site during the 2022 field survey performed by Michael Baker. The sheep has a moderate potential to occur on the Project site. The native vegetation communities within the southern portions of the Project site provide suitable foraging habitat for this species, but the Project site is unlikely to be used for lambing. There have been recent occurrence records for this species within one mile of the Project site.

CDFW has monitored PBS movement in the Santa Rosa and Santa Jacinto mountains since 2009 with GPS collars and direct observation. CDFW's GPS data documents current and historic sheep use of Coral Mountain, north of the Project site. CDFW research on sheep movement, based on GPS data and direct observation, shows a trend of ewes spending a greater portion of their time in low-elevation habitat particularly during the lamb-rearing season. The temporal shift to lower elevations may be a response to long-term drought conditions.

Desert tortoise

The desert tortoise (*Gopherus agassizii*) is listed as a threatened species under federal and state law. The tortoise can be found in a wide variety of habitats, such as alluvial fans, desert washes, canyons and saltbrush plains. Most tortoises in the Mojave Desert are usually associated with creosote bush scrub and alluvial fans and bajadas. The Project site contains suitable habitat for this species. Initial field surveys were performed in 1993 and a focused desert tortoise survey was performed in 2003 and no live desert tortoise or diagnostic sign were found. More recently, a general biological survey/habitat assessment and vegetation mapping was performed by Glenn Lukos Associates spanning several dates ranging from late 2017 to late 2019, with the results of the surveys included in the BRT. Michael Baker performed a jurisdictional delineation in February 2021 and a general biological survey and vegetation mapping in February and March of 2022. No incidental observations of desert tortoise were made during the jurisdictional delineation, and results of general biological surveys indicated no desert tortoise or diagnostic sign of the species on-site. With these findings, the BOR and BLM, in consultation with USFWS, determined that the Project area historically supported low densities of desert tortoise, and more recently, desert tortoises are not present in the Project area.

The nearest recent sign of desert tortoise was recorded 3.75 miles northwest of the Project site.

33.612921
-116.272715

Coral Mountain

INSET MAP

Project Site

Not a Part

Thomas Levy Groundwater Replenishment Facility

Martinez Rock Slide

33.584164
-116.249242

Legend

- Project Site (969.02 acres)
- Reference Point
- Coachella Valley Multiple Species Habitat Conservation Plan Boundary
- San Jacinto and Santa Rosa Mountains Conservation Area

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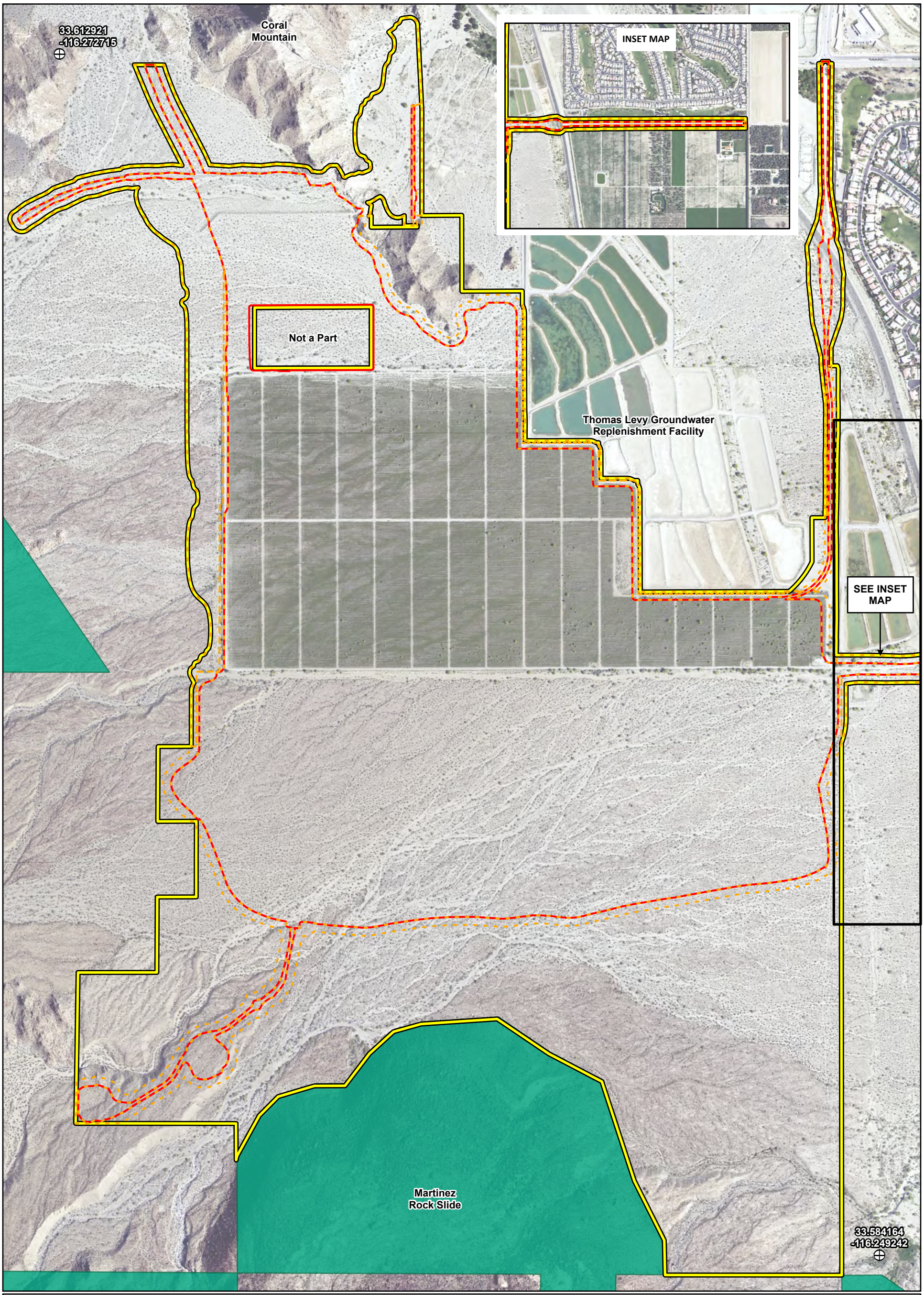
0 400 800
Feet

Source: National Agricultural Inventory Project (NAIP, 2018), CVMSHCP (2016)

CVMSHCP CONSERVATION AREA

TRAVERTINE

EXHIBIT 4.4-2



Legend

- Project Site (969.02 acres)
- Permanent Impact Area (553.14 acres)
- Peninsular Bighorn Sheep (*Ovis canadensis nelsoni*)
- Reference Point
- Temporary Impact Area (123.59 acres)

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PENINSULAR BIGHORN SHEEP CRITICAL HABITAT

0 400 800 Feet

Source: National Agricultural Inventory Project (NAIP, 2018), USFWS (2022)

TRAVERTINE
EXHIBIT 4.4-3

Jurisdictional Waters

The Project site slopes gently from west to east and is subject to two types of drainage conditions: alluvial fan flow and incised drainage corridors along inactive fans. Existing drainages originate in the Santa Rosa Mountains to the west. All potentially affected drainages are located behind and upslope of the USBR Dike No. 4.

Jurisdictional Delineation

State jurisdictional features observed within the Project site consisted of numerous ephemeral drainage features located within five drainage areas (Drainage Area A through Drainage Area E). Regional Board jurisdiction totaled approximately 90.96 acres of non-wetland waters of the State and 90.96 acres of CDFW jurisdiction (jurisdictional streambed). In addition, the on-site Desert Dry Wash Woodland (DDWW) habitat is considered CDFW jurisdiction and totaled approximately 55.98 acres. **Table 4.4-2** below provides a breakdown of total acreages of jurisdictional features within the Project site as they relate to each regulatory agency.

Table 4.4-2 Summary of Aquatic Resources and Delineation Limits within the Project Site

Drainage Area	Flow Regime and Feature Type	Cowardin Type	Jurisdictional Limits (acres)			
			Regional Board		CDFW	
			Non-Wetland Waters	Wetland Waters	Streambed	Desert Dry Wash Woodland
A	Ephemeral Streams	Riverine	16.39	0.00	16.39	1.27
B	Ephemeral Streams	Riverine	0.27	0.00	0.27	0.00
C	Ephemeral Streams	Riverine	46.01	0.00	46.01	22.58
D	Ephemeral Streams	Riverine	26.40	0.00	26.40	23.29
E	Ephemeral Streams	Riverine	1.89	0.00	1.89	8.84
		TOTAL	**90.96**	**0.00**	**90.96**	**55.98**

The majority of the Project site drainage features are characterized as desert dry wash and encompass multiple alluvial fans, which originate from multiple canyons of the Santa Rosa Mountains located to the west and south. The ephemeral drainage features generally display a sinuous form comprised of single and/or braided active channels. Generally, the active channels exhibited a very flat bed topography with high width to depth ratios. The identified ephemeral drainage features exhibited clear evidence of hydrology and are generally characterized by the great variability in rainfall and runoff volumes typical

of the arid desert region. However, typical of desert dry wash systems and alluvial fans, segments of discontinuous sheet flow occur as flows become insignificant or lack channel confinement.

As documented in the Delineation of State and Federal Jurisdictional Waters and subsequent Addendum Letter (Michael Baker 2021), five (5) drainage features were documented within the boundaries of the Project site (Drainage Area A through Drainage Area E, see **Exhibit 4.4-4, *Drainage Areas***), which is composed of approximately 90.96 acres. Refer to **Appendix D.3** for the jurisdictional features documented within the Project site.

All on-site aquatic features, comprising Drainage Areas A – E, demonstrate the presence of an ordinary high water mark (OHWM) as indicated by the presence of the following indicators: a clear, natural line impressed on the bank; changes in the character of soil; shelving; vegetation matted down, bent, or absent; sediment deposition; presence of wrack line; and scour. However, based on the detailed analysis of on-site hydrologic conditions, it was preliminarily determined that the relevant reaches have an insubstantial or speculative effect on the chemical, physical or biological significant nexus to the downstream to the Coachella Valley Stormwater Channel/Whitewater River and the Salton Sea, which are Traditional Navigable Waters (TNW) (Salton Sea).

Surface flows from the Drainage Areas A – E, described further below, are directed towards the eastern portion of the Project site due to the presence of multiple dikes throughout and around the Project site including Guadalupe Dike and Training Dike in the northwest, and Dike No. 4 and a large levee along the Project site's eastern boundary. A 48-inch culvert and riser are located in the southeastern portion adjoining the Project site and the outlet serves as the only flood conveyance facility for flows to continue downstream and off-site. The outlet is sized for the Standard Project Flood; however, it would take nearly a 50-year storm to produce outlet flows. Flows are then conveyed through the Avenue 64 Evacuation Channel into the Coachella Valley Stormwater Channel (CVSC), which runs along the natural alignment of the Whitewater River and cuts diagonally across the valley until it reaches La Quinta. The discharge of the Avenue 64 Channel to the CVSC is insignificant as the peak flows of the channel do not impact the peak flows of the CVSC. Based on the information available, the elevation of the inlet is approximately -2.0 MSL (NAVD88). This is about 8 feet above the low elevations behind the dike. Storm flows from a 100-year event (base flood) would not result in water surface elevations capable of reaching the outlet facility located approximately 8-feet above grade. Therefore, as none of the on-site drainage areas exhibit any significant connections to a TNW of the U.S., there is no Corps jurisdiction associated with the Project.

As described in the Project's Delineation Report, no areas on-site exhibited all three wetland parameters. Therefore, no Corps jurisdictional wetlands are present on the Project site. However, the on-site features are waters of the State and under Regional Board jurisdiction for Drainage Areas A - E.

Drainage Area A is located within the northern portion of the Project site to the north of the historic vineyard. Drainage Area A is comprised of an alluvial fan with multiple earthen ephemeral drainage

features which convey surface flows from the Santa Rosa Mountains and surrounding land. Two dikes comprised of boulders and cobble extend west from the mountain in the northeast portion of the Project site. These dikes redirect the ephemeral drainage features east and prevent additional flows from migrating south toward the historic vineyard. The ephemeral drainage features converge at the base of the mountain and are diverted north through two confined waterfalls or northeast around the southern base of the mountain and continue offsite. Within Drainage Area A, many of the active channels were generally devoid of vegetation although sparse occurrences of paloverde, catclaw, and smoke tree occur in association with ephemeral drainage feature adjoining the historic vineyard to the north as well as within the two dikes to the north. As noted above, there are no waters of the U.S. within Drainage A.

33.612921
-116.272715

INSET MAP

SEE INSET MAP

33.584164
-116.249242

A
B
C
D
E

Legend

- Project Site
- Reference Point
- Discontinuous Sheet Flow

Drainage Areas

- Drainage Area A
- Drainage Area B
- Drainage Area C
- Drainage Area D
- Drainage Area E

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0 400 800
Feet

Source: National Agricultural Inventory Project (NAIP, 2018)

DRAINAGE AREAS A-E
TRAVERTINE
EXHIBIT 4.4-4

Drainage Area B is located within the northeastern portion of the Project site to the east of the historic vineyard and Drainage Area A. Drainage Area B is comprised of multiple earthen ephemeral drainage features, which convey surface flows from the surrounding land east toward Dike No. 4. Although no surface water was observed, the mapped drainage features exhibited clear evidence of hydrology and an OHWM was observed via the following indicators: scour, a break in bank slope, presence of litter and debris, sediment sorting and deposition, cobble bars behind obstructions, and a change in vegetation community (from no terrestrial vegetation in the active channel to upland shrubs outside the active channel). Segments of discontinuous sheet flow occur throughout Drainage Area B as flows become insignificant or lack channel confinement.

The active channels within Drainage Area B were generally devoid of vegetation although sparse occurrences of paloverde and catclaw were identified. Upland vegetation outside the active channels consisted of upland species typical of the surrounding area including creosote bush, rubber rabbitbrush, burrobush, brittlebush, and fourwing saltbush.

Drainage Area C is located within the southern portion of the Project site to the south of the historic vineyard. Drainage Area C is comprised of multiple alluvial fans with many earthen ephemeral drainage features, which convey surface flows from the Santa Rosa Mountains and surrounding land.

Although no surface water was observed, the mapped drainage features exhibited clear evidence of hydrology and an OHWM. The active channels within Drainage Area C were generally devoid of vegetation although sparse occurrences of paloverde and catclaw were identified. Upland vegetation outside the active channels consisted of upland species typical of the surrounding area including creosote bush, rubber rabbitbrush, burrobush, brittlebush, and fourwing saltbush. In addition, ocotillo, branched pencil cholla, and California barrel cactus were distributed throughout upland areas located on high terraces well beyond the alluvial floodplain. As noted above, this drainage area does not have any waters of the U.S. but does include State jurisdictional waters.

Drainage Area D is located within the southern portion of the Project site to the south of the historic vineyard and adjacent (east) to Drainage Area C. Drainage Area D is comprised of numerous braided channels located on an alluvial floodplain which convey surface flows from the Santa Rosa Mountains and surrounding land in a general southwest to east direction toward Dike No. 4 and offsite.

The active channels generally consist of an earthen substrate comprised of coarse sand, gravel, and cobble. Although no surface water was observed during the field surveys, the mapped drainage features exhibited clear evidence of hydrology and an OHWM was identified. The active channels within Drainage Area D were generally devoid of vegetation although sparse occurrences of paloverde, smoke tree, and catclaw were identified. Upland vegetation outside the active channels includes cholla and California barrel cactus, which were distributed throughout upland areas located on high terraces well beyond the alluvial floodplain.

Drainage Area E is located within the southeastern portion of the Project site to the south of Drainage Area D. Drainage Area E is comprised of multiple active channels which convey surface flows originating from the Martinez Rockslide east through the Project site toward Dike No. 4 and offsite.

The active channels generally consist of an earthen substrate comprised of coarse sand, cobble, and rock. No surface water was observed. However, the mapped drainage features exhibited clear evidence of hydrology and an OHWM was identified. The active channels within Drainage Area E contained sparse occurrences of paloverde, smoke tree, catclaw, and desert lavender (*Hyptis emoryi*). Upland vegetation outside the active channels consisted of upland species typical of the Project site including, ocotillo, branched pencil cholla, and California barrel cactus which were distributed throughout upland areas located on high terraces well beyond the alluvial floodplain.

4.4.3 Regulatory Setting

Federal, State, and local law, regulations, and plans pertaining to biological resources are discussed below.

Federal

Endangered Species Act

The Federal Endangered Species Act (ESA or FESA) of 1973 provides a program for the conservation and protection of endangered and threatened plants and animals and the habitats in which they are found. Section 7 of the ESA directs federal agencies to use their legal authorities to carry out conservation programs for listed species. It also requires these agencies to ensure that any actions they fund, authorize, or carry out are not likely to jeopardize the survival of any endangered or threatened species, or to destroy or adversely modify its designated critical habitat, if any.

Additional protection is authorized by Section 9 of the ESA, which makes it illegal to take, import, export, or engage in interstate or international commerce in listed animals except by permit for certain conservation purposes. “Take” is defined by the ESA as to harm, harass, wound, trap, collect, kill or the attempt to engage in such activity.

Section 10

Section 10 of the ESA allows an individual or private citizen to “take” a listed species if they develop a Habitat Conservation Plan (HCP).

HCPs under section 10(a)(1)(B) of the ESA provide for partnerships with non-federal parties to conserve the ecosystems upon which listed species depend, ultimately contributing to their recovery. HCPs are planning documents required as part of an application for a Section 10 incidental take permit. They describe the anticipated effects of the proposed taking; how those impacts will be minimized or

mitigated; and how the HCP is to be funded. HCPs can apply to both listed and non-listed species, including those that are candidates or have been proposed for listing. Conserving species before they are in danger of extinction or are likely to become so can also provide early benefits and prevent the need for listing.

The Federal Migratory Bird Act

The Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712) (MBTA) implements four international conservation treaties that the U.S. entered into with Canada in 1916, Mexico in 1936, Japan in 1972, and Russia in 1976. It is intended to ensure the sustainability of populations of all protected migratory bird species.

The law has been amended with the signing of each treaty, as well as when any of the treaties were amended, such as with Mexico in 1976 and Canada in 1995.

The Migratory Bird Treaty Act prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service.

Clean Water Act

The Clean Water Act (CWA), enacted in 1972, regulates discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The EPA and the U.S. Army Corps of Engineers (USACE) share jurisdiction for administering the Clean Water Act and are collectively responsible for adopting regulations for implementing the Clean Water Act. Under the CWA, the EPA has implemented pollution control programs such as setting wastewater standards for industries. The EPA has also developed national water quality criteria recommendations for pollutants in surface waters. It is unlawful under the CWA to discharge any pollutant from a point source, which is a discrete conveyance such as pipes or man-made ditches, into navigable waters unless a permit is obtained. The National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. Compliance monitoring under the NPDES Program encompasses a range of techniques in order to address the most significant problems and to promote compliance among the regulated community.

Wetland Definition Pursuant to Section 404 of the Clean Water Act

The term “wetlands” (a subset of “waters of the United States”) is defined at 33 CFR 328.3(b) as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support... a prevalence of vegetation typically adapted for life in saturated soil conditions." In 1987 the USACE published the Wetland Manual to guide its field personnel in determining jurisdictional wetland boundaries. The methodology set forth in the Wetland Manual and the Arid West Supplement generally require that, in order to be considered a wetland, the vegetation, soils, and hydrology of an

area exhibit at least minimal hydric characteristics. While the Wetland Manual and Arid West Supplement provide great detail in methodology and allow for varying special conditions, a wetland should normally meet each of the following three criteria:

- More than 50 percent of the dominant plant species at the site must be typical of wetlands (i.e., rated as facultative or wetter in the Arid West 2016 Regional Wetland Plant List);
- Soils must exhibit physical and/or chemical characteristics indicative of permanent or periodic saturation (e.g., a gleyed color, or mottles with a matrix of low chroma indicating a relatively consistent fluctuation between aerobic and anaerobic conditions); and
- Whereas the Wetland Manual requires that hydrologic characteristics indicate that the ground is saturated to within 12 inches of the surface for at least five percent of the growing season during a normal rainfall year, the Arid West Supplement does not include a quantitative criteria with the exception for areas with "problematic hydrophytic vegetation", which require a minimum of 14 days of ponding to be considered a wetland.

Pursuant to Section 404 of the Clean Water Act, the USACE regulates the discharge of dredged and/or fill material into waters of the United States (WOTUS), including wetland and non-wetland aquatic features. Jurisdictional waters of the United States are by the 1986/1988 regulatory definition of WOTUS under CWA regulations 40 CFR 230.3(s).

Section 404 is founded on the findings of a significant nexus (or connection) between the aquatic or other hydrological feature in question and interstate commerce via Relatively Permanent Waters (RPW), and ultimately Traditional Navigable Waters (TNW), through direct or indirect connection as defined by Corps regulations. However, the limits to which this is applied have changed over time as discussed subsequently.

SWANCC and Rapanos

In 1984, the Migratory Bird Rule enabled the Corps to expand jurisdiction over isolated waters, and in 1985, the U.S. Supreme Court upheld the inclusion of adjacent wetlands in the regulatory definition of WOTUS. However, in 2001, the jurisdiction of USACE was narrowly limited following the *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (SWANCC) decision in which the U.S. Supreme Court held that the use of "isolated" non-navigable intrastate ponds by migratory birds was not, by itself, sufficient basis for the exercise of Federal regulatory authority under the CWA. In 2006, a majority of the U.S. Supreme Court overturned two Sixth Circuit Court of Appeals decisions in the consolidated cases of *Rapanos v. United States and Carabell v. United States* (collectively referred to as Rapanos), concluding that wetlands isolated by surface connection are WOTUS nonetheless if they significantly affect the chemical, physical, and biological integrity of other covered waters (significant nexus).

2015 Clean Water Rule

In 2015, the USACE and EPA published the "Clean Water Rule" clarifying the scope of coverage of the CWA. Upon issuance however, numerous lawsuits were filed and consolidated in the Sixth Circuit, immediately putting a "stay" on its implementation. In January 2018, the U.S. Supreme Court dissolved the stay. The 2015 Clean Water Rule remained in effect in 22 states, including California, the District of Columbia, and the U.S. territories until the December 23, 2019.

Repeal of 2015 Clean Water Rule

On October 22, 2019, the EPA and the USACE published a final rule to repeal the 2015 Clean Water Rule and restore the regulatory methodology that existed prior to the 2015 Rule. Under this rule, which became effective on December 23, 2019, jurisdictional WOTUS were defined by the 1986/1988 regulatory definition of WOTUS under CWA regulations 40 CFR 230.3(s).

Navigable Waters Protection Rule

On January 23, 2020, the EPA and the Corps finalized the NWPR to define WOTUS. On April 21, 2020, the EPA and the USACE published the NWPR in the Federal Register. On June 22, 2020, 60 days after publication in the Federal Register, the NWPR became effective across the nation including the State of California. The NWPR eliminated the case specific application of the significant nexus test articulated in the Rapanos decision. Jurisdictional features were discussed in the June 2021 Delineation Report based on the methodologies associated with the NWPR.

Remand and Vacatur of the Navigable Waters Protection Rule

On August 30, 2021, the NWPR was remanded and immediately vacated by the United States District Court for the District Of Arizona in the case of *Pascua Yaqui Tribe v. U.S. Environmental Protection Agency*. In light of this order, the EPA and the USACE halted implementation of the NWPR nationwide and reinstated the pre-2015 definition of WOTUS. Under the pre-2015 definition of the WOTUS, the USACE and EPA require the case specific application of the significant nexus test, as articulated in the Rapanos decision, to determine WOTUS.

Currently, the pre-2015 regulations apply per notice from the USACE and EPA. At the same time, those agencies are still working on a rulemaking (announced on June 9, 2021) to repeal and replace the Navigable Waters Protection Rule with a new rule to define WOTUS.

See below for an analysis of Project site conditions using the pre-2015 definitions of WOTUS.

State

California Endangered Species Act

The California Endangered Species Act (CESA) enacted in 1970 and subsequently amended, conserves and protects plant and animal species at risk of extinction. CESA also addresses the taking of threatened, endangered, or candidate species by stating "no person shall import into the state, export out of the state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided."

Endangered Species

CESA defines an endangered species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change of habitat, overexploitation, predation, competition, or disease."

Threatened Species

The State defines threatened species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species."

Candidate Species

Candidate species are defined as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list." Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not list invertebrate species.

CDFW has the responsibility for maintaining a list of threatened and endangered species (California Fish and Game Code Section 2070). CDFW also maintains a list of "candidate species," which are species formally noticed as being under review for addition to either the list of endangered species or the list of threatened species. In addition, CDFW maintains lists of "species of special concern," which serve as "watch lists." Pursuant to the requirements of the CESA, an agency reviewing a proposed Project within its jurisdiction must determine whether any state-listed endangered or threatened species could be present on the Project site and determine whether the proposed Project could have a potentially

significant impact on such species. In addition, CDFW encourages informal consultation on any proposed Project that may affect a candidate species.

Take Prohibition and Authorization

Section 2080 of the California Fish and Game Code provides that no person or public agency shall import into this State, export out of this state, or take, possess, purchase, or sell within this State, any species, or any part or product thereof …. [determined] to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided in this chapter, the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of this code), or the California Desert Native Plants Act (Division 23 (commencing with Section 80001) of the Food and Agricultural Code). CDFW may, pursuant to section 2081(b), authorize incidental take of endangered, threatened and candidate species. In certain circumstances, Section 2080.1 of the California Fish and Game Code allows CDFW to adopt the federal incidental take statement or the 10 (a) permit as its own based on its findings that the federal permit adequately protects the species under state law.

California Fish and Game Code Fully Protected Species

Under Sections 3503, 3503.5, and 3511 of the California Fish and Game Code (CFGC), it is unlawful to take, possess or cause destruction of birds, nests, and eggs. Fully protected birds may not be taken or possessed without a specific permit. Section 3505.3 protects all birds of prey and their eggs and nests against take, possession, or destruction of nests or eggs.

California Desert Native Plants Act (CDNPA)

The purpose of the CDNPA is to protect certain species of California desert native plants from unlawful harvesting on both public and privately owned lands. The CDNPA only applies within the boundaries of Imperial, Inyo, Kern, Los Angeles, Mono, Riverside, San Bernardino, and San Diego Counties. Within these counties, the CDNPA prohibits the harvest, transport, sale, or possession of specific native desert plants under many circumstances unless a person has a valid permit or wood receipt, and the required tags and seals. The appropriate permits, tags and seals must be obtained from the sheriff or commissioner of the county where collecting will occur, and the county will charge a fee.

Natural Community Conservation Planning Act (NCCPA)

The NCCPA allows for the development of broad-based ecosystem-level plans for the protection and perpetuation of biological diversity. The primary objective of Natural Community Conservation Plans prepared under the NCCPA is to conserve natural communities at the ecosystem level while accommodating compatible land use. Plants protected under an approved Natural Community Conservation Plan may be “taken” by activities covered under the plan, but also typically receive a large amount of conservation and protection.

Native Plant Protection Act

The Native Plant Protection Act (NPPA) enacted in 1977 and implemented by the California Department of Fish and Wildlife (CDFW), prohibits the killing or possession of California rare, threatened, or endangered plant species without authorization or permit by CDFW. All state department and governing agencies are required to use their authority to enforce conservation of rare or endangered plant species.

State Water Resource Control Board

The State Water Resource Control Board and each of its nine Regional Boards regulate the discharge of waste (dredged or fill material) into waters of the United States and waters of the State. Waters of the United States are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state" (California Water Code 13030[e]).

Section 401 of the CWA requires certification for any federal permit or license authorizing impacts to waters of the U.S. (i.e., waters that are within federal jurisdiction), such as Section 404 of the CWA and Section 10 of the Safe Rivers and Harbors Act, to ensure that the impacts do not violate State water quality standards. When a Project could impact waters outside of federal jurisdiction, the Regional Board has the authority under the Porter-Cologne Water Quality Control Act to issue Waste Discharge Requirements (WDRs) to ensure that impacts do not violate state water quality standards. Clean Water Act Section 401 Water Quality Certifications, WDRs, and waivers of WDRs are also referred to as orders or permits.

When a Project could impact waters outside of federal jurisdiction, the Regional Board has the authority under the State Wetland Definition and Procedures for Discharges of Dredge or Fill Material to Waters of the State (Procedures) and Porter-Cologne Water Quality Control Act to issue Waste Discharge Requirements (WDRs) to ensure that impacts do not violate State water quality standards. The Water Boards define an area as wetland as follows: An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation. Applicants must file an application with the Water Boards for any activity that could result in the discharge of dredged or fill material to waters of the state in accordance with California Code of Regulations, title 23, section 3855. 10 112.

On April 6, 2021, the State Water Resources Control Board adopted a resolution to confirm that the "State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State" is in effect as State policy for water quality control. These Procedures contain a wetland definition in Section II and wetland delineation procedures in Section III, both of which apply to all Water Board programs. The wetland definition encompasses the full range of wetland types commonly recognized in California, including some features not protected under federal law, and reflects current scientific

understanding of the formation and functioning of wetlands. The purpose of this section is to establish application procedures for discharges of dredged or fill material to waters of the State, which includes both waters of the U.S. and non-federal waters of the State.

Fish and Game Code Sections 1600-1603

Pursuant to Division 2, Chapter 6, Sections 1600-1603 of the California Fish and Game Code, the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake, which supports fish or wildlife. A Lake and Streambed Alteration Agreement with CDFW is required pursuant to section 1602 when a project activity may substantially adversely affect fish and wildlife resources.

It is important to note that the Fish and Game Code defines fish and wildlife to include: all wild animals, birds, plants, fish, amphibians, invertebrates, reptiles, and related ecological communities including the habitat upon which they depend for continued viability (FGC Division 5, Chapter 1, section 45 and Division 2, Chapter 1 section 711.2(a) respectively). Furthermore, Division 2, Chapter 5, Article 6, Section 1600 et seq. of the California Fish and Game Code does not limit jurisdiction to areas defined by specific flow events, seasonal changes in water flow, or presence/absence of vegetation types or communities.

Regional and Local

Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

The CVMSHCP or Plan is a landscape-scale habitat conservation plan covering approximately 1.1 million acres and covers the entire Coachella Valley and surrounding mountains and satisfies Federal Endangered Species Act (FESA), NCCPA, and CESA compliance for the permittees under the Plan. The purpose of the CVMSHCP is to obtain take authorization under section 10(a)(1)(B) of the FESA and the NCCPA for Covered Activities in the Coachella Valley. A Memorandum of Understanding ("Planning Agreement") was developed to govern the preparation of the CVMSHCP.

The CVMSHCP balances environmental protection and economic development objectives in the Plan Area and simplifies compliance with endangered species related laws. The CVMSHCP is intended to satisfy the legal requirements for the issuance of permits that will allow the Take of species covered by the Plan during the course of otherwise lawful activities. The CVMSHCP will, to the maximum extent practicable, minimize and mitigate the impacts of take by "Covered Activities" (see CVMSHCP) and provide for conservation of the covered species.

The CVMSHCP includes the establishment of a Reserve System, setting Conservation Objectives to ensure the conservation of the covered species and conserved natural communities in the CVMSHCP Reserve System, provisions for management of the CVMSHCP Reserve System, and a Monitoring Program, and Adaptive Management. The CVMSHCP Reserve System is divided into 21 Conservation Areas. Because some Take Authorization (loss of or impacts to covered species) is provided under the

Plan for development in Conservation Areas, the actual CVMSHCP Reserve System will be somewhat smaller than the total acres in the Conservation Areas.

Project activities that occur within, adjacent to, or in an area of influence of CVMSHCP Conservation Areas are required to implement applicable measures such as the *Land Use Adjacency Guidelines*, and, *Required Avoidance and Minimization Measures*, of the CVMSHCP. Further, if a project would encroach into the CVMSHCP Conservation Areas, a Joint Project Review (JPR) would be required.

The Coachella Valley Conservation Commission (CVCC) is a joint powers authority tasked with overseeing the implementation of the CVMSHCP. Among other responsibilities, CVCC is tasked with conducting the Joint Project Review (JPR) process as defined in Section 6.6.1.1 of the Plan for any potential development taking place in a Conservation Area that may impact Conservation Objectives. The JPR process allows CVCC to facilitate and monitor the implementation of the CVMSHCP and to assist Local Permittees in meeting the Conservation Goals and Objectives of the Plan.

4.4.4 Project Impact Analysis

Thresholds of Significance

The thresholds used to evaluate potential impacts to biological resources are derived from Appendix G of the CEQA Guidelines. The significance determination is based on the recommended criteria set forth in Section 15064.5 of the CEQA Guidelines. For analysis purposes, development of the proposed Project would have a significant effect on biological resources if it is determined that the Project would:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and 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?

Methodology

Biological Technical Report

In March 2022, a Project-specific Biological Resources Assessment was provided by Michael Baker International. The Biological Technical Report (referred to as "Biology Report" herein) evaluated the Project site, which included the 969 acres associated with the Travertine Specific Plan Amendment, including areas designated for offsite improvements. The Biology Report assessed a total of 969 acres to identify and evaluate impacts to biological resources associated with the proposed Project in the context of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), the California Environmental Quality Act (CEQA), and State and Federal regulations such as the Endangered Species Act (ESA), Clean Water Act (CWA), and the California Fish and Game Code.

The California Natural Diversity Database (CNDDB) and California Inventory of Rare and Endangered Plants (CIRP) were queried for reported locations of special-status plant and wildlife species as well as special-status natural vegetation communities in the USGS *Indio, La Quinta, Martinez Mtn,* and *Valerie, California* 7.5-minute quadrangles. Field survey/habitat assessments were conducted on February 17 and 24, 2022, and again on March 03, 2022, to assess and evaluate existing condition of the habitats within the boundaries of the Project site and determine if the existing vegetation communities, at the time of the field surveys, have the potential to provide suitable habitat for special-status plant and wildlife species.

The methods used for the Biological Technical Report are consistent with accepted scientific and technical standards and surveys guideline requirements issued by the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), the California Native Plant Society (CNPS), and other applicable agencies/organizations.

Field Surveys

Michael Baker biologists and regulatory specialists conducted a biological field survey/habitat assessment on February 17, 2022, to document existing conditions and assess the potential for special-status biological resources to occur within the boundaries of the Project site. Additional field surveys were conducted by Michael Baker on February 24 and March 3, 2022. All field surveys were conducted in accordance with applicable protocols and in a way to maximize the detectability of special-status species that may be present within the Project site during the time of the survey. No limitations or access restrictions were encountered by Michael Baker during the field surveys.

The jurisdictional delineation was conducted on February 2, 2021, February 3, 2021, February 10, 2021, February 19, 2021, and February 24, 2021. A field delineation was conducted to determine the jurisdictional limits of Water of the U.S. and waters of the State (including potential wetlands), located within the boundaries of the Project site.

Prior to conducting the field surveys, literature reviews and records searches were conducted for special status biological resources potentially occurring on or within the vicinity of the Project site. Special-status plant and wildlife occurrence records within the USGS *Indio, La Quinta, Martinez Mtn,* and *Valerie, California* 7.5-minute quadrangles were identified through a query of the CNDDB (CDFW 2022a), CIRP (CNPS 2022), and the Calflora Database (Calflora 2022), and for the Project region through a review of IPaC (USFWS 2022a). Additionally, those species covered under the Coachella Valley Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (CVMSHCP) were identified and reviewed.

The current regulatory/conservation status of special-status plant and wildlife species was verified through lists and resources provided by the CDFW, specifically the *Special Animals List* (CDFW 2022b), *State and Federally Listed Endangered and Threatened Animals of California* (CDFW 2022c), *Special Vascular Plants, Bryophytes, and Lichens List* (CDFW 2022d), and *State and Federally Listed Endangered, Threatened, and Rare Plants of California* (CDFW 2022e). USFWS-designated Critical Habitat for species listed under the federal Endangered Species Act (FESA) was reviewed online via the Critical Habitat Mapper (USFWS 2022b).

Botanical Resources

Vegetation communities preliminarily identified on aerial photographs during the literature review were verified in the field by walking meandering transects through the vegetation communities and along boundaries between vegetation communities. Naturally-vegetated areas typically have a higher potential to support special-status plant and wildlife species than areas that are highly disturbed or developed, which have lower quality and/or reduced amounts of suitable habitat for plants and wildlife. All plant and wildlife species observed during the field surveys, as well as dominant plant species within each vegetation community, were recorded in a field notebook. In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, and the overall condition of on-site vegetation communities were recorded.

Wildlife Resources

Wildlife species detected during the field surveys by sight, calls, tracks, scat, or other types of evidence were recorded in a field notebook. Field guides used to assist with identification of species during the habitat assessment included *The Sibley Guide to Birds* (Sibley 2014) for birds, *A Field Guide to Western Reptiles and Amphibians* (Stebbins 2003) for herpetofauna, and *A Field Guide to Mammals of North America* (Reid 2006).

Jurisdictional Delineation

Michael Baker prepared a Delineation of State and Federal Jurisdictional Waters Report for the proposed Project. This report was prepared to document aquatic features identified by Michael Baker within the

Project site that are potentially subject to the jurisdiction of the U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Federal Clean Water Act (CWA), the Regional Water Quality Control Board (Regional Board) pursuant to Section 401 of the CWA and/or Section 13263 of the California Porter-Cologne Water Quality Control Act, and the California Department of Fish and Wildlife (CDFW) pursuant to Sections 1600 *et seq.* of the California Fish and Game Code (CFGC).

Jurisdictional Delineation Addendum

In November 2021, Michael Baker International provided an addendum to the Project-specific Delineation of State and Federal Jurisdictional Waters Report (Jurisdictional Delineation Report), which included a thorough literature review and a field survey.

Off-Site Utility Field Assessment

In July 2022, an Off-Site Utility Field Biology Memo was provided by Michael Baker. The Off-Site Utility Field Biology Memo (referred to as "Biology Memo" herein) determined which special-status biological resources has the potential to occur on or within the general vicinity of the Project site, specifically, within a 2-mile radius of the Project, where the off-site utility field is proposed. According to Michael Baker's review of historic aerial imagery, most of the proposed utility filed parcels have been utilized for agricultural purposes since at least the 1980s. Additional agricultural areas and some residential parcels surround the utility field parcels.

Michael Baker conducted a thorough desktop literature review to assess the potential for special-status plant and wildlife species that have been documented or that are likely to occur on or within the immediate vicinity of the Project site. No field surveys were conducted in support of this specific effort. The Biology Memo assesses the known occurrences of the special-status plant and wildlife species that were identified in the CDFW California Natural Diversity Database (CNDDB; CDFW 2022a), the California Native Plant Society (CNPS) Inventory or Rare Plants (IRP; NCPS 2022), the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation Project Planning Tool (IPaC; USFWS 2022a), and other databases as potentially occurring in the vicinity of the Project site.

Regulatory/conservation status of special-plant and wildlife species was verified through lists and resources provided by the CDFW, as listed above under the Biological Technical Report subheading. In addition, Michael Baker conducted a desktop review (2021) for potential wetlands and other waters occurring within the utility field parcels and their regulatory status. Other resources reviewed to provide general context on existing conditions within the offsite parcels included Google Earth Pro Historical Aerial Imagery from 1985 to current (Google, Inc. 2022) and the Calflora Database (Calflora 2022).

CVMSHCP Joint Project Review

As previously discussed, the Coachella Valley Conservation Commission (CVCC) has completed its Joint Project Review (JPR) as required by Section 6.6.1.1 of the Coachella Valley Multiple Species Habitat

Conservation Plan (CVMSHCP) for the Project. The CVCC is a joint powers authority tasked with overseeing the implementation of the CVMSHCP, conducting the JPR for any potential development taking place in a Conservation Area or that may impact Conservation Objections. The JPR process allows CVCC to facilitate and monitor the implementation of the CVMSHCP and to assist Local Permittees in meeting the Conservation Goals and Objectives of the Plan. The intention of the JPR document is to inform Permittee(s) whether a proposed development Project complies with CVMSHCP requirements.

This JPR has found the Project as proposed consistent with the CVMSHCP if conditioned on the implementation of required Avoidance and Minimization Measures and applicable Land Use Adjacency guidelines as described in the CVMSHCP Plan documents. The Travertine Project also has specific financial requirements that must be met prior to its implementation as outlined in the BO as Conservation Measures 2 through 4. These avoidance and minimization measures and financial commitments are identified as mitigation measures in this DEIR.

The impacts subject to the JPR involve the construction of two water tanks and associated infrastructure resulting in disturbance of 6.5 acres of land within the Santa Rosa and San Jacinto Mountain Conservation Area, 2.3 acres of that is a permanent impact and 4.1 acres is a temporary impact. As noted in the findings section of this report, the total 6.5 acres of disturbance will not significantly impact the conservation objectives CVMSHCP. The Project trail plan has been revised in consultation with the CVCC to relocate trail routes to avoid entry into the Conservation Area. With this change the trail plan is no longer subject to the JPR process.

Project Impact Analysis

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service

Special-Status Plants

The Project will not impact any federal- or State-listed special-status plant species, as none are expected to occur within the Project site or vicinity. The Project has the potential to impact two non-listed, but rare plant species: California ayenia (*Ayenia compacta*) and glandular ditaxis (*Ditaxis claryana*). These plant species are considered rare in California but are more common elsewhere. There are no records of rare plants occurring within the Project site or in the off-site utility field, but each has a moderate to high potential to occur based on existing site conditions, occurrence records, and known distributions. Due to the low sensitivity of the species any impacts to these species, if present, would be less than significant.

Special-Status Animal Species

Peninsular bighorn sheep

The PBS was not observed on the Project Site during the 2022 field survey performed by Michael Baker. The sheep has a moderate potential to occur on the Project site. Construction activities associated with the proposed Project include site preparation, grading, utility trenching, street construction, and paving. During these phases, heavy-duty construction equipment would be used to perform the required work. In addition, construction workers would be required to travel to and from the Project area, and material delivery and haul trucks would be required to transport supplies to, and debris from, the Project area.

Operational impacts from the Project would have a general increase in everyday human activity. Urbanized areas can attract PBS with grass and artificial water sources. Additional potential impacts to PBS include ambient levels of noise or light, predation by domestic pets, and other human disturbances, such as hiking, and invasive ornamental plantings that may encroach into native areas.

In 2004, the BLM and BOR initiated consultation with USFWS under Section 7 of the FESA regarding the effects of the previously approved Travertine Specific Plan on ten (10) federally-listed species that were identified in a regional species list generated by USFWS in 2003. BLM and BOR, in consultation with USFWS, determined that seven of the species did not have potential to occur on or adjacent to the Project site and thus need not be further considered. Three species (Triple-ribbed milkvetch (*Astragalus tricarinatus*), desert tortoise (*Gopherus* agassizii) and PBS (*Ovis canadensis nelson*)) were determined to have potential to occur on or adjacent to the Project site. BLM and BOR, in consultation with USFWS, concluded that the project was unlikely to affect triple ribbed milk-vetch and desert tortoise or their critical habitat; however, USFWS concluded that the proposed Project could affect PBS and its designated Critical Habitat. On December 7, 2005, USFWS issued a Biological Opinion (BO; USFWS 2005) addressing this species and its Critical Habitat.

The Conservation Measure outlined in the Biological Opinion directs the applicant to 1) reconfigure the Project's footprint to reduce potential effects of the Project on PBS and its critical habitat, 2) acquire lands adjacent to the Project to permanently protect PBS habitat, and 3) provide funds for additional habitat acquisition upon approval of the CVMSHCP, USFWS concluded in the BO that the proposed Project and its cumulative effects are not likely to jeopardize the continued existence of the species, or adversely modify its designated critical habitat. For the current Travertine & Green Specific Plan, take was quantified by the permanent loss or alteration of 267 acres of designated critical habitat containing one or more primary constituent elements that support bighorn sheep populations. The current Project proposal avoids PBS Critical Habitat areas. See **Exhibit 4.4-3, *PBS Critical Habitat.*** With implementation of the conservation measures included in the BO, impacts to PBS will be reduced to a less than significant level.

Measures included in the BO to avoid direct take of PBS limit habitat loss and avoid indirect construction-related and post-construction-related impacts to PBS and achieve consistency with the CVMSHCP in regard to PBS. These measures focus on trail locations, habitat acquisition and long-term management, funding of research, future evaluations for the need of a wildlife fence, Project design considerations, prohibition of invasive non-native plant species in Project landscaped areas, noise reduction, the prevention of light spillage into open space and the SRSJM Conservation Areas, and provision of educational interpretive materials located along the proposed trail system. These measures have been incorporated in the EIR as **Mitigation Measures BIO-1** through **BIO-22**.

The proposed Project has the potential to result in indirect effects to sensitive resources, including PBS, particularly along the western and southern edges of the Project footprint. In the context of biological resources, indirect effects are those effects associated with developing areas adjacent to adjacent native open space. Potential indirect effects associated with development include water quality impacts associated with drainage into adjacent open space/downstream aquatic resources; lighting effects; noise effects; invasive plant species from landscaping; and effects from human access into adjacent open space, such as recreational activities (including off-road vehicles, hiking, rock climbing), pets, dumping, etc. Temporary, indirect effects may also occur as a result of construction-related activities.

The proposed Project include Project Design Features identified in the Project Description section of the DEIR to avoid or minimize these indirect effects, and/or unauthorized access to adjacent open space and SRSJM Conservation Area. The specific requirements for the MSHCP Land Use Adjacency Guidelines are identified as **Mitigation Measures BIO-29** through **BIO-32**. With the implementation of mitigation measures, additional impacts to biological resources as a result of Project development would be reduced to less than significant levels.

Desert tortoise

No empirical evidence exists that indicates that desert tortoise occupy, or have ever occupied, the Project site and the site provides marginal habitat for the tortoise. Moreover, the BLM and BOR, in consultation with USFWS, determined that desert tortoises are not present in the Project area. The Project is unlikely to affect desert tortoise or their critical habitats. Accordingly, impacts to desert tortoise are expected to be less than significant.

Special Status Birds

Habitats and vegetation within and surrounding the Project site have the potential to support nesting black-tailed gnatcatcher, loggerhead shrike, long-eared owl, osprey, prairie falcon, and other common birds. No active bird nests or birds displaying nesting behaviors were observed within the Project site during the field surveys. However, the *Parkinsonia florida – Olneya tesota* Woodland, *Larrea tridentata* Shrubland, *Atriplex polycarpa* Shrubland, and ornamental vegetation communities within the Project site

provide suitable nesting opportunities for a variety of resident and migratory bird species, including those birds that nest on open ground or within cacti (e.g., burrowing owl,).
Construction-related disturbance from the Project site will include human activity, noise, grading and heavy machinery. These activities may have an adverse impact on special status bird species, especially during the breeding season when individuals may be attempting to incubate eggs or raise young within or adjacent to the Project site.

Operational impacts from the Project would have a general increase in everyday human activity such as ambient levels of noise or light, predation by domestic pets, and other human disturbances, such as hiking, and invasive ornamental plantings that may encroach into native areas.

Additionally, nesting birds are protected pursuant to the MBTA and CFGC. The permanent and temporary loss of the above-listed species and/or their habitat would be potentially significant. Therefore, **Mitigation Measures BIO-23,** through **BIO-28** are recommended to avoid habitat destruction and/or disturbance of foraging or nesting, and take of nesting birds, including black-tailed gnatcatcher, loggerhead shrike, long-eared owl, osprey, burrowing owl, prairie falcon, and Le Conte's thrasher. Each of these species is discussed in greater detail below.

Burrowing Owl

The most significant threat to the continued persistence of the burrowing owl is destruction of habitat. The burrowing owl was not observed on the Project site during the field survey performed by Michael Baker (2022). The owl has moderate potential to occur on the site since there is suitable foraging habitat. However, there is marginal nesting habitat for this species due to the onsite soil conditions and minimal number of suitable burrows. The open burrows on the ground occupied by burrowing owls make them particularly exposed and vulnerable to predation by domestic pets and to disturbance from human activities. Pursuant to the CVMSHCP, take avoidance surveys are required prior to construction to avoid the direct harm to burrowing owls. **Mitigation Measures BIO-24, BIO-25** and **BIO-26** will be implemented to avoid direct harm to burrowing owls, their habitat and nesting sites.

LeConte's Thrasher

The thrasher was not observed on the Project site and there have been no occurrence records for this species within five miles of the Project site. However, there is moderate potential for the species to occur on the Project site. Although the site provides foraging habitat there is only marginal nesting habitat. The species requires undisturbed substrate for foraging under desert shrubs. The thrasher commonly nests in dense, spiny shrubs or densely branched cactus in desert wash habitat, usually 2-8 feet above ground. The primary threat to this species is loss of habitat due to conversion to urban, agricultural, or other uses, or the degradation of habitat from off-road vehicles, fire, and pesticide use near agricultural areas. Other threats that may be posed by project operations include collisions with cars, and the predation of young by domestic pets. All of these are potentially significant threats to the thrasher. This

species is protected under the CVMSHCP and pursuant to this plan, **Mitigation Measures BIO-24, BIO-25** and **BIO-27** will be implemented prior to construction to avoid the direct harm to Le Conte's thrasher and its habitat and nesting sites.

Black-tailed gnatcatcher

The black-tailed gnatcatcher was observed on the Project Site during field surveys. This species was previously designated as a "Species of Special Concern" by the CDFW. However, it no longer merits this status and has now been moved to the CDFW "Watch List". The black-tailed gnatcatcher prefers nesting and foraging in densely lined arroyos and washes dominated by creosote bush and salt brush. The Project site provides suitable nesting and foraging habitat which may become disturbed during earth moving activities. **Mitigation Measures BIO-24, BIO-25** and **BIO-28** will be implemented to avoid potential harm to nesting birds.

Loggerhead shrike

The Project site provides suitable nesting and foraging habitat for the loggerhead shrike. The bird was observed on the Project site during the field survey performed by Michael Baker (2021). The loggerhead shrike is designated as a "Species of Special Concern" by the CDFW. **Mitigation Measures BIO-24, BIO-25** and **BIO-28** will be implemented to avoid potential harm to nesting birds.

Long-eared owl

The long-eared owl is identified by the CDFW as a "Species of Special Concern" and was observed within or adjacent to the Project site. Habitats and vegetation within and surrounding the Project site have the potential to support this species. The Project has the potential to impact the species during the clearing and grading process. **Mitigation Measures BIO-23, -24, -25** and **BIO-28** will be implemented to avoid potential harm to nesting birds.

Osprey

The osprey is on the CDFW "Watch List" and was observed on the Project site. The Project site has habitat and vegetation to support the nesting of this species. **Mitigation Measures BIO-23, -24, -25,** and **BIO-28** will be implemented to avoid potential harm to species identified as a candidate, sensitive, or special status species.

Prairie falcon

The Prairie Falcon has a "Watch List" designation by the CDFW. It was not observed on the Project site during the field survey but does have a high probability of occurring on the Project site because of the suitable foraging habitat. The Project site does not provide suitable nesting habitat for this species, as this species prefers cliffs or bluffs for nest sites. **Mitigation Measures BIO-23, BIO-24** and **BIO-25** will be

implemented to avoid potential harm to species identified as a candidate, sensitive, or special status species.

The loss of all special-status bird species from habitat destruction and or noise and human activity disturbance to active nests would be reduced to below a level of significance through the permanent protection of avoided habitat on the Project site and additional habitat on lands to the west and south through a formal conservation instrument (e.g., easement), and implementation of measures provided in the CVCC's Final JPR and the Mitigation Measures in this section.

Impacts to species identified as a candidate, sensitive, or special status species would be less than significant with the implementation of **Mitigation Measures BIO-23** through **BIO-33.**

Off-Site Utility Field

Michael Baker's database review of the proposed off-site utility field determined that the Black-tailed gnatcatcher, loggerhead shrike, long-eared owl, and osprey, that were detected on the Project site, as well as non-listed bird, bat, and mammal species, as well as common bird species protected under the MBTA and CFGC were identified during the literature review may have some potential to occur within the off-site utility field. Therefore, Michael Baker recommends a general biological field survey to document existing conditions and the suitability of habitats within the utility field parcels to support special-status wildlife species such as the burrowing owl, which could potentially occur in the off-site utility field locations. Project-level environmental review of the wells and substation will be conducted by CVWD and IID, respectively, in their roles as CEQA responsible agencies, and once site-specific locations of the infrastructure is available. In areas of suitable habitat, focused surveys for burrowing owls may be required. If suitable habitat for burrowing owl is present, two (2) separate preconstruction surveys are required prior to any ground disturbance, one no less than 14 days prior to disturbance, and the other within 24 hours prior to ground disturbance. This is required by **Mitigation Measure BIO-36.** Additionally, **Mitigation Measures BIO-24, BIO-26** and **BIO-28** are recommended to avoid impacts to nesting birds at the off-site utility field area.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife Service

Based on a detailed review of current site conditions and Project design plans, the following regulatory permits/authorizations would be required prior to construction within the identified jurisdictional areas:

1. Approved Jurisdictional Determination (AJD) or similar approval from the Corps to formal receive concurrence that ephemeral aquatic features within the Project site do not qualify as waters of the U.S. (WoUS) and therefore are not subject to regulation under Section 404 of the CWA;

2. Regional Board Waste Discharge Requirements (WDR) for impacts associated with the placement of dredge and/or fill material into waters of the State pursuant to the Porter-Cologne Act; and
3. CDFW Section 1602 Lake and Streambed Alteration Agreement (or other approval in-lieu of a formal agreement such as an Operation-by-Law letter) for alteration of streambed/banks and/or associated vegetation.

Parkinsonia florida – Olneya tesota Woodland is listed as a California Sensitive Natural Community (CDFW 2021) and totals approximately 68.89 acres and is located throughout the Project site. The proposed Project would result in approximately 15.48 acres of permanent impacts and 10.82 acres of temporary impacts to Woodland (*Parkinsonia florida* Association) during the clearing, grubbing and grading of the project. The Project's impact to vegetation communities is set forth in **Table 4.4-3**.

Table 4.4-3 Sensitive Vegetation Communities/Land Cover Types and Impacts

Vegetation Community/ Land Cover Types	Acreage		
	Total Within Project Site	Proposed Impacts	
		Permanent	Temporary
Parkinsonia florida – Olneya tesota Woodland	68.89	15.48	10.82
Total	68.89	15.48	10.82

The *Parkinsonia florida – Olneya tesota* Woodland (Blue Palo Verde – Ironwood Woodland) community is also identified as Desert Dry Wash Woodland habitat subject to CDFW jurisdiction. As shown in **Table 4.4-2**, the Project will result in permanent impacts to 53.15 acres and temporary impacts to 12.15 acres of CDFW jurisdictional streambed. The Project would temporarily impact approximately 2.67 acres and permanently impact 10.73 acres of Desert Dry Wash Woodland habitat. Approximately 1.26 acres of temporary impacts and 5.82 acres of permanent impacts to Desert Dry Wash Woodland habitat occurs within the CDFW-jurisdictional streambed and the remaining 1.41 acres of temporary impacts and 4.91 acres of permanent impacts to Desert Dry Wash Woodland habitat is associated with the CDFW jurisdictional streambed.

The permanent and temporary loss of this sensitive natural community would be potentially significant prior to mitigation. However, the permanent protection of avoided jurisdictional resources on the Project site and additional habitat on lands to the west and south through a formal conservation instrument (e.g., easement), and implementation of measures provided in the USFWS BO, (refer to **Appendix D.1**), CVCC's Final JPR (refer to **Appendix D.5**), and **Mitigation Measures BIO-34** and **BIO-35** would reduce impacts to level of less than significant.

California Department of Fish and Wildlife

The on-site drainage features exhibit a clear bed and bank and qualify as a CDFW jurisdictional streambed. Because the CDFW evaluates impacts to the bank of a waterbody as well as the water itself, jurisdiction is taken to the "top of bank" (TOB), which is usually higher than the OHWM. Based on the

results of the field investigations, a total of approximately 90.96 acres of CDFW jurisdictional streambed occurs within the boundaries of the Project site. In addition, the on-site Parkinsonia florida–Olneya tesota Woodland (Parkinsonia florida Association) community, also identified as Desert Dry Wash Woodland habitat (DDWW), is considered CDFW jurisdiction totaling 55.98 acres, approximately 20.56 acres of which coincides with the 90.96 acres of CDFW jurisdictional streambed and an additional 35.42 acres of DDWW habitat is associated with the CDFW jurisdictional streambed.

Based on a review of Project design plans, the proposed Project would temporarily impact approximately 12.15 acres and permanently impact 53.15 acres of CDFW jurisdictional streambed. In addition, the proposed Project would temporarily impact approximately 2.67 acres and permanently impact 10.73 acres of DDWW habitat under CDFW jurisdiction. Approximately 1.26 acres of temporary impacts and 5.82 acres of permanent impacts to DDWW habitat occurs within the CDFW-jurisdictional streambed and the remaining 1.41 acres of temporary impacts and 4.91 acres of permanent impacts to DDWW habitat is associated with the CDFW-jurisdictional streambed. Therefore, prior to alteration of CDFW jurisdictional features, the Project proponent must acquire a Section 1602 Lake and Streambed Alteration Agreement (LSAA) prior to the initiation of Project construction. This would include a formal SAA notification to, and subsequent authorization of a LSAA by, the CDFW. The CDFW also requires that compliance with CEQA is completed prior to issuing a final LSAA. The instant EIR has been prepared to satisfy CDFW's CEQA compliance obligations. In addition, a notification fee is required, which for a standard LSAA is calculated based on anticipated cost of the Project.

Evidence of an OHWM was noted within the boundaries of the Project site. However, aquatic features within the Project site are considered ephemeral and do not meet the definition of a WOTUS pursuant to the latest USACE guidelines established in 2015 for the mapping of WOTUS, including wetlands. Therefore, onsite aquatic features would not be subject to regulation under Section 404 of the CWA and would not fall under USACE' jurisdiction.

Regional Water Quality Control Board

On-site features qualify as water of the State under RWQCB jurisdiction, consisting of approximately 90.96 acres of non-wetland waters of the State.

Based on a review of Project design plans, the proposed Project would temporarily impact approximately 12.15 acres and permanently impact 53.15 acres of non-wetland water of the State (see Figure 4.4-5 Regional Board & CDFW Jurisdictional Impact Map). In the absence of a Section 404 permit issued from the USACE, a Section 401 Water Quality Certification is not applicable. However, a Waste Discharge Requirements (WDR) issued by the RWQCB would be required prior to commencement of any construction activities within RWQCB jurisdictional areas. The RWQCB also requires that CEQA compliance be obtained prior to issuance of the final WDR. The instant EIR is anticipated to satisfy RWQCB's CEQA compliance obligations. Further, an application fee is required, which is based on both total temporary and permanent impact acreages (as applicable).

Table 4.4-4 Jurisdictional Impact

Jurisdiction	Acres	Impact
Regional Board Non-Wetland Waters & CDFW Jurisdictional Streambed	25.66 acres 12.15 acres 53.15 acres	No Impact Temporary Impact Permanent Impact
CDFW Desert Dry Wash Woodland Habitat	42.58 acres 2.67 acres 10.73 acres	No Impact Temporary Impact Permanent Impact

33.612921
-116.272715

INSET MAP

SEE INSET MAP

33.584164
-116.249242

Legend

- Project Site
- Temporary Impact Area
- Permanent Impact Area
- Reference Point
- Regional Board Non-Wetland Waters & CDFW Jurisdictional Streambed No Impact (25.66 Acres)
- Regional Board Non-Wetland Waters & CDFW Jurisdictional Streambed Temporary Impact (12.15 Acres)
- Regional Board Non-Wetland Waters & CDFW Jurisdictional Streambed Permanent Impact (53.15 Acres)
- CDFW Desert Dry Wash Woodland Habitat No Impact (42.58Acres)
- CDFW Desert Dry Wash Woodland Habitat Temporary Impact (2.67 Acres)
- CDFW Desert Dry Wash Woodland Habitat Permanent Impact (10.73 Acres)
- -------- Discontinuous Sheet Flow

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

0 400 800 Feet

Source: National Agricultural Inventory Project (NAIP), 2018

JURISDICTIONAL IMPACT MAP
TRAVERTINE
EXHIBIT 4.4-5

Off-Site Utility Field

Based on an assessment conducted by Michael Baker, aquatic features potentially falling under State jurisdiction are present within the off-site locations. The review indicated that an agricultural pond and a potential wetland area is located within the off-site area. Based on the analysis provided by Michael Baker (2021), these features potentially fall under regulatory jurisdiction of the Regional Water Quality Control Board and/or CDFW pursuant to the Porter-Cologne Water Quality Control Act and the California Fish and Game Code CFGC, respectively. Project-level environmental review of the wells and substation will be conducted by CVWD and IID, respectively, in their roles as CEQA lead agencies, and once site-specific locations of the infrastructure is available. A jurisdictional delineation is recommended at these off-site areas, once the site locations for the wells and the substation have been determined to assess the potential regulatory status of these features the degree to which they may be impacted by installation of water wells and the electric power substation. This recommendation is reflected in **Mitigation Measure BIO-37**.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

The limits of the Corps' jurisdiction in non-tidal waters extend to the Ordinary High Water Mark (OHWM), which is defined as "…that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area" (33 C.F.R. § 328.2(e)).

As discussed above, evidence of an OHWM was noted within the boundaries of the Project site. However, although an OHWM is present, aquatic features within the Project site are considered ephemeral and do not meet the definition of a Waters of the US pursuant to the latest USACE guidelines established in 2015 for mapping of Water of the US, including wetlands. Therefore, onsite aquatic features would not be subject to regulation under Section 404 of the CWA and would not fall under USACE' jurisdiction.

The proposed Project site does not contain any state or federally protected wetlands and will not result in any impacts to this resource.

Off-Site Utility Field

As stated under discussion b, Michael Baker's desktop analysis of the off-site utility field determined that aquatic features potentially falling under State jurisdiction are present within the off-site locations. However, these features do not appear to have a connection to interstate commerce via Relatively Permanent Waters (RPW) or Traditional Navigable Waters (TNW), and as a result, are not anticipated to

be jurisdictional to the US Army Corps of Engineers pursuant to Section 404 of the federal Clean Water Act. Therefore, less than significant impacts are expected at the off-site locations.

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.

Land uses surrounding the Project site to the south and west consist primarily of vacant land that transitions to the Martinez Rockslide and the Santa Rosa Mountains. Vacant land under the Bureau of Land Management (BLM) occurs along the western border and the existing CVWD, Thomas E. Levy Groundwater Replenishment Facility and residential development occurs along the northeast border of the Project site. Any wildlife currently utilizing the Project site and adjacent areas for dispersal and movement are likely adapted to disturbances associated with such environments. Wildlife movement, especially PBS, potentially occurs within the open SRSJM Conservation Area to the south and west of the Project site. Conservation and protection of these areas would continue to provide opportunities for local wildlife movement and function as a corridor for PBS and other highly mobile wildlife species. Therefore, less than significant impacts are expected to corridor movement.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The proposed Project and the off-site utility field will be developed in accordance with local, State, and federal biological resource plans and policies, including those associated with the BLM California Desert Conservation Plan, the multi-agency PBS Recovery Plan and the CVMSHCP. The City of La Quinta does not have a tree preservation policy or ordinance and relies on the CVMSHCP. Therefore, the Project and off-site improvements will not conflict with any local policies or ordinances protecting biological resources.

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.

As previously noted, the Project, and the off-site utility field area, are located within the Plan boundaries of the CVMSHCP and are subject to its provisions. The CVMSHCP identifies the Travertine Specific Plan as a “Covered Activity”. The majority of the Project footprint is located outside of the adjacent CVMSHCP Conservation Area. However, approximately 36.89 acres of the Project footprint are within the Conservation Area, including 15.65 acres associated with the proposed water tank facility (6.40 acres of permanent impacts and 9.25 acre of remedial grading), 9.52 acres associated with the Jefferson Street extension, 6.81 acres associated with the improvements to the existing Guadalupe Dike, 4.41 acres associated with offsite flood protection along the western edge of the Project, and 0.45 acre associated with a proposed trail.

The Project applicant submitted a Joint Project Review request for the Project in early 2021. The proposed Project warrants special consideration under the CVMSHCP. The development Project will result in 6.5 acres of disturbance inside the Conservation Area. An additional 2.25 acres of development will occur within the Conservation Area on land owned by the Bureau of Land Management, who is not a signatory under the CVMSHCP and whose land is not covered by the JPR process (refer to **Exhibit 4.4-2, *Coachella Valley MSHCP)***. The Coachella Valley Conservation Commission staff have assessed these impacts on the stated Conservation Objectives for the Santa Rosa and San Jacinto Mountains Conservation Area and presented their findings in a report dated March 31, 2021. The conclusion of the JPR report did not identify any impacts to the modeled habitat for covered species, natural communities, or essential ecological processes protected by the Plan. Nonetheless, CVCC encourages the applicant to restore any temporary disturbance resulting from the construction of the water tanks and access road, and to ensure that any operation and maintenance activities minimize disturbance to surrounding wildlife resources.

This finding assumes the Project applicant will implement all required Avoidance, Minimization, and Mitigation measures (AMMs) and Land Use Adjacency Guidelines. If, during a subsequent project review, it is identified that the Project has failed to implement these practices, or if the disturbance footprint has changed substantially from that reviewed here, this consistency finding shall be rendered null and void. Project approval by the Local Permittee shall be conditioned on the incorporation of all pertinent AMMs and Land Use Adjacency Guidelines. The findings of the JPR are discussed further in Section 4.4.4, *Methodology*.

The CVCC determined through the JPR process that the Project will not result in significant impacts and is consistent with the conservation objectives of the CVMSHCP.

This JPR has found the Project as proposed consistent with the CVMSHCP if conditioned on the implementation of required Avoidance and Minimization Measures and applicable Land Use Adjacency guidelines as described in the CVMSHCP Plan documents. The purpose of CVMSHCP Land Use Adjacency Guidelines is to avoid or minimize indirect effects from development proposed to occur adjacent to or within a Conservation Area. Such indirect impacts are commonly referred to as edge effects and may include noise light, drainage, intrusion of people, and the introduction of non-native plants and non-native predators such as dogs and cats. The applicable MHSCP Avoidance and Minimization Measures are already recommended for inclusion in the Project Mitigation Monitoring and Reporting Program

For the above reasons, the Project will not conflict with the CVMSHCP, and impacts are therefore less than significant.

Further, Project approval by the Local Permittees (City of La Quinta, IID and CVWD) shall be conditioned on the incorporation of all pertinent Avoidance, Minimization, and Mitigation Measures (AMMs) and Land Use Adjacency Guidelines as described in the CVMSHCP. Special consideration is to be given to AMMs for burrowing owl, desert tortoise, Le Conte's thrasher, and PBS habitat. Project approval shall

also be contingent on the applicant's fulfillment of the funding responsibilities identified as required measures of the Santa Rosa and San Jacinto Mountains Conservation Area.

For the above reasons, the Project will not conflict with the MSHCP and impacts are therefore less than significant.

4.4.5 Cumulative Impacts

The CVMSHCP is landscape level habitat conservation plan and addresses cumulative impacts of development on biological resources. The CVMSHCP replaces a piecemeal approach to project approval and mitigation with a coordinated, comprehensive approach based on the basic conventions of biological reserve design. This approach ensures that project mitigation is directed to those areas most critical to maintenance of ecosystem function and species viability. The ultimate build out of the City of La Quinta pursuant to its adopted General Plan has the potential to impact biological resources by reducing native habitat areas and directly affecting fauna.

Continued urban growth and development in the City may be expected to result in displacement and loss of habitat for wildlife species occurring on currently undeveloped or sparsely developed lands. Where the native habitat is still present in the City, it may be impacted by increased vehicle travel, alteration of soils, vegetation removal, and habitat degradation associated with new development. When considered in combination with other cumulative developments within the City, there is potential for adverse cumulative effects to biological resources. The City of La Quinta requires the preparation of special studies for projects in the City in areas where non-covered sensitive species occur or are identified in the General Plan. The studies provide an assessment of the potential impacts, and recommend mitigation measures, if necessary. Further, the City of La Quinta General Plan establishes Natural Open Space land use designations within the City. These Natural Open Space Areas occur in the western and southern portions of the City, in hillside areas, and provide potential habitat for the endangered PBS. Development within Natural Open Space designated areas will not occur in the City, therefore, protecting biological resources.

Therefore, with adherence to policies and programs as identified in this section, all new development will assist in minimizing cumulative impacts in regard to biological resources.

The proposed Project and other future projects within the City, its Sphere of Influence and surrounding jurisdictions must also comply with all local, State, and federal laws and policies and all applicable permitting requirements. Additionally, future projects in the area will be mitigated through the payment of conservation fees implemented by the CVMSHCP.

To the degree that the Project may impact federal lands not subject to the CVMHSCP, those impacts are marginal, have been fully mitigated through the terms of the Biological Opinion, and are not expected to result in a cumulatively considerable impact on biological resources.

Therefore, with adherence to policies and programs as identified in this section, the Project's impacts on biological resources will not be cumulatively considerable.

4.4.6 Mitigation Measures

The following sections provide project-specific mitigation measures for potential direct and indirect impacts to biological resources identified in the DEIR.

Measures Specific to Peninsular Bighorn Sheep

BIO-1 Consistent with the terms of the Project Biological Opinion, an 8-foot-tall wildlife fence constructed of tubular steel and painted to blend in with the desert environment shall be installed where the Project interfaces with Coral Mountain along the northern boundary and extend southward along the western and southern boundary of proposed development to preclude PBS from entering the Project. The fence shall extend to where Avenue 62 intersects with the eastern Project boundary.

BIO-2 All lighting located within the development footprint shall conform with the requirements outlined in the Travertine Specific Plan and the MSHCP.

BIO-3 Where the Project is located adjacent to the SRSJM Conservation Area along its western edge, a minimum buffer of 74 feet shall be incorporated between SRSJM undeveloped native desert areas and private homeowner parcels and public gathering areas. Each private homeowner parcel along this western edge shall have fencing at the top of slope with Lexan panels to dampen noise to an appropriate level.

BIO-4 All plant species identified as invasive by the CVMSHP, or that are known to be toxic to PBS, will be prohibited from inclusion in Project landscaping including areas adjacent to proposed open space. Prior to site disturbance a Project-specific list of prohibited plant species will be prepared by a qualified biologist for use in developing the Project Landscape Plan. This will include plants identified as invasive by the California Invasive Plant Council (Cal-IPC) and the CVMSHCP. The City shall review the landscape palette prior to planting.

BIO-5 The final design and location of natural trails will be approved by the USFWS and the City to minimize disturbance to PBS. Unauthorized trails currently in use on the Property will be closed to minimize impacts to bighorn sheep and replaced with the trail proposed as part of the Project. Other than this trail, no additional trails would be proposed or allowed as part of the Project. To restrict human access to surrounding hills, including: (a) placement of "no trespass" signs at legally enforceable intervals along the trail and habitat/development interface, with legally enforceable language; (b) development of CC&Rs and educational materials that explain to residents and members the ecology of bighorn sheep and the rules concerning unauthorized hiking into sheep habitat.

BIO-6 Project proponent shall permanently protect 19.7 acres in Section 5 as bighorn sheep habitat. Prior to recording the first final map, Project proponent also has committed to acquire an additional approximately 100 acres of bighorn sheep habitat in Section 5 that also are strategically located to fragment larger blocks of land into smaller units with reduced development potential. All lands proposed for conservation in Section 5 will be approved by the Service and protected in perpetuity consistent with California Civil Code Section 815, et seq. For more detail, please refer to the Section 5 Addendum to the Travertine Biological Assessment.

BIO-7 Project proponent shall establish a $500,000 endowment with the Center for Natural Lands Management (CNLM) to be managed by the U.S. Fish and Wildlife Service to assist with the long-term management of bighorn sheep. Of this total, $100,000 will be provided upon issuance of the first grading permit, with the balance of $400,000 paid in installments of $100,000 per year over the succeeding four years.

BIO-8 Project proponent shall provide an additional $100,000 to the CNLM endowment above to support the gathering of information on the effects of the regional trails system on bighorn sheep, including trails in and around the Project site.

BIO-9 The Jefferson Street extension through Section 32 will be constructed using active and passive design features to prevent public roadside parking and foot access into bighorn sheep habitat (e.g., boulders, k-rail, berm, narrow road shoulder, bar ditch, and restrictive signage), subject to review and approval by the U.S. Fish and Wildlife Service.

BIO-10 Within the project boundary, approximately 100 yards at the west end of the newly constructed Jefferson Street Loop in the southwest comer of Section 33, where it connects with the Avenue 62 alignment, will be left as undeveloped desert. The distance in some places will be less than 100 yards but other features such as “manufactured slopes” and “property fences” will be used, as shown in Figure 4 – BO Conservation Measure #7 of the Project Biological Opinion. This design feature, in combination with enhanced native landscaping, will discourage unauthorized vehicle access into bighorn sheep habitat in Section 5 adjacent to the Travertine project boundary.

BIO-11 No exotic plants known to be toxic to PBS, or invasive in desert environments, will be used in project landscaping.

BIO-12 The Project shall not provide direct public access from internal streets to hillside sheep habitat.

BIO-13 The Project Nature Trail will form the southern and western perimeters of the Project.

BIO-14 To deter bighorn sheep access to the project site, natural landscaping and property fences around residential areas would reduce noise, light, and visual impacts on surrounding hills.

BIO-15 The best management practices shall be used to preclude the establishment of potential disease vectors at open water features (i.e., water bodies will be designed with steep, unvegetated slopes and deep enough water to prevent establishment of emergent wetland vegetation).

BIO-16 CC&R's and Project Specific Plan conditions shall prohibit activities that emit noise above specified levels (not to exceed 60 dB(A) for sensitive receptors or 75 dB(A) for non-residential receptors (per City Ordinance 9.100.210 Noise Control). For example, only quiet electric golf carts will be used for service and maintenance.

BIO-17 Outdoor lighting will be down-shielded and directed away from the hillsides in accordance with the City municipal code.

BIO-18 To increase public awareness regarding the sensitivity of PBS in the region, educational materials will be provided to homeowners and made available to users of the public facilities within the Travertine development. This material will be prepared in cooperation with the U.S. Fish and Wildlife Service and CDFW. In addition, the Project proponent will provide within the project an area dedicated as an interpretive center concerning the bighorn sheep.

BIO-19 The two water reservoirs will be constructed of steel or concrete and buried underground to the extent possible, or screened by landscaped berms. Any tank appurtenances (e.g., valves) remaining above-ground will be painted with non-reflective paint colored to blend with the surrounding habitat and to prevent light from being reflected toward sheep habitat in the Santa Rosa Mountains.

BIO-20 Dogs and other pets are not allowed within the National Monument and appropriate signage at the designated trailhead parking areas and any other access points will be installed to prohibit dogs along the Nature Trail. CC&Rs and club rules will require pets to remain on a leash while outside enclosed areas, and will prohibit pets from entering the hills at any time. Compliance with the local “leash law” will also be enforced pursuant to City ordinance and the project’s Specific Plan conditions.

BIO-21 The acreage of the Project Site that is located within the MSHCP Conservation Area shall be dedicated to Conservation in perpetuity.

BIO-22 Prior to the issuance of grading permits, the project proponent will provide a no-interest $2,000,000 loan to the CVCC or its designee upon mutually agreeable terms to acquire Essential bighorn sheep Habitat in the project area. This provision may be revised or substituted for in a manner of equal or greater benefit to the Plan upon mutual agreement of CVCC, the Wildlife Agencies, and the Project proponent.

Workers Environmental Awareness Program

BIO-23 A Qualified Biologist will prepare and present to each employee (including temporary, contractors, and subcontractors) a Worker Environmental Awareness Program (WEAP) prior to the worker's initiation of work on the Project site. Workers shall also be advised by the Qualified Biologist of the special-status wildlife species in the Project site, the steps to avoid impacts to the species and the potential penalties for taking such species. At a minimum, the WEAP will include the following information: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded to these species, penalties for violations of federal and State laws, reporting requirements, and Project features and mitigation measures designed to reduce the impacts to these species and promote continued successful occupation of habitats within the Project area. Included in this WEAP will be color photographs of the listed species, which will be shown to the employees. Following the WEAP, the photographs will be posted in the contractor and resident engineer office, where they will remain through the duration of the Project. The contractor, resident engineer, and the Qualified Biologist will be responsible for ensuring that employees are aware of the listed species and observe reporting and mitigation and avoidance requirements. A record of all trained personnel will be kept with the construction foreman onsite. If new construction personnel are added to the project, the construction foreman will ensure that new personnel receive WEAP training before they start working.

Environmentally Sensitive Areas (ESAs) and Special Status Species and Wildlife

BIO-24 Prior to issuance of grading permit, a qualified biologist will be designated to monitor construction activities and advise construction personnel of the sensitive biological resources on site that may be impacted by, and conversely, that must be avoided during site development. A biological monitor will be on site to monitor avoidance activities and to monitor all clearing and grubbing activities, as well as grading, excavation, and/or other ground-disturbing activities in jurisdictional areas to ensure that impacts do not exceed the limits of grading and to minimize the likelihood of inadvertent impacts on special-status species. The monitor will flush avian species and remove and relocate, if possible, non-avian species to a safe location outside of the immediate construction zone (generally 1,000 feet or more onto public lands, when feasible).

Where appropriate, the biological monitor will mark/flag the limits of environmental sensitive areas (ESAs) to restrict project activities near the areas. These restricted areas will be monitored to protect the species during construction. The biological monitor will ensure that all biological mitigation measures, BMPs, avoidance and protection measures described in the relevant project permits, approvals, licenses, and environmental reports, and CEQA documents, are in place and are adhered to. Monitoring will cease when the sensitive habitats and jurisdictional areas have been cleared or impacted.

The biological monitor will ensure that construction activities will maintain measures to prevent accidental trapping of wildlife into excavated areas and inspect excavated areas daily to detect the presence of trapped wildlife. All deep or steep-walled excavated areas should be covered with plywood or other weight bearing material and will be furnished with escape ramps at a 3:1 slope or are surrounded with exclusionary fencing in order to prevent wildlife from entering them. Trapped wildlife should be relocated out of harm's way to a suitable habitat outside of the project area.

The biological monitor will have the authority to temporarily halt all construction activities and all non-emergency actions if ESAs and special-status species are identified and will be directly impacted. The monitor will notify the appropriate resource agency and consult if needed. If needed, and if possible, the biological monitor will relocate the individual outside of the work area where it will not be harmed. Work can continue at the location if the project proponent and the consulted resource agency determine that the activity will not result in impacts on the species.

All biological monitor observations of special-status species will be documented and mapped in monitoring logs. Monitoring logs will be completed for each day of monitoring. All special-status species recordings will be submitted to the CNDDB.

The biological monitors will be responsible for documenting compliance with avoidance measures, the results of the surveys and the ongoing monitoring, and will provide a copy of the monitoring reports for impact areas to the County EPD and any permitting agencies that require reporting.

The appropriate agencies will be notified if a dead or injured protected species is located within the project site. Written notification will be made within 15 days of the date and time of the finding or incident (if known) and will include: location of the carcass, a photograph, cause of death (if known), and other pertinent information.

BIO-25 Prior to issuance of grading permits and commencement of any ground-disturbing activities or vegetation removal the following measures would be implemented to avoid impacts on ESAs, surrounding habitats, and special status species and wildlife:

a. Project footprint would be set at the minimum size to accomplish necessary work, and the footprint will be of a size/area no greater than is identified in the CEQA documentation, to minimize impacts on sensitive biological resources.

b. Specifications for the project boundary, limits of grading, project related parking, storage areas, laydown sites, and equipment storage areas would be mapped and clearly marked in the field with temporary fencing, signs, stakes, flags, rope, cord, or other appropriate markers. All markers would be maintained until the completion of activities in that area.

c. To minimize the amount of disturbance, the construction/laydown activities, parking, staging, storage, spoil management, and equipment access will be restricted to designated areas. Designated areas will comprise existing disturbed areas (parking lots, access roads, graded areas, etc.) to the extent possible.

d. Designated staging areas will be enclosed with temporary security fencing. All staging areas will comply with conditions in the Stormwater Pollution Prevention Plan SWPPP), which provides BMPs to avoid or mitigate erosion impacts during construction.

e. Project-related work limits would be defined and work crews would be restricted to designated work areas. Disturbance beyond the actual construction zone will be prohibited without site-specific surveys. If sensitive biological resources are detected in an area to be impacted, then appropriate measures would be implemented to avoid impacts (i.e., flag and avoid, erect orange construction fencing, biological monitor present during work, etc.). However, if avoidance is not possible and the sensitive biological resources would be directly impacted by project activities, the biologist would mark and/or stake the site(s) and map the individuals on an aerial map and with a Global Positioning System (GPS) unit. The biologist would then contact the appropriate resource agencies to develop additional avoidance, minimization and/or mitigation measures prior to commencing project activities.

f. ESAs would be identified, mapped, clearly marked in the field, and avoided to the maximum extent practicable in order to avoid and minimize impacts on sensitive biological resources.

g. Existing roads and trails would be utilized wherever possible to avoid unnecessary impacts. Project related vehicle traffic would be restricted to established roads, staging areas, and parking areas. Travel outside construction zones will be prohibited.

h. Monitoring would occur periodically during the length of construction activities to ensure project limits, designated areas (parking, storage, etc.), and ESAs are still clearly marked.

i. Signs will be installed on boundaries of the Project Site and other strategic locations to notify the public of the sensitive biological resources identified onsite and prohibit entry into key high value habitat areas.

BIO-26 Prior to construction, the construction area and adjacent habitat within 500 feet of the construction area, or to the edge of the property if less than 500 feet, will be surveyed by a Qualified Biologist for burrows that could be used by burrowing owl. Two (2) surveys will be conducted, with one survey to be conducted between 14 and 30 days prior to site disturbance, and a second survey to be conducted within 24 hours of site disturbance, following methods described in the *Staff Report on Burrowing Owl Mitigation* (California

Department of Fish and Game 2012). If a burrow is located, the Qualified Biologist will determine if an owl is present in the burrow. If the burrow is determined to be occupied, the burrow will be flagged and a 160-foot buffer during the non-breeding season and a 250-foot buffer during the breeding season, or a buffer to the edge of the property boundary if less than 500 feet, will be established around the burrow. The buffer will be staked and flagged. No construction will be permitted within the buffer until the young are no longer dependent on the burrow.

If the burrow is unoccupied, the burrow will be made inaccessible to burrowing owls, and construction activities may proceed. If either a nesting or escape burrow is occupied, burrowing owls shall be relocated pursuant to accepted protocols and in coordination with the Wildlife Agencies (CDFW and USFWS). A burrow is assumed occupied if records indicate that, based on surveys conducted following protocol, at least one burrowing owl has been observed occupying a burrow on site during the past three years. If there are no records for the site, surveys must be conducted to determine, prior to construction, if burrowing owls are present. Determination of the appropriate method of relocation, such as eviction/passive relocation or active relocation, shall be based on the specific site conditions (e.g., distance to nearest suitable habitat and presence of burrows within that habitat) in coordination with the Wildlife Agencies. Active relocation and eviction/passive relocation require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the Wildlife Agencies.

BIO-27 Prior to the start of construction activities during the nesting season (February 1st through August 31st) in modeled Le Conte's thrasher habitat in the SRSJM Conservation Area, surveys will be Conducted by a Qualified Biologist on the construction site and within 500 feet of the construction site, or to the property boundary if less than 500 feet. If nesting Le Conte's thrashers are found, a 500-foot buffer, or to the property boundary if less than 500 feet, will be established around the nest site. The buffer will be staked and flagged. No construction will be permitted within the buffer during the breeding season (January 15 through June 15) or until the young have fledged.

BIO-28 Vegetation clearing shall be conducted outside of the nesting season, which is generally identified as February 1 through August 31. Alternatively, and only if avoidance of the nesting season is not feasible, a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

BIO-29 *Drainage and Toxics*: Project stormwater runoff will be conveyed eastward toward the Dike 4 impound and away from Project surrounding open space, and SRSJM Conservation Area.

Stormwater retention basins are designed to provide requisite water quality treatment, including bio-remediation. Subsequent engineering will include preparation of a SWPPP that will ensure against increased runoff and protect water quality during and post-construction.

BIO-30 *Artificial Lighting:* Night lighting shall be directed away from adjacent open space and SRSJM Conservation Area to protect wildlife from direct night lighting. Light fixtures adjacent to open space will be shielded and utilize low intensity lighting. If night lighting is required during construction, shielding shall be incorporated to ensure ambient lighting adjacent conservation lands are not increased.

BIO-31 *Noise*: The Project will incorporate setbacks, as specified in the Specific Plan to minimize the effects of noise on wildlife.

BIO-32 *Unauthorized Access*: The Project will incorporate signage, fencing, gates, and similar measures and barriers to inform the hiking public and to avoid or minimize unauthorized access to adjacent open space lands.

BIO-33 ***California Desert Native Plants Act:*** The applicant will collect California Desert Native Plan Act protected plants, including California barrel cactus (*Ferocactus cylindraceus*), Gander's buckhorn cholla (*Cylindropuntia ganderi*), Englemann's hedgehog cactus (*Echinocereus engelmannii*), cottontop cactus (*Echinocactus polycephalus*), beavertail cactus (*Opuntia basilaris*), branched pencil cholla (*Cylindropuntia ramossissima*), ocotillo (*Fouquieria splendens*), catclaw (*Acacia greggii*), blue paloverde (*Parkinsonia florida*), and smoke tree (*Psorothamnus spinosus*) and prioritize reuse of plant materials onsite. A permit from the Agriculture Commissioner of the County of Riverside shall be obtained prior to collection and relocation of these species.

Jurisdictional Areas Avoidance and Protection Measures

BIO-34 Prior to the issuance of grading or building permits for the project, and prior to initiating any work that may impact jurisdictional waters identified in the Travertine Project Biological Resources Assessment, the Project-specific *Delineation of State and Federal Jurisdictional Waters,* Michael Baker International*,* and the off-site utility field assessment prepared by Michael Baker International, dated March 2022, June 2021, and June 2022, respectively, the Project proponent shall provide notice to CDFW and obtain a Lake and Streambed Alteration Agreement as required pursuant to California Fish and Game Code sections 1602-1616.

BIO-35 Impacts to CDFW jurisdictional waters shall be mitigated pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) which will be prepared to identify specific on-site and/or off-site mitigation activities that will be implemented to compensate for unavoidable impacts to CDFW jurisdictional areas. Impacts to non-riparian waters will be mitigated at a minimum 1:1 ratio. Impacts to riparian vegetation will be mitigated at a minimum 1:1 ratio. The HMMP will further identify the mitigation program coordinated with and approved by CDFW, set

mitigation success criteria, and guide a five-year qualitative and quantitative mitigation monitoring program to track mitigation success. Annual reports will be submitted to CDFW each year for five years, summarizing mitigation performance against the success criteria.

Mitigation measures identified above would also be applied to the off-site utility fields when applicable. Mitigation measures specific to the off-site utility field Biological Resources are identified subsequently.

BIO-36: A general biological field survey to document existing conditions and the suitability of habitats within the utility field parcels to support special-status wildlife species such as burrowing owl, which could potentially occur on-site. Regardless of focused survey findings, if suitable habitat for burrowing owl is present, two (2) separate preconstruction surveys are required prior to any ground disturbance, one no less than 14 days prior to disturbance, and the other within 24 hours prior to ground disturbance.

Should take of burrowing owl be expected, a relocation plan and extensive coordination to move animals offsite can be expected.

BIO-37: A regulatory specialist should be consulted to determine if a jurisdictional delineation is necessary. If so, a jurisdictional delineation should be conducted to determine the presence or absence and potential regulatory status of any jurisdictional features should it be determined they may be impacted by installation of water wells and the electric power substation within a proposed impact area. Impacts to jurisdictional features may require regulatory permits from the USACE, RWQCB, and/or the CDFW as applicable.

4.4.7 Level of Significance After Mitigation

With the implementation of **Mitigation Measures BIO-1** through **BIO-37** impacts to biological resources are reduced to less than significant.

4.4.8 References

1. Environmental Protection Agency, May 2020 https://www.epa.gov/laws-regulations/summary-endangered-species-act
2. U.S. Fish and Wildlife Service, May 2020 https://www.fws.gov/endangered/what-we-do/hcp-overview.html (May 2020)
3. City of La Quinta 2035 General Plan, Chapter III Natural Resources, May 2020, October 2022 https://www.laquintaca.gov/business/design-and-development/planning-division/2035-la-quinta-general-plan
4. Coachella Valley Multiple Species Habitat Conservation Plan, May 2020, December 2022 https://cvmshcp.org/plan-documents/

5. CVMSHCP 2019 Annual Report (June 2020)
6. CVMSHCP 2021 Annual Report (April 2022) https://cvmshcp.org/annual-reports/Annual-Report-2021.pdf
7. Travertine Project Biological Resources Analysis, Michael Baker International, (May 2022)
8. Travertine Project Delineation of State and Federal Jurisdictional Waters, Michael Baker International (June 2021)
9. Travertine Project Addendum to Delineation of State and Federal Jurisdictional Waters, Michael Baker International (November 2021)
10. Coachella Valley Conservation Commission Joint Project Review Summary (February 2021)
11. Offsite Utility Field Memo, Michael Baker International (July 2022)

4.5 Cultural Resources

4.5.1 Introduction

This section discusses the cultural resources that may be present in the Project property or in the vicinity. It assesses potential impacts to these resources from Project construction and operation. Cultural resource descriptions and analyses are based on information contained in the *Addendum to the Supplemental Cultural Resources Technical Report for the Travertine Land Development Project* prepared by SWCA Environmental Consultants ("SWCA") in November 2021 ("Cultural Report"). Additional cultural resources studies were completed for the Project property in 2006, 2007, and 2017, also by SWCA. These reports are included in the Appendices of this Draft EIR as **Appendix E.1** and **Appendix E.2**. Additional sources used in the preparation of this section are identified in Subsection 4.5.8, *References*, of this Cultural Resources Section, and **Chapter 8.0, *References,*** at the end of this Draft EIR.

4.5.2 Existing Conditions

Environmental Setting

The Project property is located within the City of La Quinta in the southeastern area of the Coachella Valley. The Valley lies within the Colorado subarea of the Sonoran Desert and is an arid low-desert region. The Project property is located at and near the margins of past stands of ancient Lake Cahuilla that reached elevations of about 42 feet above sea level. Today, the closest water body is the man-made reservoir of Lake Cahuilla located approximately 1.20 miles to the north. The Salton Sea is the most recent stand of Lake Cahuilla and is located 13 miles southeast of the Project property.

The Coachella Valley climate is arid with seasonal temperature extremes and wind patterns. Summer temperatures can reach 125 degrees Fahrenheit (52 degrees Celsius), with frost in the winter and snow in the early spring in the surrounding mountains. The mountains reach elevations of 6,000 – 10,000 feet and create a rain shadow effect in the valley. Due to the rain shadow effect, very little precipitation reaches the eastern slopes or the valley floor. The annual average rainfall is about 3.25 inches with precipitation coming from both winter storms and summer thunder showers. Runoff from the seasonally active streams within washes that empty into the valley quickly sinks into the alluvial fans at the mouths of the canyons.

Cultural Setting

Prehistoric Period

California's southeastern desert region has a long history of human occupation stretching back to the early Holocene circa (ca.) 10,000 years B.C. (Moratto 1984:96-97; Schaefer 1994:64; Sutton et al. 2007:233-237)[1]. Prehistoric culture in this region has been categorized according to periods or patterns that define technological, economic, social, and ideological elements. Within these periods, archaeologists have defined cultural patterns or complexes specific to prehistory within the desert region, including the current Project's Area of Potential Effect (APE).

The chronological framework developed for the Colorado Desert region is divided into three major periods: Paleoindian Period (ca. 10,000-6,000 B.C.), Archaic Period (6,000 B.C. – A.D. 870), and Late Prehistoric Period (A.D. 870 – Historic Contact). The timeframes referenced in the following discussion are presented either in radiocarbon years before present (B.P.) (where "present" is 1950) or calendar dates (years B.C./A.D.), as well as geologic era.

Paleoindian Period (ca. 10,000-6,000 B.C. [12,000-8,000 B.P.])

The precise timing and nature of human migration into North America continues to be a matter of considerable debate (e.g., Adovasio 2002; Dillehay 1997; Jablonski 2002; Swedlund and Anderson 1999), with the first occupation of the continent occurring at the end of the Pleistocene (e.g., Antevs 1995; Major 1988). The environment was cooler and moist, and megafauna such as mammoths, camels, and ground sloths were abundant and exploited by the earliest human migrants. The cultural resources typically associated with this period consists of Clovis and Folsom fluted projectile points, and other lanceolate (lance-shaped), leaf shaped, and stemmed points, including the Lake Mojave and Silver Lake projectile points. Fluted projectile points believed to be Clovis occur in several locales throughout California, including Pleistocene China and Thompson Lakes in the Mojave Desert, though lingering contextual questions prevent affirmation of Clovis technology (Rondeau et al. 2007: 66).

Evidence of human occupation in California prior to 6,000 B.C. is relatively sparse and scattered. Evidence for human occupation of the Colorado Desert during the Pleistocene (2.6 million to 11,000 years ago) and early Holocene (epoch following Pleistocene) is sparse, though this scarcity could reflect adaptation of highly mobile groups to sparse resources as well as the potential result of unstable landforms during the Holocene. At the onset of the Holocene ca. 10,000 B.P., there was significant warming and drying in the Colorado Desert, and hunter-gather groups adapted their subsistence to the changing environment, with lakes and streams in the desert interior gradually drying up.

Archaic Period (ca. 6,000 B.C.-A.D. 870 [8000 -1200 B.P.])

Around 6,000 B.C., the shift in subsistence patterns in tandem with the changing environment placed greater emphasis on plant resources and smaller animal species. Subsistence patterns became more diversified, focusing on gathering in the interior, and maritime resources in the coastal regions

[1] References within the discussion of the cultural setting are provided in the project's supporting cultural reports.

(Erlandson 1997:4). The Archaic period is characterized by this shift to gathering, which resulted in the increased number of ground stone implements in the artifact assemblage, including metates (immobile slabs of rock used as a base for grinding seeds and other plant products) and manos (hand stones used for grinding seeds and other plant products). Within the Colorado Desert, the Archaic period is divided into two sub-periods: the Early Archaic period or Pinto complex (6,000 B.C.–2,000 B.C.), and the Late Archaic period or Gypsum complex (2,000 B.C.–A.D. 870) (Warren 1984; Schaefer 1994; Schaefer and Laylander 2007).

During the Pinto complex occupation sites within the Colorado Desert were most likely temporary, seasonal camps of small, highly mobile groups (Schaefer 1994:64; Warren 1984:414). As with the Paleoindian period, the archaeological record during the same time period is sparse, and it has been suggested that populations withdrew to the margins of the desert and/or concentrated around the few oases still present (Warren 1984:413-414). There is greater evidence for the Pinto complex recovered from the Mojave Desert, with the artifact assemblages for this period characterized by Pinto series projectile points and shaped scrapers, as well as slab metates and manos. The presence of ground stone is the greatest difference from the Paleoindian period.

The Late Archaic period or Gypsum complex coincides with a period of moist climate called the Little Pluvial, with arid conditions returning in the latter half of the period. The archaeology of this period is characterized by cave sites with a wide range of diagnostic projectile points (Warren 1984:416-417). Mortars and pestles appear during this period in addition to the continued use of manos and metates. The bow and arrow was introduced at the end of this period (870 A.D.), and there was an increase in trade goods such as shell ornaments from the Pacific Coast. Recent excavations within the Coachella Valley indicate that occupation of the Colorado Desert was limited to temporary specialized camps around the Holocene Lake Cahuilla (Love and Dahdul 2002:81). These shoreline sites contain the remains of fish, shellfish, and waterfowl. Sites further away from the shoreline suggest a permanent or semi-permanent occupation, with the artifact assemblage consisting of multiple occupation layers of hearths and milling implements, as well as Coso obsidian and shell beads from the Gulf of California. The obsidian and shell beads indicate exchange networks during this period. The overall reduction of size in projectile points indicates a shift from the atlatl and dart to the bow and arrow, the use of which is continued into the Late Prehistoric period.

Late Prehistoric Period (A.D. 870-Historic Contact [1200 B.P.-Historic Contact])

The Late Prehistoric period within Southern California is characterized by a shift in subsistence patterns to what is known among Native American groups during the Historic period. The changes in subsistence, foraging, and land use patterns most likely reflect cultural adaptations in response to shifts in environmental conditions and influences from outside Native American groups. The greatest indicator of this period is the presence of ceramics in the archaeological record beginning ca. A.D. 870 within the Colorado Desert (Love and Dahdul 2002; Schaefer and Laylander 2007:252). Brownware (primitive

pottery) manufactured from upland clay sources and buffware (primitive pottery) from lowland sedimentary clays become increasingly common, with artifacts including clay figurines and pipes. Other indicators of the Late Prehistoric period are Cottonwood Triangular and Desert Side-Notched projectile points, a shift from extended inhumations (burials) to cremations, networks of trail systems with pot-drops and trailside shrines, and the introduction of small-scale agriculture.

The networks of trails are evidence of the importance of trade, travel, and exchange throughout the Southern California deserts. Trail systems within the Colorado Desert are associated with trailside shrines, ceramic pot-drops, and rock art (Schaefer 1994:66).

The subsistence and settlement patterns in the Colorado Desert were influenced by episodes of infilling and recession of the Holocene Lake Cahuilla, with the final recession around A.D. 1580 (Buckles and Krantz 2005; Laylander 1995; Waters 1983). Native populations followed the receding shoreline and continued to exploit the dwindling resources. Near the end of the Late Prehistoric period and into the Historic period, permanent villages, including the Desert Cahuilla Toro village complex of *Mauulmii*, were established on the valley floor and were supported by large walk-in wells and extensive mesquite groves. The *Mauulimii* occupied sites along the alluvial fan of Toro Canyon and settled during the recession of the lake.

Historic Period

The historic period of California is divided into three specific periods: the Spanish period (1769-1822), the Mexican period (1822-1848), and the American period (1848-present). The Spanish period begins with the establishment of settlements in San Diego in 1769 by the Spanish, which included the construction of the 21 missions established between 1769 and 1823 throughout California. The Mexican period begins with Mexico's independence from Spain and ends with the signing of the Treaty of Guadalupe Hidalgo in 1848. The end of the Mexican-American War began the American period with California becoming a territory of the United States.

During the California Gold Rush, thousands of people traveled across the Colorado River into California and through the Colorado Desert to San Jose Valley. With the influx of these gold seekers, cattle were no longer used primarily for hides, and during the cattle boom of the 1850's, rancho cowboys drove large herds from Southern California north to feed the mining and commercial boom in Northern California.

American politics and the need for mild winter route to California resulted in the U.S. Gadsden Purchase of 1854, securing additional lands from Mexico. Surveys in 1857 established the current international border between Mexico and United States, stretching from New Mexico to California (Walker and Bufkin 1986). Wagon roads and railroads were constructed across the Colorado and Mojave Deserts between the 1850's and 1870's, which connected the coastal regions of California with the rest of the United States. Specifically, the Bradshaw Trail was established in 1862 as the first major east-west stagecoach and freight line road through Coachella Valley (Bean 1978:583-584).

History of La Quinta

Historic settlement of the Coachella Valley began in the 1870s with the establishment of railroad stations along the Southern Pacific Railroad. By 1883, there were stations at Banning, Beaumont, Cabazon, Whitewater (later Palm Springs Station), Seven Palms, and Indio. Settlement spread further after public land was opened for claims under the Homestead Act, the Desert Land Act, and other federal land laws. The exploitation of underground water sources allowed farming to dominate the economy in the valley, but it was not until the completion of the All-American and Coachella Branch Canal in 1948-1949 that there was an adequate and reliable water source. The date palm was first introduced around the turn of the twentieth century and came to dominate the agriculture in the area. Starting in the 1920s, the resort industry began to spread through Coachella Valley, bringing resort hotels, equestrian camps, and country clubs, and eventually making the area Southern California's leading winter retreat location (Hruby et al. 2006).

The origin of La Quinta is attributed largely to vacationers. The City's resort industry was born in the 1920s when Walter H. Morgan opened the La Quinta Resort and Club. The resort quickly became popular among Hollywood elite who considered the place a desert oasis. Notably, the first golf course in the Coachella Valley was built at the Resort. In 1982, the City became incorporated, adopting the resort name as the official name of the City. La Quinta was the 19th city in Riverside County to be incorporated.

Martinez Mountain Rockslide District

The Martinez Mountain Rockslide District (MMRD) is located along the Martinez Rockslide landform, south of the Project property. It was determined that the MMRD has a temporal affiliation to the Late Prehistoric period that is significant for the prehistory of the region. During the Late Prehistoric period in Southern California there was a marked shift in subsistence and settlement patterns influenced by episodes of infilling and recession of the Holocene Lake Cahuilla, with the final recession around A.D. 1580. Native populations followed the receding shoreline and continued to exploit the dwindling resources. The greatest indicator of this is the presence of ceramics in archaeological sites beginning ca. A.D. 870, and the networks of trails, which demonstrate the importance of trade, travel, and exchange throughout the southern California desert. Near the end of the Late Prehistoric period and into the Historic period, permanent villages were established on the valley floor and permanent housing, which occurred at rock shelters (such as those in the MMRD). As discussed in greater detail in Section 4.5.4, *Project Impact Analysis (Methodology)*, the Project property developmental area was reduced to avoid the MMRD and cultural resources in the southern boundary.

4.5.3 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) (54 USC 300101 et seq.) instituted a multifaceted program, administered by the Secretary of the Interior, to encourage sound preservation policies of the nation's cultural resources at the federal, State, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Place (NRHP), established the position of State Historic Preservation Officer, and provided for the designation of State Review Boards. The NHPA also set up a mechanism to certify local governments to carry out the goals of the NHPA and created the Advisory Council on Historic Preservation (ACHP).

Section 106 of the NHPA (54 USC 306108) states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in or eligible in the NRHP. After an undertaking is identified, federal agency stakeholders shall consult by notifying the appropriate consulting parties. Consultation is between the federal agency, the State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO), and other consulting parties including but not limited to the ACHP, certified local governments, and members of the general public with an economic, social or cultural interest in the project.

National Register of Historic Places

The National Register of Historic Places (NRHP) was established by the NHPA in 1966 as "an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (36 CFR part 60.2). The NRHP recognizes properties that are significant at the national, State, and local levels. To be eligible for listing in the NRHP, a resource must be *significant* in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess *integrity* of location, design, setting, materials, workmanship, feeling, and association.

A property is eligible for the NRHP if it is *significant* under one or more of the following criteria:

- **Criterion A:** It is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B:** It is associated with the lives of persons who are significant in our past.
- **Criterion C:** It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D:** It has yielded, or may be likely to yield, information important to prehistory or history.

Ordinarily cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be 50 years of age to be considered for the NRHP unless it satisfies a standard of exceptional importance.

In addition to meeting these criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance" (National Park Service 1990). In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, which are defined in the following manner in National Register Bulletin 15:

- **Location:** the place where the historic property was constructed or the place where the historic event occurred;
- **Design:** the combination of elements that create the form, plan, space, structure, and style of a property;
- **Setting:** the physical environment of a historic property;
- **Materials:** the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- **Workmanship:** the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- **Feeling:** a property's expression of the aesthetic or historic sense of a particular period of time; and/or
- **Association:** the direct link between an important historic event or person and a historic property.

State

California Register of Historical Resources

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is "an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" Public Resources Code (PRC) (Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR. According to PRC Section 5024.1 (c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources

Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1:** It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- **Criterion 2:** It is associated with the lives of persons important in our past.
- **Criterion 3:** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- **Criterion 4:** It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California Environmental Quality Act

CEQA also requires lead agencies to determine if a project would have a significant effect in the environment, including significant effects on historical or archaeological resources. Under CEQA Section 21084.1, a project that may cause a substantial adverse change to the significance of a historical resource is a project that may have a significant effect on the environment. CEQA guidelines recognize that historical resources include:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR;
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k), or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and
- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

Archaeological resources may be defined as a historic resource, as described above, and also as a unique archaeological resource (PRC Section 21083.2(g). Unique archaeological resources are those that meet any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.

- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If a lead agency determines that a resource is a historical or unique archaeological resource, then the resource must be protected under CEQA. If a project may cause a substantial adverse change to the resource and avoidance is not feasible, the lead agency must identify measures to lessen the impact to less than significant levels. These criteria are addressed in Section 4.5.4 below.

If resources do not meet the historical or unique archaeological resource criteria contained in the State CEQA Guidelines, the effects of a project on those resources shall not be considered a significant effect to the environment and no further action would be required.

California Health and Safety Code

Section 7050.5 of the California Health and Safety Code provides guidelines prohibiting the disturbance or removal of human remains, including Native American remains or burials. Section 7050.5 specifically requires:

a) Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 if the Public Resources Code (PRC).
b) 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 overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.
c) If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Regional and Local

City of La Quinta Historic Preservation

The City Council reviews nominations of certain structures, sites, and districts of historic significance and makes decisions as to which structures, sites, and/or districts within the City should be designated a Historical Resource of the City.

City of La Quinta General Plan

The City of La Quinta General Plan (2013), includes the following goals, policies and programs relevant to Cultural Resources that would apply to the development of the proposed Project:

Cultural Resources Goals, Policies and Programs

GOAL CUL-1: The protection of significant archaeological, historic and paleontological resources which occur in the City.

Policy CUL-1.2: Assure that significant identified archaeological and historic resources are protected.

4.5.4 Project Impact Analysis

Thresholds of Significance

The thresholds used to evaluate potential impacts to cultural resources are derived from Appendix G of the CEQA Guidelines. The significance determination is based on the recommended criteria set forth in Section 15064.5 of the CEQA Guidelines. For analysis purposes, development of the proposed Project would have a significant effect on cultural resources if it is determined that the Project would:

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 formal cemeteries.

Methodology

Historical resources include properties designated as California Historical Landmarks, Points of Historic Interest, or Riverside County Landmarks, as well as those listed in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historical Resources Inventory or the City's inventory. Archaeological resources are described as cultural resources and provide evidence of past human activity. They are important for scientific, historic, and/or religious reasons to cultures, communities, groups or individuals. Cultural resources are typically evaluated relative to their ability to meet any of the four criteria for the NRHP (A through D) or CRHR (1 through 4). Sites can be eligible for listing to the NRHP or CRHR either individually or as contributors to a larger archaeological district.

SWCA Environmental Consultants ("SWCA") conducted cultural resource investigations in 2004, 2005 2006, 2017, 2019, 2020 and 2021. The investigations were completed to determine whether significant cultural and historical resources are located within the Project site and update the previous cultural reports. The Project property and the Project Area of Potential Effects (APE) was modified following the 2006 and 2017 surveys (**Appendix E.2**). The final APE is shown in **Exhibit 4.5-1, *Project Area of Potential Effects,*** and includes a vertical APE of up to 50 feet below ground surface. The Area of Direct Impact (ADI) is smaller than the APE and comprises the areas where Project property construction and development activities may have a direct impact affect or impact to cultural resources. The total ADI comprises 557 acres of the APE and excludes the archaeological district (Martinez Mountain Rockslide District (MMRD)) and other culturally sensitive areas identified by SWCA in 2017 at the south end of the Project property.

A summary of the methods and results of SWCA's investigations and findings is provided below.

In February 2004, March 2005, and November 2005, SCWA conducted pedestrian surveys of 941 acres of land owned by the Project proponent and one period of limited subsurface testing of prehistoric archaeological sites in July 2005. In February and May 2006, SWCA conducted two informal surveys. This investigation included a record search, performed by Eastern Information Center, University of California, Riverside, on January 15, 2004. A Sacred Lands File search was initiated on December 16, 2003 and completed in September 2006. The Native American Heritage Commission responded on December 23, 2003 and stated that their search failed to indicate the presence of Native American Sacred Lands or traditional cultural properties within the immediate Project area. Based on SWCA's report, no prehistoric or historic-era resources were identified within the Project property. As part of this effort, four local Native American tribes were contacted for comment regarding their knowledge of cultural resource in the area. The Torres-Martinez Desert Cahuilla Indians indicated awareness of several cultural resources in close proximity to the Project property and requested a Native American monitor be present during any ground disturbing activities.

Also during 2007, a report on the status of the vineyards within the Project property was conducted. In addition, a Supplemental Cultural Resources Survey Report was prepared to evaluate the access road from the extension of Madison Street and access road from the extension of Jefferson Street. Results for both areas were negative for prehistoric and historic-era resources. As a result of the surveys, the Specific Plan Land Use Plan and other plans (circulation, infrastructure) were designed to avoid areas that were found to have cultural sensitivity.

In 2019 and 2020, SCWCA conducted a survey of an additional 117 acres, including the 83-acre flood control area long CVWD Guadalupe Dike system and Jefferson Road on the north and west sides of the Project site, a 14-acre linear extension along Madison Avenue, and 20 acres along Avenue 62 east of the Project site and to a CVWD booster pump. Pursuant to BLM's recommendation, SWCA revisited certain sites that had been surveyed in 2006. The surveys consisted of 15-meter transects and a handheld global positioning system (GPS) unit capable of submeter accuracy was used to document newly identified

resources and identify the location of previously recorded sites. Additional field surveys took place in 2019 with SWCA, accompanied by BLM's archaeologist, which was preceded by an earlier walk over of the area by SWCA and BLM's archaeologist.

SWCA also reviewed the results of cultural resource studies that have been conducted within the Project property and a 0.5-mi radius, including the Project off-site utility field area.

2017 Cultural Report

In 2017, SWCA revisited and updated the findings of the 2006 study that was prepared in connection with the previously approved Travertine Specific Plan. As discussed above, between 2006 and 2017, the Project Area of Potential Effects (APE) was modified and reduced from 941 acres to 877.5 acres (**Appendix E.2**). The 2017 investigation resulted in the identification of 29 previously recorded cultural resources located within the new APE, seven of which are located within the area of direct impacts (ADI), where Project construction and development activities will have direct potential to affect or impact cultural resources. Of the 29 resources that intersect the APE, 13 were prehistoric sites including: four ceramic scatters, one habitation site, seven bedrock milling sites, one Native American trail, and one hearth. One of the 29 resources within the APE was a historic site consisting of a single family property. Fifteen of the 29 resources within the APE were prehistoric isolates. However, the 15 isolates were considered ineligible for the NRHP and CRHR. Of the 14 previously recorded sites, nine were previously recommended eligible for the NRHP either individually (one site) or as a contributing element of an archaeological district (Martinez Mountain Rockslide District [MMRD]), three were recommended ineligible, and two were not evaluated. As part of the 2017 study, SWCA formally recorded and assessed an archaeological district MMRD. Due to the MMRD's association with the Late Prehistoric shift in subsistence and settlement patterns that is significant for the prehistory of the region, the MMRD is recommended eligible for listing to the NRHP Criterion A and CRHR Criterion 1. The MMRD is also recommended eligible for listing to the NRHP under Criterion D and CRHR under Criterion 4 because it could yield data that are relevant to the prehistory of the region.

SWCA contacted the NAHC requesting an SLF search as well as contact information for Native American groups or individuals that may have concerns about cultural resources in the Project APE in August 2017. The NAHC responded to the request in a letter dated August 23, 2017, that was received via email. The results of the SLF search were given to the City, which initiated SB 18 and AB 52 compliant Native American consultation program by sending letters to each group or individual provided on the contact list by the NAHC. The letters were mailed on August 28, 2017. See **Section 4.17, *Tribal Cultural Resources,*** for discussion of the Tribal consultation.

2021 Cultural Report

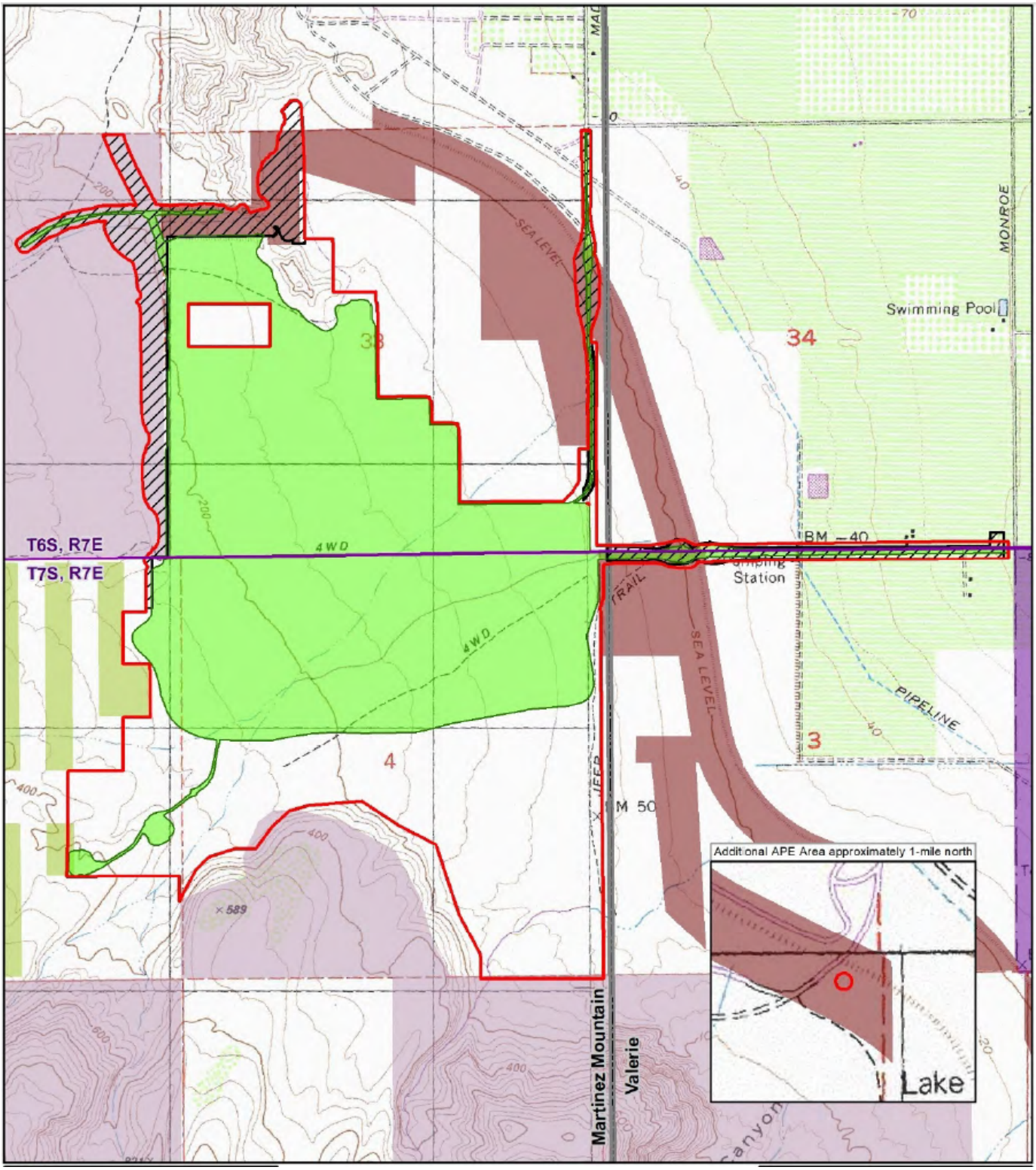
In 2021 SWCA prepared an *Addendum to the Supplemental Cultural Resources Technical Report* (herein referred to as "Cultural Report") to capture additional alterations to the APE. From 2019 through 2021,

the Project APE was expanded to include approximately 117 acres to the north, east, and west of 2017 APE. The current Project APE is approximately 969 acres.

SWCA recorded nine newly identified resources as a result of their updated survey, for a total of seven within the APE and two within the ADI. Of the nine records identified in 2021, three were isolated finds (two prehistoric brownware sherds and one historic-era crushed, bimetal, pull-tab cans) and six were archaeological sites. The six archaeological sites consisted of three historic-era sites (refuse scatter, cans, terra-cotta sherd, milled lumber, and an automobile air filer housing), and three prehistoric sites (brownware pottery sherds and rock scatter).

In addition, SWCA assessed the cultural resources sensitivity of the proposed off-site utility field that will include a IID substation and CVWD well sites within a two-mile radius of the Project property (see **Exhibit 3-3, *Site Location Map*¸** in **Chapter 3.0, *Project Description***). The assessment of the potential parcels was limited to reviewing available literature and information provided by the City of La Quinta and assessing geoarchaeological sensitivity. No formal records search or pedestrian survey was conducted for the off-site utility field.

Since the 2017 report and Native American coordination conducted during the 2017 report, and as a result of the AB 52 and SB 18 consultation initiated by the City, updated Project information and cultural resources findings were provided to Michael Mirelez of the Torres Martinez Desert Cahuilla Indians and Pattie Garcia-Plotkin of the Agua Caliente Band of Cahuilla Indians at their request. Mr. Mirelez and Ms. Garcia-Plotkin provided feedback on resource protection measures in a series of meetings with the Project applicant, the City, and SWCA on September 22, 2020. Ms. Garcia-Plotkin provided a summary of AB 52 consultation and requested resource protection measures in a letter dated September 28, 2020. This consultation and recommendations are discussed in greater detail in **Section 4.17, *Tribal Cultural Resources,*** of this Draft EIR.



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

PROJECT AREA OF POTENTIAL EFFECT
TRAVERTINE
EXHIBIT 4.5-1

Project Impact

a & b. Adverse change in the significance of a historical resource or archaeological resource

Based on the results of archaeological surveys, a total of 46 resources (27 archaeological sites and 19 isolated finds) were identified within the Project APE.

Table 4.5-1 Cultural Resources

Resources	Find/Site	Sites	Status
37 Previously Recorded Resources[1]*	16 Isolate Finds	P-33-008919, P-33-008920, P-33-008921, P-33-011347, P-33-011348, P-33-011349, P-33-011350, P-33-014851, P-33-014852, P-33-014853, P-33-014856, P-33-014857, P-33-014858, P-33-014859, P-33-017754, and P-33-017756	Categorically not eligible for listing in the NRHP and CRHR
	21 Archaeological Sites	P-33-001334, P-33-001340, P-33-001351, P-33-013296, P-33-013297, P-33-014987	Unknown eligibility/have not been evaluated for listing in the NRHP or CRHR
		P-33-001343, P-33-003875, P-33-003876, P-33-005319, and P-33-005321	Not eligible for listing in the NRHP or CRHR
		P-33-001331, P-33-003872, P-33-003873, P-33-003874, P-33-005323, P-33-014844, P-33-014845, P-33-014846, and P-33-014847; P-33-014988	9 Recommended eligible as contributors to the MMRD, 1 individually eligible for listing in the NRHP or CRHR
9 Newly Identified Resources[2]	3 Isolate Finds	SWCA-ISO-44489-1006, SWCA-ISO-44489-1010, and SWCA-44489-ISO-990	Not eligible for listing in the NRHP or CRHR
	6 Archaeological Sites	SWCA-S-44489-1000, SWCA-S-44489-1004, SWCA-S-44489-1005, SWCA-S-44489-1007, SWCA-S-44489-1008, and SWCA-44489-S-999	Recommended not eligible for listing in the NRHP or CRHR

1. "Previously" refers to resources recorded during the 2006 and 2017 searches.
2. "Newly" refers to resources recorded during the 2021 report.

Per the various Project Cultural Reports, of the previously recorded resources that could potentially be adversely impacted by the proposed Project, ten NRHP or CRHR eligible historical or archaeological resources (sites P-33-001331, P-33-003872, P-33-003873, P-33-003874, P-33-005323, P-33-014844, P-33-014845, P-33-014846, P-33-014847; and P-33-014988) have been identified within the APE. However, they were located outside of the Project ADI. SWCA determined that Site P-33-014988, which included prehistoric milling slicks, is individually eligible for listing in the NRHP or CRHR. The remaining nine consist of prehistoric milling slicks, ceramic scatter, bedrock milling station and a habitation site, and are recommended eligible as contributors to the MMRD. SWCA concluded that the nine newly identified resources are not eligible for listing in the NRHP or CRHR.

The proposed Project property avoids impacts to all identified and potentially significant archaeological sites (NHPA historic properties and CRHR historic resources) located within the APE. Specifically, the Project avoids disturbances to all historic properties and historic resources in and near the APE. The area of direct impact, which includes all areas directly affected by Project construction, completely avoids all resources that are eligible either individually or as contributors to the MMRD. These resources are located within the designated open space natural areas (Planning Area 20) and will not be developed, nor will they be affected by Project construction or operation, which allows for their long-term protection and conservation.

Although the Project will avoid impacts to cultural resources, due to the sensitivity of the area the Project applicant shall be required to prepare a monitoring and mitigation program plan to implement strategies for avoiding and minimizing impacts to cultural resources. This includes providing cultural sensitivity training to construction crews, and retaining a qualified archaeologist and/or a compliance officer to implement the mitigation measures and training. Mitigation measures will also include an archaeological and/or Native American monitor during certain ground-disturbing activities. This is required by **Mitigation Measures CR-1** through **CR-3** and **CR-6** and **CR-7.**

If cultural resources are exposed during excavations or other ground disturbances, work in the immediate vicinity of the find must stop until a qualified archaeologist can evaluate the significance of the find. This is required by **Mitigation Measure CR-8**. Additionally, supplemental studies for areas outside the APE, including the off-site utility field (see below), are required, and all unevaluated and NRHP- and CRHR-eligible resources shall be protected from direct Project impacts through avoidance mechanisms (i.e., fencing, designating environmentally sensitive areas). This is required by **Mitigation Measure CR-4** and **CR-5.** Therefore, development of the proposed Project would result in less than significant impacts to cultural resources with the implementation of mitigation measures.

Off-Site Utility Field

Although the specific locations of the off-site utilities have not yet been determined, the general area of the future wells and substation have been subject to a programmatic review conducted during SWCA's 2021 cultural resources analysis (see **Exhibit 3-3, *Site Location Map,*** page 3-6 of **Chapter 3.0** of this Draft EIR). The programmatic review consisted of records searches and a literature review. The records search determined that 47 cultural resources were previously documented in the off-site utility field area studied by SWCA. Of the 47 resources, four sites are recommended eligible for the NRHP and CRHR. Three of the resources were recommended ineligible and the rest (40) have unknown eligibility. The literature review determined that the off-site utility field area is within the traditional territory of the Cahuilla and the contemporary boundaries of the Torres Martinez Indian Reservation. The ethnographic context of the area consisted of Indigenous villages, heavily traversed trails, settlements, and agricultural land uses. Considering the long historic record and historic-era resources in the surrounding area, it is likely some historic-era resources are present within the off-site utility field area. Furthermore, it is

possible that historic-era archaeological resources could be preserved below the ground surface, including areas disturbed by agricultural use, although the probability is higher in undisturbed or deeply buried sediments. Specifically, there is potential to encounter structural remains, features, and artifacts associated with the historic-era agricultural or ranching use of the study area beginning in the 1870s. For these reasons, SWCA finds the potential off-site utility field area has a moderate to high sensitivity for containing historic-era archaeological resources.

Considering the long historic record and large number of historic-era resources surrounding the Project area, it is likely some historic-era archaeological resources could be reserved below the ground surface, including areas disturbed by agricultural use, although the probability is higher in undisturbed or deeply buried sediments. Specifically, there is potential to encounter structural remains, features, and artifacts associated with the historic-era agricultural or ranching use of the study area beginning in the 1870s. It was determined that the off-site utility field has moderate to high sensitivity for prehistoric and historic-period archaeological resources.

Agricultural development since the 1870s may reduce likelihood of encountering intact prehistoric or historic-period Native American archaeological resources within the study area since the highest potential for the presence of prehistoric and historic-period Native American archaeological material is in undisturbed (i.e., native) sediments, which occur below the plow zone. The depth of these sediments has not been confirmed for the study area. However, because of the presence of known resources, the location of the study area within the lakebed, and the likely location of the *Mauulmii* village complex relative to the study area, and the surrounding dense archaeological landscape, the study area appears to have a high sensitivity for prehistoric and historic-era Native American resources.

Therefore, to ensure a programmatic approach to site selection that avoids previously unidentified cultural resources, the completion of a records search at the EIC, an updated Sacred Lands File search, and a pedestrian survey shall be required to confirm the presence or absence of potentially sensitive cultural resources prior to the selection of sites for the CVWD well sites and the IID substation. Additionally, outreach to local tribes to determine if tribal cultural resources may be impacted is recommended. Development should be avoided in designated areas, pursuant to the recommendations of the cultural reports. If the areas identified in the cultural reports cannot be avoided, additional archaeological testing of any known sites to determine boundaries and eligibility for listing in the CRHR and NRHP should be conducted prior to any development activities and monitoring of all ground-disturbing activities is recommended. This is required by **Mitigation Measure CR-4, CR-7,** and **CR-8**.

With the implementation **Mitigation Measures CR-1** through **CR-8**, outlined below, impacts to historical and or archaeological resources as a result of development of the Project and the off-site utility field will be less than significant. Moreover, the proposed distribution lines connecting the substation to other facilities and to the Project would occur within existing rights-of-way, which have already been disturbed. Therefore, the undergrounding of the distribution lines would not result in impacts to cultural resources.

c. Disturbance of any human remains, including those interred outside the formal cemeteries

The Project is not anticipated to disturb any human remains, including those interred outside of formal cemeteries. However, a cremation site has been recorded southeast of the Project property (not within the Project property). Therefore, pursuant to the California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5, in the event of discovery or recognition of any human remains in any located 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 Riverside County Coroner has examined the remains and made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. The Riverside County Coroner must be notified of the find immediately. 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 the Native American Heritage Commission within 24-hours. If the Coroner's Office determines the remains are of modern origin, the appropriate law enforcement officials will be called by the Coroner and conduct the required procedures. Work will not resume until law enforcement has released the area. If the remains are determined to be archaeological in origin, the appropriate protocol is determined by whether the discovery site is located on federally or non-federally owned or managed lands. This is outlined in **Mitigation Measure CR-9**.

If human remains are discovered on the Project site or the off-site utility field, the Project will implement **Mitigation Measure CR-9**, which reduces the Project's impact to less than significant levels.

4.5.5 Cumulative Impacts

California's southeastern desert region has a long history of human occupation, with dates at the start of the early Holocene stretching back to ca. 10,000 years B.C. Therefore, cumulative impacts relating to cultural resources are regional in nature. Build out of the General Plan area, including lands of the proposed Project, has the potential for a substantial cumulative impact to local and regional cultural resources, as analyzed in the General Plan EIR (SCH#2010111094). Development within the Project site would likewise result in cumulatively considerable impacts to cultural resources prior to implementation of **Mitigation Measures CR-1** through **CR-9**. These measures will ensure that the proposed Project would preserve sensitive resources on site, monitor and preclude or minimize impacts any sub-surface resources identified during construction, and comply with federal and State law. Development of other projects within the City and surrounding area would also have the potential to result in impacts to cultural resources. These projects will be subject to the same standard requirements for the protection of cultural resources, mitigation measures (as applicable), and will be required to comply with the same federal and State law as the proposed Project. Although continued development has the potential to cumulatively impact these resources, the continued application of City policies, General Plan policies and programs, federal and State law all will assure that cumulative impacts associated with cultural resources will be less than significant, as concluded in the General Plan EIR, at pp. III-65 through III-67.

4.5.6 Mitigation Measures

CR-1 Prior to any ground-disturbing activities, the Project applicant shall retain a qualified archaeologist, defined as an archaeologist that meets the Secretary of Interior's Standards for professional archaeology, to carry out all mitigation measures related to cultural resources. Tribal monitoring of site disturbance will also be accommodated.

CR-2 The Project applicant shall assign a compliance officer for the Project to ensure mitigation measures are in place and followed for the duration of Project construction. The compliance officer should prepare a monthly compliance report for distribution to the City, BOR, BLM, and interested Native American groups. The compliance officer may be the same person as the Project archaeologist or may be another qualified individual designated by the Project applicant.

CR-3 Prior to the commencement of ground disturbance, a Tribal Cultural Resources Monitoring and Mitigation Plan (Monitoring Plan) shall be prepared. The Monitoring Plan shall include, but not be limited to: principles and procedures for the identification of cultural resources monitoring protocols consistent with **CR-1, CR-2** and **CR-7** for ground-disturbing activities, a worker training program consistent with **CR-6**, and discovery and processing protocols for inadvertent discoveries of cultural resources consistent with **CR-7** and **CR-8**. The plan shall detail protocols for determining circumstances in which additional or reduced levels of monitoring (e.g., spot checking) may be appropriate. Fencing with a buffer shall be placed around resources to be avoided. The Monitoring Plan shall also establish a protocol for communicating with the lead agencies and interested Native American parties.

CR-4 Prior to ground-disturbing activities in any areas outside the APE described in the Project EIR, **Exhibit 4.5-1**, including but not limited to locations proposed for the off-site utility field, a supplemental study including an updated records search at the EIC, updated Sacred Lands File search, and pedestrian survey, shall be conducted. If resources are identified and cannot be avoided, they shall be assessed for their eligibility for the NRHP and CRHR. Avoidance and minimization measures identified as a result of the study shall be incorporated into the Monitoring Plan.

CR-5 In the event of unanticipated discovery of NRHP- and CRHR-eligible resources within the APE or the off-site utility field, where operationally feasible, such resources shall be protected from direct project impacts by project redesign (i.e., relocation of the ground disturbance, ancillary facilities, or temporary facilities or work areas). Avoidance mechanisms shall include temporary fencing and designation of such areas as environmentally sensitive areas (ESAs) for the duration of the proposed Project. ESAs shall include the boundary of each historic property plus a 30-meter (98-foot) buffer around the resource.

CR-6 Prior to the commencement of ground-disturbing activities, typically at the Project kick-off, the qualified archaeologist or their designee will provide cultural sensitivity training to construction crews. The training will provide information on signs of potential cultural resources, regulatory requirements for the protection of cultural resources and the proper procedures to follow should unanticipated cultural resources discoveries be made during construction. Workers will be provided contact information and protocols to follow if inadvertent discoveries are made. Workers will be shown examples of the types of tribal cultural resources that might be encountered and that would require notification of the project archaeologist. The Project archaeologist shall create a training video, PowerPoint presentation, or printed literature that can be shown to new workers and contractors for continuous training throughout the life of the Project.

CR-7 Prior to ground disturbance, an archaeological monitor, working under the supervision of the qualified archaeologist, and Native American monitors from the Agua Caliente Band of Cahuilla Indians and the Torres Martinez Desert Cahuilla Indians, shall be retained to monitor ground-disturbing activities. Monitoring will take place within or near ESAs or in other areas agreed upon by the archaeologist, City, and Native American monitor, and as identified in the Monitoring Plan. Monitoring activities will include examining the excavation of native soils as well as the disposal of spoils in certain areas. The duration, timing and location of the monitoring shall be determined by the City in consultation with the qualified archaeologist and Native American monitors as outlined in the Monitoring Plan. Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer. Additionally, fencing with a buffer shall be required around resources to be avoided.

CR-8 In the event that cultural resources are exposed during excavation, work in the immediate vicinity of the find must stop until a qualified archaeologist can evaluate the significance of the find. Ground-disturbing activities may continue in other areas. For discoveries located outside of BLM land, if the City determines, in consideration of the subsequent analysis by the qualified archaeologist, that the resource is a protected resource under CEQA (Section 15064.5f; PRC 21082) additional work such as testing or data recovery may be warranted prior to resumption of ground-disturbing activity in the location of discovery. For discoveries located on BLM-land, if the BLM determines, in consideration of the subsequent analysis by the qualified archaeologist, that the resource is protected under Section 106 of the NHPA, additional work such as testing or data recovery may be warranted prior to resumption of ground-disturbing activity in the location of discovery. Should any tribal cultural resources be encountered, additional consultation with California Native American Heritage Commission

(NAHC)–listed tribal groups should be conducted in coordination with the City and/or with the BLM and BOR if the discovery occurs on federal lands.

CR-9 If human remains are encountered, pursuant to State of California Health and Safety Code Section 7050.5, no further disturbance shall occur until the Riverside County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Riverside County Coroner must be notified of the find immediately. Additional procedures for responding to the unanticipated discovery of human remains are outlined below.

Modern Remains

If the Coroner's Office determines the remains are of modern origin, the appropriate law enforcement officials will be called by the Coroner and conduct the required procedures. Work will not resume until law enforcement has released the area.

Archaeological Remains

If the remains are determined to be archaeological in origin, the appropriate protocol is determined by whether the discovery site is located on federally or non-federally owned or managed lands.

Remains Discovered on Federally Owned or Managed Lands

After the Coroner has determined that the remains are archaeological or historic in age, the appropriate BLM Palm Springs Field Office or BOR archaeologist must be called. The archaeologist will initiate the proper procedures under the Archaeological Resources Protection Act and the Native American Graves Protection and Repatriation Act (NAGPRA). If the remains can be determined to be Native American, the steps as outlined in NAGPRA, 43 Code of Federal Regulations [CFR] 10.6 Inadvertent discoveries, must be followed.

Resumption of Activity: The activity that resulted in the discovery of human remains on federal lands may resume after a written, binding agreement is executed between the BLM or BOR and federally recognized affiliated Indian Tribe(s) that adopts a recovery plan for the excavation or removal of the human remains, funerary objects, sacred objects, or objects of cultural patrimony following 43 CFR Section 10.3(b)(1) of these regulations. The disposition of all human remains and NAGPRA items shall be carried out following 43 CFR 10.6.

Remains Discovered on Non-Federally Owned/Managed Lands

After the Coroner has determined the remains on non-federally owned or managed lands are archaeological, the Coroner will make recommendations concerning the treatment and disposition of the remains to the person responsible for the excavation or discovery, or to his or her authorized representative. If the Coroner believes the remains to be those of a Native American, he/she shall contact the California NAHC by telephone within 24 hours. The NAHC will notify the person it believes to be the most likely descendant (MLD) of the remains. The

MLD has 48 hours after accessing the site of the discovery to make recommendations to the landowner for treatment or disposition of the human remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from further disturbance. If the landowner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

4.5.7 Level of Significance After Mitigation

Mitigation Measures CR-1 through **CR-9** have been prepared to ensure the protection of known and unknown cultural resources. The measures also reflect the results of AB52 consultation with the Agua Caliente Band of Cahuilla Indians, the Torres Martinez Desert Cahuilla Indians, and the City. With the implementation of **Mitigation Measures CR-1** through **CR-9** impacts to cultural resources will be reduced to less than significant, and the proposed Project will not have an adverse effect or a significant impact on cultural resources.

4.5.8 References

1. *Cultural Resources Inventory and Evaluation for the Travertine Development Project;* prepared by SWCA Environmental Consultants, September 2006.
2. *Phase I Report on Vineyard Acreage within Section 33 of the Proposed Travertine Development Project,* prepared by SWCA Environmental Consultants, June 2007.
3. *Supplemental Cultural Resources Technical Report for The Travertine Development;* prepared by SWCA Environmental Consultants, December 2017.
4. *Addendum to Supplemental Cultural Resources Technical Report for the Travertine Land Development Project;* prepared by SWCA Environmental Consultants, November 2021.

4.6 Energy Resources

4.6.1 Introduction

This section describes the existing energy resources setting, identifies the significance of the potential impacts from implementation of the proposed Project on energy resources. Information for this section was obtained from the *Travertine Specific Plan Greenhouse Gas Analysis*, November 2021 (**Appendix H**). Calculations within the project's Greenhouse Gas Analysis were provided by CalEEMod Version 2016.3.2 (also included in **Appendix H**). Project operational energy was calculated using the recently updated CalEEMod Version 2022.1 software and is included in the *Air Quality and Greenhouse Gas Assessment Memorandum* (**Appendix C.2**). A *Supplemental Energy Memo* has been included as **Appendix F** to outline the calculations utilized in this analysis. Additional documents relevant to the analysis of energy resources were provided by the City of La Quinta, including the *La Quinta General Plan*, *General Plan EIR,* and *La Quinta Greenhouse Gas Reduction Plan*.

Section 4.3, *Air Quality*, **Section 4.8, *Greenhouse Gas Emission***, **Section 4.16, *Transportation,*** and **Section 4.18*, Utilities and Service Systems***, of this Draft EIR provide further discussion regarding the Project's estimated energy use and infrastructure, as well as any associated environmental impacts. This portion of the Draft EIR primarily concentrates on energy consumption via electricity, natural gas, and mobility-related petroleum (gasoline and diesel fuel).

4.6.2 Existing Conditions

Energy sources are made available to the City of La Quinta by private and public agencies. Major energy providers include Imperial Irrigation District (IID), and the Southern California Gas Company (SoCalGas). Electricity and natural gas are the primary sources of energy in the City of La Quinta. The Project property is currently vacant and is not currently served by electric or natural gas facilities. A cultivated vineyard once occupied approximately 220 acres of the Project property but has been abandoned since 2007.

4.6.3 Regulatory Setting

Federal

Corporate Average Fuel Economy Standards

First established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) Standards reduce energy consumption by increasing the fuel economy of passenger cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (USEPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must

be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need to conserve energy.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased Corporate Average Fuel Economy standards for motor vehicles, the EISA includes other provisions related to energy efficiency: (1) Renewable Fuel Standard (RFS) (Section 202); (2) Appliance and Lighting Efficiency Standard (Sections 301-325); and (3) Building Energy Efficiency (Sections 411-441). This federal legislation requires ever-increasing levels of renewable fuels to replace petroleum.

State

California Assembly Bill 32 (AB 32)

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. In November 2007, CARB completed its estimates of 1990 GHG levels. Net emission 1990 levels were estimated at 427 million metric tons (MMT). Accordingly, 427 million $MTCO_2e$ equivalent was established as the emissions limit for 2020.

Senate Bill 32, California Global Warming Solutions Act of 2006

Senate Bill 32 (SB 32) was enacted in 2016, a decade after AB 32. SB 32 extended the horizon year of the state's codified GHG reduction planning targets from 2020 to 2030, requiring California to reduce its GHG emissions to 40 percent below 1990 levels by 2030. SB 32 allows CARB to enact further regulations to reduce emissions.

Renewable Portfolio Standards

Renewable Portfolio Standards (RPS) are policies designed to increase the use of renewable energy sources for electricity generation. These policies require or encourage electricity suppliers to provide their customers with a stated minimum share of electricity from eligible renewable resources. Established in 2002, California's RPS requires electricity providers (i.e., utilities, cooperatives, and community choice aggregators) to ensure that renewable energy constitutes a specified minimum portion of their electric load. Generation must be procured from RPS-certified facilities. The CEC verifies RPS claims.

The goals of the RPS include displacing fossil fuel use, building renewable power plants, reducing GHG emissions, ensuring reliable operation of the electrical grid, and promoting customer affordability

through stable customer rates. The RPS program has helped California reduce GHG emissions from electric power generation even as the state's population and economy have continued to grow.

Senate Bill 1078, California Renewable Portfolio Standard Program

Senate Bill 1078 (Pub. Util. Code § 387 et al.) established the RPS in 2002. The bill required electricity providers to increase procurement of electricity from renewable energy sources by at least one percent per year with the goal of reaching 20 percent renewables by 2017.

Senate Bill 107

In 2006, Senate Bill 107 (Pub. Util. Code § 399.15 et al.) accelerated the 20 percent RPS requirement from 2017 to 2010.

Senate Bill 2

In 2011, Senate Bill 2 (1X) increased the RPS to 33 percent renewables by 2020 with compliance period targets of 20 percent by 2013 and 25 percent by 2016.

Senate Bill 350, Clean Energy and Pollution Reduction Act

In 2015, Senate Bill 350 extended the RPS to 50 percent by 2030, with interim targets of 40 percent by 2024 and 45 percent by 2027. In addition, the bill requires that 65 percent of RPS procurement must be derived from long-term contracts (10 years or more) starting in 2021.

Senate Bill 100, 100 Percent Clean Energy Act of 2018

In 2018, Senate Bill 100 increases the RPS to 60 percent by 2030, with new interim targets of 44 percent by 2024 and 52 percent by 2027 as well. The bill further requires that all of the state's electricity come from carbon-free resources (not only RPS-eligible ones) by 2045.

Assembly Bill 1279 (2022), The California Climate Crisis Act

Senate Bill 1279 codifies the statewide carbon neutrality goal to dramatically reduce climate pollution. Approved in 2022, the legislation establishes a legally binding goal for California to achieve statewide carbon neutrality as soon as possible, and no later than 2045, and establishes an 85% emissions reduction target as part of that goal.

Senate Bill 1020 (2022), Clean Energy, Jobs, and Affordability Act

Approved in 2022, Senate Bill 1020 establishes a pathway toward the state's clean energy future by establishing clean electricity targets of 90% by 2035 and 95% by 2040 with the intent of advancing the state's trajectory to the existing 100% clean electricity retail sales by 2045 goal.

California Code of Regulations Title 13, Section 2449(d)(3) and 2485

The California Air Resources Board (CARB) is responsible for enforcing California Code of Regulations (CCR) Title 13 Sections 2449(d)(3) and 2485, which limit idling from both on-road and off-road diesel-powered equipment.

CARB Scoping Plan

Please refer to Section 4.8.3 (***Greenhouse Gas Emissions***) for a detailed description of CARB Scoping Plans..

CCR Title 24

Located in CCR Title 24, Part 6 and commonly referred to as "Title 24", these energy efficiency standards were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The goal of Title 24 energy standards is the reduction of energy use. In August 2021, the CEC adopted the 2022 Building and Energy Efficiency Standards. This code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more.

Title 24 also includes Part 11, known as California's Green Building Standards (CALGreen). The CALGreen standard took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential, and State-owned buildings, as well as schools and hospitals.

California Solar Mandate

In 2018, California created a mandate that new single family homes and multifamily dwellings up to three stories high, must install solar panels. The California Solar Mandate took effect on January 1, 2020, and is part of California's Title 24 building codes. In 2023, the California Energy Commission released new requirements associated with the California Solar Mandate, which includes new requirements for solar PV, battery storage, and EV charging to encourage the installation of onsite clean energy for new buildings.

State Vehicle Standards

The CARB Advanced Clean Cars program for passenger vehicles and light trucks serves to reduce petroleum consumption by increasing the operating efficiencies of vehicles and accelerating the penetration of plug-in hybrid and zero-emission vehicles in California. While such regulations primarily are adopted to reduce air pollution, co-benefits in the form of reduced petroleum consumption are common.

Executive Order S-03-05

On June 1, 2005, Governor Schwarzenegger signed Executive Order S-03-05, requiring the Secretary of the California EPA to report to the Governor and the state legislature by January 2006, and every two years afterward, on the impacts to global warming to California.

Executive Order B-30-15

In April 2015, Governor Edmund Gerald Brown signed Executive Order (EO) B-30-15 establishing a new interim greenhouse gas reduction target of 40 percent below 1990 levels and directing state agencies to take additional actions to prepare for the impacts of climate change. The EO requires consideration of climate change impacts in the State's Infrastructure Investment Plan and in all state planning and investment decisions. The EO also sets principles for the states action to address climate impacts and calls for monitoring of State progress.

Executive Order B-55-18

Executive Order B-55-18 was signed in 2018 and commits the State to achieving a just and equitable transition to carbon neutrality by 2045. Achieving EO B-55-18 requires both significant reductions in greenhouse gas emissions and removal of carbon dioxide from the atmosphere, including sequestration in forests, soils, and other natural landscapes.

Executive Order N-79-20

In September 2020, California Governor Gavin Newsom signed Executive Order N-79-20 setting a State goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. EO N-79-20 also sets the goal of 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks

California Energy Commission

The California Energy Commission (CEC) is the State's primary energy policy and planning agency and plays a critical role in implementing and creating policies and programs to create a low-carbon economy. According to the CEC's Energy Consumption Database, the State of California consumed approximately 279,510 gigawatt hours (GWh) of electricity in the most recent available year, 2020. Electricity demand in California is projected to rise to approximately 354,209 GWh (high energy demand) in 2030. The State produces approximately 82 percent of its electricity and imports the remaining 18 percent. The California Independent System Operator (ISO) governs the transmission of electricity from power plants to utilities.

Regional and Local

Imperial Irrigation District

IID is the sixth largest electrical utility in California, serving more than 150,000 customers. The IID energy service territory covers 6,471 square miles, including all of Imperial County along with parts of Riverside and San Diego counties. According to the CEC Energy Consumption Database, approximately 3,678.6 GWh were consumed in IID's service area in 2020. IID provides residents and businesses in its service area with various assistance and renewable energy programs.

Imperial Irrigation District 2018 Integrated Resource Plan (IRP)

The IRP identifies IID's resource portfolio at least through 2030 and beginning in 2018 and, pursuant to state law, addresses the best of mix of resources, IID's compliance with the RPS and emissions laws, and operational flexibility and effectiveness in renewable integration, among other topics. The IRP addresses IID's objectives to create supply plan solutions that meet current and future customer needs, create a system stability and reliability plan that ensures greater grid resilience, creates a renewable energy and emissions reductions plan, and creates an energy efficiency plan. With respect to energy efficiency, the IRP sets forth various goals, including implementing energy efficiency programs necessary to reduce load by at least 5 percent by 2020, adjust this goal annually as necessary to comply with state law, provide positive impact on utility cost by stabilizing energy consumption and reducing purchases of expensive peak power, ensuring the program portfolio is cost effective, assist residential developers to meet the title 24 "zero net energy" standards, and provide customers the opportunity to improve the environment by conserving energy and/or acquiring renewable energy, and increasing the awareness of energy efficiency and utilization through effective promotion of programs and energy issues and providing a forum for customer adoption of energy effective habits through energy education. The IRP also identifies the need to adopt energy efficiency targets consistent with State law.

IID Green Energy Rate Program

IID has developed a new Green Energy Rate Program that allows customers to designate how much renewable energy they will utilize. In 2018, IID planned to serve its customers with 35 percent renewable energy. Customers who elect participation in the new Green Energy Rate Program, can choose to be served with an even greater percentage of renewables, up to 100 percent. For participants, it is estimated to increase customers' per kilowatt-hour rate by $0.013 to $0.02. The monthly rate will fluctuate based on IID's cost to procure renewable resources.

The program is open to all electric customers, with an exception for customers who have installed on-site renewable systems or wholesale power customers receiving standby service.

The district has allocated 5 megawatts in the initial offering of the program; however, additional megawatts may be added if customer demand warrants an increase. IID has invested millions of dollars in incentives to help customers take part in its renewable energy programs, including issuing rebates,

weathering homes, tuning-up AC units and offering savings on energy and excess power sold to IID through net metering and net billing programs.

Residential Energy Assistance Program

IID's Residential Assistance Program provides income-qualifying customers with a 20 percent discount on their electric bill. IID also offers a 30 percent REAP discount to qualifying customers age 62 or older. Participants who are 62 or older need to reapply for REAP every two years, while all other participants must reapply annually.

eGreen Program

The eGreen Program was customized to bring renewable solar clean energy to low-income families without the need for on-site installation. No enrollment is required. REAP customers will automatically be enrolled in IID's eGreen program. The eGreen program provides up to 5 percent additional discount to REAP customers' monthly electric bills.

Emergency Energy Assistance Program

IID's Emergency Energy Assistance Program (EEAP) was established to assist customers who face disconnection for non-payment. EEAP payment assistance is available quarterly to those who participate in the REAP program, and customers may qualify for up to $75 off their electric bill during the 1st and 4th quarter, and up to $125 during the 2nd and 3rd quarter.

Energy Consumers Advisory Committee

IID's Energy Consumers Advisory Committee (ECAC) was established in 1994 and provides advice and recommendations to the IID Board or Directors regarding fiscal, strategic planning, and Board policy matters that affect the Energy Department. Since the time of its inception, the ECAC has acted in an advisory capacity to the Board recommending actions on a variety of topics, including budget needs, capital expenditures and pilot program needs.

The committee was recently reconstituted and is now comprised of 20 representatives. In the Imperial Valley, each director is responsible for the selection of two appointees for his or her division – totaling 10 representatives. The Coachella Valley is also represented by 10 members; however, they are nominated by the cities and the County of Riverside. Indio, La Quinta, and Coachella are allowed two nominations each, while Palm Desert and Rancho Mirage share a delegate. The unincorporated areas are served by three representatives nominated by the county. After nomination, each representative is then ratified by the IID board.

City of La Quinta Greenhouse Gas Reduction Plan

In 2012, as part of the La Quinta General Plan (LQGP) Update, a Greenhouse Gas (GHG) Reduction Plan was prepared. 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 the goal to reduce carbon dioxide emissions (CO2e) to 10 percent below 2005 levels by 2020 and 28 percent below 2005 levels by 2035. The communitywide GHG trend under business-as-usual conditions for the 2005 baseline level is 460,946 metric tons of CO2e, the 2020 reduction target of 414,852 metric tons of CO2e, and the 2035 reduction target of 331,881 metric tons of CO2e.

La Quinta Municipal Code

Similar to the GHG Reduction Plan and the 2035 LQGP, the City's Municipal Code also includes provisions that encourage the use of alternative transportation means that reduce the use of non-renewable energy and the use of energy efficient appliances and building design standards. The following list includes some of these provisions:

- Section 8.14.010, Adoption of the California Energy Code requires that new development implement energy efficiency building practices.
- Chapter 9.180, Transportation Demand Management, which is intended to protect the public health, safety and welfare by reducing air pollution, traffic congestion and energy consumption attributable to vehicle trips and vehicle miles traveled.

La Quinta General Plan

The City of La Quinta is committed to reducing energy demand and consumption within the City. According to the Livable Community Element in the 2035 La Quinta General Plan (LQGP). Reducing energy consumption will contribute to reducing the amount of air pollutants and greenhouse gases generated by the production of electricity and natural gas. In order to reduce energy consumption in the City, the LQGP outlines various goals, policies and programs for energy efficient buildings within their City. Energy efficiency is emphasized in the Circulation, Sustainable Community, Air Quality and Energy Elements in the LQGP.

Electricity

According to the LQGP Environmental Impact Report (EIR), buildout of residential and commercial uses in the GP area will result in electrical consumption of approximately 1,088,371,637.12 kiloWatt hours (kWh) per year. Residential uses will account for 530,867,194 kWh/year of this amount, while commercial uses will consume 557,504,443.12 kWh/year.

Natural Gas

According to the LQGP EIR, at City build-out, residential units will use approximately 919,426,079 cubic feet (cf) of natural gas per year (cf/year), and commercial uses will consume approximately 512,618,978.28 cf/year. At buildout, all development in the residential and commercial land uses within the City's General Plan Planning Area is expected to consume approximately 1,432,045,057.28 cf/year at buildout.

Alternative Energy

The City's abundant sunshine makes solar energy use the most promising alternative energy production method for the future. In the past, consumer-level solar energy systems were costly. During the life of the GP, it can be expected that solar energy use for residences and businesses will increase substantially.

Petroleum

According to the Livable Community chapter of the LQGP, emissions from automobiles are the single largest contributor to the City's air pollution. As the City works toward being more self-sustaining, protecting its air quality must be considered. The City's GHG Reduction Plan includes a number of strategies to reduce the amount of air emissions from motor vehicles, all of which are designed to help to reduce emissions. Examples include:

- The replacement of City and private gasoline vehicles with electric vehicles.
- Synchronizing traffic signals to improve traffic flow and reduce idling.
- Expanding multiuse paths and golf cart routes.

A large part of the effort toward reducing petroleum consumption involves enabling alternative modes of transportation (such as trails for pedestrians and bicyclists, golf cart and Neighborhood Electric Vehicles), enhancing access to public transit, and improving connections between residences and these alternative modes of transportation. Alternative modes of transportation also include ride-sharing, carpooling, vanpooling, public transit, and using hybrid or electric vehicles.

4.6.4 Project Impact Analysis

Thresholds of Significance

The following thresholds or criteria are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064 of the CEQA Guidelines. For analysis purposes, development of the project would have a significant effect on energy resources if it is determined that the project will:

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?

Methodology

The analysis in this section relies on the energy calculations conducted to prepare the Project-specific *Greenhouse Gas Analysis* (referred to as "GHG Analysis" herein) and the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 Modeling Data and 2022.1, provided by Urban Crossroads, Inc. The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released the latest version of the CalEEMod Version 2022.1 in May 2022. The Urban Crossroads, Inc. AQ and GHG Assessment Memorandum ("AQ and GHG Memo") is attached as **Appendix H** of this Draft EIR.

CalEEMod is a Statewide land use emissions computer model designed to provide a uniform platform to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from land use projects.

In order to calculate the Project's energy demand, Urban Crossroads ran multiple CalEEMod models which included: (1) Annual Construction Emissions and (2) Proposed Project Operational Emissions.

Full buildout of the Project will include 758 single family detached residential homes, 442 duplex residential units, a 100-room resort hotel, and other resort/golf facilities. The resort/golf facilities would consist of golf practice (4-holes) and driving range, golf academy, banquet facility and restaurant, and passive outdoor use on slopes. Per the GHG Analysis, the anticipated physical construction phase completion dates area as follows:

- Phase 1: 2026
- Phase 2: 2029
- Phase 3: 2031

In addition to the 855-acre development, the Project proposes an off-site utility field for the development of five domestic water wells to be owned and operated by CVWD and a 2.5-acre electric power substation to be owned and operated by IID, which was factored into the Project energy demand analysis.

Project-related construction activities were categorized in the Project-specific GHG Analysis to include:

- Phase A Grading Activities – Crushing; Madison EVA with Water Line; Grading and Tank Construction; Avenue 62 with Water Line.
- Water Well Construction – Site Preparation; Trenching; Building Construction.
- Substation Construction – Demolition; Grading; Building Construction.
- Phase B Grading Activities – Crushing; Grading; Jefferson with Water Line.
- Physical Construction – Site Preparation; Grading; Building Construction; Paving; Architectural Coating.

Fuel consumption by construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files. Fuel consumption from construction worker and vendor trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) were then calculated for each type of construction-related trip and divided by the corresponding miles per gallon emissions factor using the USEPA's Greenhouse Gas Equivalency Calculator.

The Proposed Project Operational model is based on total Project buildout. Annual consumption of electricity and natural gas was calculated using demand factors provided in CalEEMod as part of the GHG Report, is included as **Appendix H** and is discussed in **Section 4.8, *Greenhouse Gas Emissions,*** of this Draft EIR. Daily Trip Generation and vehicle miles traveled used in the analysis were also based on the inputs from the *Travertine Specific Plan Traffic Impact Analysis*, also prepared by Urban Crossroads, Inc. (**Appendix M.1**). Based on the VMT calculations, gasoline and diesel consumption rates were estimated for Project operation. Project-related energy consumption, via electricity, natural gas, and petroleum-based fuels, is analyzed below in the discussion of Project impacts. Supplemental tables and a summary of the formulas utilized to determine Project-related petroleum consumption is included as **Appendix F** of this Draft EIR (see "Supplemental Energy Memo").

The analysis of the significance of the Project's energy demand was also informed by the factors identified in Appendix F (Energy Conservation) of the State CEQA Guidelines. Specifically, and as relevant to this Project, Appendix F recommends the following energy topics be analyzed in the EIR:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, and maintenance. See following Greenhouse Gas Analysis subheading and **Appendix F**, *Supplemental Energy Memo*.
- The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- The degree to which the project complies with existing energy standards.
- The effects of the project on energy resources.
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Project Impacts

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation

As discussed under heading 4.6.2, *Existing Conditions* the Project property is currently undeveloped, although it once had an electric power distribution line that powered an on-site well during the period

of vine cultivation. Electricity and natural gas will be provided to the project site by Imperial Irrigation District (IID) and the Southern California Gas Company (The Gas Company or SoCalGas), respectively.

Construction Energy Impacts

During construction of the proposed Project, energy resources would be consumed in the form of electricity, provided by IID, and fossil fuels. Electricity consumed is associated with the conveyance of water used for dust control, lights, electronic equipment, or other construction equipment necessitating line-source and dedicated sources of electrical power. Fossil fuel consumption is associated with the wide variety of construction equipment to be used on the Project site, including construction worker travel and materials removal and delivery. Construction activities, including new buildings and facilities, typically do not involve the consumption of natural gas.

Electricity

During grading and construction, the Project's electricity demand will be limited. Energy used to pump water, power security and other lighting, and for incidental purposes, will result in electricity consumption during grading and construction. A total of approximately 191,088.1 kWh of electricity is anticipated to be consumed during construction (GHG Report, **Appendix H,** and Supplemental Energy Memo, **Appendix F**). This estimate is based on the water for dust control and soils preparation and compaction, based on total days of grading, acreage disturbed, daily water usage factors and supply water electricity intensity factor. See Table 1, *Summary of Electricity Use During Construction*, in **Appendix F,** which estimates electricity consumed during each phase of construction, based on CalEEMod outputs.

The electricity demand at any given time would vary throughout the construction period based on construction activities being performed. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Once construction activities are complete, electricity demand will transition to operational power demand. The estimated construction-related electricity usage represents approximately 1.71 percent of the Project's estimated annual operational demand, as discussed below.

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 electrical demand of 191,088.1 kWh over the course of nine years of Project construction, the Project construction would cumulatively account for less than approximately 0.004 percent of IID's total estimated demand in 2031.

Natural Gas

Natural gas will not be used during construction of the Project. Fuels used for construction would primarily consist of petroleum distillates, including diesel and gasoline fuels, which are discussed below.

Transportation Energy

Fossil fuels used by construction equipment would be the primary energy resource expended over the course of construction, while travel associated with the transportation of construction materials and construction worker commutes would also result in fossil fuel consumption. Heavy-duty construction equipment would rely on diesel fuel. It is assumed that construction workers would travel to and from the Project property in gasoline-powered passenger vehicles.

Fossil fuel consumption from construction equipment was estimated by converting the total CO2 emissions from each construction phase (i.e., site preparation, grading, building construction, paving, and architectural coating) to gallons using the conversion factors discussed above.

Construction Worker Gasoline Demand: The demand of gasoline for construction worker trips to and from the Project site during construction of the proposed on- and off-site facilities would result in a total demand of 147,652.6 gallons of gasoline (see Table 2, *Construction Worker Gasoline Demand*, in **Appendix F**).

Construction Vendor Diesel Demand: The demand of diesel fuel for construction vendor trips to and from the Project site are associated with the delivery of construction materials during the building construction phase. Construction vendors are estimated to consume 55,129.1 gallons of diesel fuel during Project construction of on- and off-site development (as defined in the GHG Analysis) (see Table 3, *Construction Vendor Diesel Fuel Demand*, in **Appendix F**).

Construction Equipment Diesel Demand: The demand of diesel fuel for construction vehicles on-site during the various construction phases is expected to consume 2,908,105.7 gallons of diesel fuel during all construction phases and approximately nine years of development (as defined in the GHG Analysis) (see Table 4, *Construction Equipment Diesel Fuel Demand*, in **Appendix F**).

Construction Gasoline and Diesel Demand Conclusion: Overall, the Project is estimated to consume approximately 147,652.6 gallons of gasoline and 2,963,234.8 gallons of diesel fuel during Project construction. In total, the Project will consume 3,110,887.4 gallons of petroleum-based fuels during Project construction between years 2023 and 2032, assuming Project buildout. Petroleum fuel use is necessary to operate construction equipment. See **Appendix F** for calculations and tables utilized in this analysis.

The US EPA applied a Tier 4 program will be applied to and required of Project construction equipment rated at 50 horsepower or greater. The US EPA Tier 4 program helps reduce the impacts of vehicles on air quality by requiring engines to reduce both tailpipe and evaporative emissions (specifically NOx and PM) from off-road equipment including construction vehicles prior to 2015, when the Tier 4 standards were phased in. Technology advancements in exhaust design to reduce off-road equipment emissions have also resulted in more efficient conversion of fuel to energy. The use of Tier 4 off-road equipment helps equipment owners reduce fuel use to control costs, as well as conserve energy resources and reduce greenhouse gas emissions, and improve air quality. The use of Tier 4 engines or higher during

Project construction would assist in reducing construction-related gasoline consumption at the Project site. This is required in **Mitigation Measure AQ-1** during Project and off-site utility construction activities. See **Section 4.3, *Air Quality,*** for further discussion.

Operational Energy Impacts

Electricity

The CalEEMod air quality model used for the GHG Analysis for the Project and additional analysis calculated the Project's potential operational demand for electricity, its electrical load, by dividing the land uses into distinct categories. The categories, consistent with the proposed Project, include low-rise apartments, golf course, hotel, single family housing, and other asphalt surfaces(i.e., long driveways, sports courts, etc.). The other asphalt surfaces land use does not include parking lots. Definitions of and default demand values used for these land uses are provided in the CalEEMod manual.

According to the Project's CalEEMod calculations, provided in the GHG Analysis, the Project is expected to generate an annual demand for approximately 11,144,490 kWh at build-out accounting for energy-reducing project design features described below (see Table 5 in **Appendix F** of this Draft EIR).

The proposed Project would incorporate several project design features (PDFs) directed at minimizing energy use, such as the implementation of a Project-specific Water Conservation Strategy to reduce water demands and associated energy use. In addition to the PDFs, the Project will also be required to implement standards required by the California Building Energy Efficiency Standards (Title 24 of CCR), and Appliance Energy Efficiency Standards (Title 20 of CCR). These standards require high efficiency lighting, 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 Building Code standards in effect at the time development occurs. Title 24 standards also require solar systems for new homes. The project would also install water-efficient plumbing fixtures and irrigation systems, LED technology, drought-tolerant plants in landscaping. The project design features would result in reduced electricity consumption.

The LQGP EIR predicts that buildout of residential and commercial uses in the General Plan, including the proposed Project property, will result in electrical consumption of 1,088,371,637.12 kWh per year. Residential uses will account for 530,867,194 kWh/year of this amount, while commercial uses will consume 557,504,443.12 kWh/year. As indicated in the table below, the proposed Project is anticipated to consume approximately 12,987,903 kWh/year, which is approximately 1.2 percent of the City's electrical consumption at total build-out.

Table 4.6-1 Project Electricity Demand

Land Use	**Electricity Use** kWh/yr
Apartments Low Rise	3,026,281
Hotel	2,882,475
Golf Course	0
Single Family Housing	7,079,147
Other Asphalt Surfaces	0
Total Demand (kWh/yr)	**12,987,903**

See Table 5 in Supplemental Energy Memo, **Appendix F**

The IID delivered approximately 3,678.63 gigawatt hours (GWh) of electricity to its service area in 2020. IID estimates that electricity consumption within IID's service area will be approximately 4,641.27 GWh annually by 2031. Based on the proposed Project's estimated annual electrical demand of 12,987,903 kWh (or 12.9879 GWh), the Project would account for approximately 0.28 percent of IID's total estimated demand in 2031.

In addition to the listed project design features, the Project is required to contribute to the development of off-site CVWD water wells and contribute to the development of an IID electric power substation within an off-site utility field. The future substation will extend 16 kV distribution lines to the site. All distribution facilities will operate as underground conduit systems located within existing rights-of-way which have been previously disturbed. The construction of the off-site electrical substation will occur during Phase I of the development and will serve the Project and future development in south La Quinta. Although the Project would develop a substation, IID analyzed and anticipates growth within its service area including the increase in demand proposed by the Project. Project electricity use will not result in wasteful, inefficient, or unnecessary consumption of energy resources because the Project residents will benefit from IID's energy efficiency programs, energy codes established by the state and implemented by IID will be applied to the Project and all future development to reduce unit energy consumption and increase energy use efficiency. These energy use reduction features include the project design features listed in **Chapter 3.0, *Project Description***.

Additionally, IID continues to invest in alternative and renewable energy sources and storage.

While the Project would result in a long-term increase in demand for electricity, the Project would be required to comply with Title 24 and CALGreen requirements related to energy efficiency. Compliance with energy efficiency codes and regulations will be required during the operation of the Project. With Title 24's new California Solar Mandate taking effect in 2023, the Project will also be implementing rooftop solar, battery storage and energy-efficient design features to generate and store electricity onsite, and reduce electricity consumption. Impacts will be less than significant.

Natural Gas

According to the La Quinta General Plan, household demand for natural gas is approximately 29,093 cubic feet per year. This number is equivalent to approximately 30,169.4 thousand British Thermal Units (BTU), which is the energy unit used in the CalEEMod calculations. Therefore, the existing approximately 24,764 households in the City would consume approximately 720,459,052 cubic feet per year (equivalent to 708,649,999.65 kBTU). The residential component of the City is responsible for approximately 70 percent of the City's total natural gas consumption.

Project operations natural gas consumption will be primarily from building space heating, water heating, and cooking. Project natural gas consumption was calculated using CalEEMod default values for the low-rise apartments, hotel, and single-family housing components of the Project. Based on the CalEEMod calculations, at buildout the Project is estimated to consume approximately 41,923,277.7 cubic feet or 43,474,439 kBTU of natural gas annually (see Table 6 in **Appendix F** of this Draft EIR).

According to the LQGP EIR, at General Plan build-out, the aggregate of City residential units will use approximately 919,426,079 cubic feet of natural gas per year (cf/year). For City-wide commercial uses, consumption will be approximately 512,618,978.28 cf/year. At buildout, all combined City land uses are expected to consume approximately 1,432,045,057.28 cubic feet per year. This number is equivalent to 1,485,030,724.4 kBTU. According to the GHG Analysis prepared for the subject Project, the Project is anticipated to consume approximately 43,474,439 kBTU/year, which is approximately 2.9 percent of the City's natural gas consumption at buildout of the City.

Based on the 2018 California Gas Report, the California Gas and Electric Utility providers in the State estimate natural gas consumption within SoCalGas's planning area will be approximately 2,310 million cf per day in 2030. The Project would consume approximately 0.0034 percent of the 2030 forecasted consumption in SoCalGas's planning area.

Although the Project would result in a long-term increase in demand for natural gas, the Project would be designed to comply with Title 24, Part 6 of the CCR regarding energy consumption. As a part of the project design features to reduce energy consumption, the Project will install appliances with the highest energy efficiency practicable. The implementation of the project design features listed throughout this ***Energy Resources*** section and **Chapter 3.0, *Project Description,*** will be included as an enforceable provision in the Development Agreement, and will reduce the amount of natural gas consumed during project operation. Therefore, impacts will be less than significant without mitigation. Impacts would be less than significant.

Transportation Energy

The post-construction consumption and use of petroleum-based fuels for Project-related vehicular travel are anticipated during operation of the Project. The VMT Evaluation calculated that the project will generate approximately 19,678,062.5 annual vehicle miles traveled (VMTs). See Table 8, *Proposed*

Project Operational Annual Petroleum, in **Appendix F** of this Draft EIR**.** Annual petroleum demand for the project would consume approximately 1,267,716.5 gallons of gasoline, and 90,250.5 gallons of diesel. Cumulatively, the Project would consume approximately 1,357,967 gallons of petroleum-based fuels each year. However, the petroleum consumed by Project vehicles is conservative, since CalEEMod does not analyze the phasing-out of gas-powered vehicles pursuant to state law. Thus, it is likely that some of the vehicles associated with the Project would not be gas-powered.

The Specific Plan Amendment proposes alternative forms of transportation while providing for vehicular access through a roadway network that interconnects all land uses within the Project property. The circulation and trail system proposed for the Project will decrease automobile dependency by for a variety of user groups including motorists, cyclists, pedestrians, and drivers of low-speed electric vehicles. Additionally, access and parking in proximity to resort areas for visitors is incorporated into Project design. The internal system of private local roadways will allow residents of individual neighborhoods to access all Planning Areas internally without exiting onto surrounding public streets. The Project proposes a Community Grand Loop Trail, Strolling Trail, Interconnector Trail, Class II Bike Trail, and pedestrian and Multi-Use Paths and streets, which will comply with Chapter 9.180, Transportation Demand Management, of the La Quinta Municipal Code. Providing hiking and biking trails within the Project will allow guests and residents to use other, less energy intensive forms of transportation, lowering vehicle miles traveled created by the Project. Additionally, the development of different types of land uses near one another can decrease VMT since trips between land use types are shorter any may be accommodated by non-auto modes of transport.

In addition, operation of the Project would introduce employment opportunities to southern La Quinta and surrounding areas, potentially resulting in shorter home to work trips within the SCAG planning area. Per the Project-specific VMT Analysis, Project employment would slightly decrease the total VMT in the Coachella Valley area from 15,173,739 to 15,172,507. When a project provides a mix of uses that provides additional opportunities for nearby (and project) residents to work, recreate, etc., the non-residential VMT for an area can decrease. Additional new jobs in an area work to reduce the regional VMT, thus potentially reducing vehicle trips.

Moreover, the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) require increased vehicle fuel efficiency standards to reduce vehicle emissions. Increased fuel efficiency also means that less fuel is required per mile traveled. Although the Project will result in a direct increase in VMTs, the Project will not interfere with increased fuel efficiency standards and will not result in wasteful, inefficient, or unnecessary consumption of transportation energy resources during operation. Impacts will be less than significant.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

The proposed Project's consistency with relevant State and local plans for renewable energy or energy efficiency is provided below.

EPA/CARB Tier 4 Emissions Standards

The US EPA implements a Tier 4 program in order to reduce the impacts of motor vehicles emissions on air quality and public health. These vehicle emissions standards reduce both tailpipe and evaporative emissions from passenger cars, light-duty trucks, medium duty passenger vehicles, and some heavy-duty vehicles. As stated in **Section 4.3, *Air Quality,*** and in discussion a.) of this ***Energy Resources*** section, the Project is required to operate off-road diesel construction equipment rated at 50 horsepower (hp) or greater in compliance with EPA/CARB Tier 4 off-road emissions standards or equivalent, during all construction activities. This is identified as **Mitigation Measure AQ-1**. The use of Tier 4 engines or higher during Project construction would assist in reducing construction-related emissions at the Project site and off-site utility field. The Project will not conflict or obstruct the EPA/CARB Tier 4 emissions standards.

Title 24

Title 24's Building Energy Efficiency Standards are designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. Title 24 also includes Part 11, known as California's Green Building Standards (CALGreen), which instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential, and State-owned buildings, as well as schools and hospitals.

The Project will be required to meet or exceed the standards of Title 24, consistent with the City's adoption of that Code. In addition, the proposed Project will require efficient lighting and other electrical technology within homes and other uses, to reduce energy consumption. The Project will also install water-efficient plumbing fixtures, water-efficient irrigation systems with smart sensor controls for common area landscape irrigation, and use drought-tolerant plants in landscape design, as well as install solar photovoltaic (PV) systems, Energy Star appliances, and tankless water heaters. The conformance with Title 24 and installation and use of these fixtures will reduce wasteful and unnecessary energy consumption for the proposed Project compared to its development prior to the implementation of Title 24.

CARB 2022 Scoping Plan for Achieving Carbon Neutrality

The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. The Project will comply with some of the current transportation sector policies (through vehicle manufacturer compliance), including: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road

Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Further, the Project will include design features related to water conservation. Lastly, the Project would be required to comply with applicable elements outlined in the County's CAP. As such, the Project would not obstruct the any State plan for renewable energy or energy efficiency.

La Quinta Greenhouse Gas Reduction Plan

The LQGP and GHG Reduction Plan also outlines measures to reduce energy consumed by existing and future developments within the City. Per the GHG Reduction Plan, new development can reduce energy demand through design, orientation, and use of sustainable materials. Community Implementation (CI) measures are those specific to existing development and include encouraging rooftop solar (CI-1), promoting community involvement (CI-3), and encouraging use of energy efficient appliances and fixtures (CI-4). New Development (ND) implementation is specific to new residential and commercial projects. ND-1 encourages and promotes all new development to achieve energy efficiency and incorporate sustainable design principles that exceed Green Building Code requirements. This measure requires compliance with CBC Title 24, including the use of energy efficient and Energy Star rated appliances for new buildings; the use of high efficiency water fixtures (toilets, water heaters, and faucets) in all new buildings; and limiting turf in landscaped areas. This is required in **Mitigation Measure GHG-6** and **GHG-11,** discussed above and below. ND-2 works towards carbon neutrality for new buildings through design measures, onsite renewables, and offsets. Carbon neutral buildings achieve a net zero emission of GHGs through design measures, onsite renewable, and offsets. ND-2 sets the goal of achieving carbon neutrality for a minimum of 525,000 square feet of new commercial development by 2020, and an additional 230,000 square feet for new development between 2020 and 2035. Along with the measures listed above, additional measures include electric-ready circuits for space heating, water heating, cooking/ovens, and clothes dryers; electric vehicle charging parking in non-residential components; drought tolerant landscaping; and high efficiency HVAC systems. These measures are also required as **Mitigation Measure GHG-2, GHG-3, GHG-4** and **GHG-9.** The LQGP contemplates 31,603 total residential units, and 9,632,074 square feet of commercial development through 2035 and the Project contributes 3.8 percent of the residential unit count and 1.74 percent of the commercial square footage. Accordingly, while the Project does not itself achieve carbon neutrality, it has to the degree feasible reduced GHG emissions through on-site and off-site measures, consistent with ND-2, and does not impede the City's carbon neutrality goals. ND-3 encourages all new development to meet 50 percent of energy demand through onsite solar or other non-polluting sources. As discussed above, the Project's electricity demand is anticipated to be supplied by IID. IID's Integrated Resource Plan provides that 45 percent of IID's resource portfolio will be supplied by renewable energy by 2027 and that 50 percent of IID's resource portfolio will be supplied by renewable energy by 2030. In accordance with the 2022 Title 24 standards, the Project shall be required to install solar photovoltaic systems for newly constructed homes. Although this is required by Title 24, it is also required in the Specific Plan Amendment (see

Chapter 6, pg. 6-2) and by **Mitigation Measures GHG-2, -3, -4** and **-9** (see **Section 4.8 *Greenhouse Gas Emissions***). Accordingly, the Project is consistent with ND-3.

La Quinta General Plan

Natural Resources Element

Since the Project property is located within the City of La Quinta, local energy efficiency standards within Chapter III, Natural Resources, of the LQGP are applicable. The Natural Resources Chapter summarizes the key General Plan policies that support the City's goals for wise energy use. As previously discussed, the Project will use alternative forms of energy (i.e., solar photovoltaic panels on residential homes), as required by Title 24, as well as developing a Water Reduction Strategy to reduce Project water use and associated energy consumption, as included in the PDFs and **Mitigation Measure GHG-2** and **GHG-9**. With the implementation of the PDFs and **GHG-2** and **-9**, which will be made enforceable by the City and State (Title 24) requirements, the Project is compliant with Policy EM-1.1 of the Natural Resources Element of the LQGP, which requires the sustainable use and management of energy resources, as well as Policy EM-1.2, which supports the use of alternative energy, and its associated programs.

Circulation Element

As previously stated in discussion a), the Project would implement measures required under the LQGP Policy CIR-1.12 and Policy CIR-2.2. Policy CIR-1.12 encourages development of land use patterns that maximize interactions between adjacent and nearby land uses. New development must provide pedestrian and bicycle connections to adjacent streets and assure that infrastructure and amenities accommodate pedestrian and bicycle use. As previously stated, the Project will implement short-term bicycle parking, long-term bicycle parking, designated parking for clean air/fuel efficient vehicles, and EV charging stations as required by CALGreen in non-residential areas. Finally, the Project will implement mixed land uses which decrease VMTs (since trips between land use types are shorter and may be accommodated by non-auto modes of transport), as well as sidewalk connections, trail networks, and bike paths throughout the property to promote pedestrian access and interconnectivity. Thus, the Project is consistent with Policy CIR-1.12 and CIR-2.2 of the Circulation Element of the LQGP.

Livable Community Element

The Livable Community Element of the General Plan outlines policies and programs to reduce energy consumption in the City. Policy SC-1.5 states all new development shall include resource efficient development principles, in which construction of new buildings incorporate recycled materials, high efficiency windows, alternative energy, and other techniques to reduce the impact of natural resources on the buildings and make them more self-sustaining. Resource efficient developments in the City of La Quinta typically utilize passive and active solar design. Passive solar design relies on the design and placement of a building to take advantage of the sun, while active solar design use renewable energy sources, such as solar panels, to produce power and reduce energy consumption. Resource efficient

building design is also achieved through the compliance of CALGreen Building Codes, Title 24 (Program SC-1.5.a), encouraging vehicular, pedestrian and bicycle connection through the City (Program SC-1.5.c), and encouraging mixed-use projects to interconnect public spaces consistent with resource efficient design principles (Program SC-1.5.d). For reasons stated, the project will comply with CALGreen Building Codes and Title 24 codes and standards for both residential and nonresidential components of the project. Additionally, the Project proposes resource efficient building design by implementing the following:

- The installation of green roofs and solar panels on buildings within the community (SPA, Section 1.6, pg. 1-10).
- Considering the solar orientation of the buildings to reduce impact of the development with natural environment (SPA, Section 3.4, pg. 3-3).
- Implementing passive and active solar systems to take advantage and consider the year-around abundant sunshine (SPA, Chapter 6, pg. 6-2).
- Ensure the placement of structures to consider the environmental conditions including sun orientation and prevailing winds (SPA Chapter 3, pg. 3-1).

Therefore, the Project is consistent with Policy SC-1.5 and associated programs in the Livable Community Element in the General Plan.

4.6.5 Cumulative Impacts

The cumulative analysis for the Project property considers the geographic context of IID's and SoCal Gas's service areas, as well as the SSAB boundary. Growth within these geographies, partially attributable to the State's emphasis on housing development, is anticipated to increase the demand for energy resources, as well as the need for energy infrastructure (i.e., new or expanded facilities).

Electricity

Buildout of the Project, related projects, and additional forecasted growth in IID's service area would cumulatively increase the demand for electricity supplies and infrastructure capacity. IID's planning area consumed approximately 3,678.6 GWh of electricity in 2020. IID estimates that electricity consumption within IID's planning area will be approximately 4,641.3 GWh annually by 2031. All future development projects would be expected to incorporate alternative energy (solar) and conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate other energy design features, as required. Increased efficiency, both in building orientation, construction materials and fixture design, will apply not only to the proposed Project, but to all cumulative projects developed within the service areas of local energy providers and fuel suppliers. Therefore, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of electricity would not be cumulatively considerable and, thus, would be less than significant.

Buildout of the LQGP would result in increased demand for electricity in IID's service area. IID have adequate policies, programs, and projects in place to provide energy to their users, including the proposed Project, for the foreseeable future. In order to maintain reliable energy services to meet future demand, IID outlines in their 2020 Service Area Plan planned energy generation facilities, substations, energy transmission lines, distribution facilities, and opportunities for shared energy facilities. The 2020 Service Area Plan also lists the IID's short-term (less than 5 years), mid-term (5 to 10 years), and long term (10 to 15 years) improvement plans of their facilities and mitigation of energy facilities to maintain an adequate energy supply to existing and future IID customers. As mentioned previously, IID estimates that electricity consumption within IID's planning area will be approximately 4,641.3 GWh annually by 2031. Based on the Project's estimated new annual electrical consumption of 12.9879 GWh, the Project would account for approximately 0.28 percent of IID's total estimated demand in 2031. Although the demand for electricity will continue to increase with buildout of projects throughout the City and elsewhere in its service area, IID's planning, along with compliance with applicable energy reduction requirements, assures that the impacts associated with these cumulative projects will not be cumulatively considerable.

The proposed construction of the off-site substation facility will provide electricity to the Project property and the surrounding area. However, the substation is accounted for in IID's service area growth projections and, therefore, will not facilitate additional development beyond that otherwise allowed under the General Plan. Additionally, IID has established a rate structure for developers and the service population to accommodate growth in the utility's service area. The monies received assists in funding the extension of facilities, the implementation of energy reducing strategies, and the application of renewable energy alternatives. IID procures renewable energy from diverse sources including biomass, biowaste, geothermal, hydroelectric, solar, and wind. In 2015, IID started to exit its coal obligations, and in 2018, IID's resource portfolio was 100 percent coal free. In October 2015, SB 350 passed requiring 50 percent of IID's retail sales must come from eligible renewable energy sources by 2030. While SB 100 sets a goal of powering 100 percent of retail electricity sold in California and state agency electricity needs with renewable and zero-carbon resources. IID expects to meet and exceed compliance with this target with the use of renewable resources listed above.

Buildout of the General Plan area is expected to occur over time. Therefore, IID's expansion plans in the Project area will be adjusted to accommodate future growth in the service area. Although buildout of the City and growth within IID's service area will increase demand for electrical services, State regulations for energy use and energy efficiency, the implementation of renewable and IID's ongoing analysis of existing and new facilities to provide reliable service and IID's rate structure will assure that cumulative impacts are not considerable.

Natural Gas

Buildout of the LQGP, the Project, other projects, and additional forecasted growth in SoCalGas's service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. SoCalGas has adequate policies and programs in place to provide energy to their users, including the proposed Project, for the foreseeable future. According to the 2020 California Gas Report, SoCalGas projects total gas demand to decline at an annual rate of 1 percent from 2020 to 2035. The decline in demand is due to the California Public Utilities Commission (CPUC)-mandated energy efficiency standards and programs and SB 350 goals, as well as tighter standards created by revised Title 24 codes and standards, renewable energy goals, and conservation savings linked to Advanced Metering Infrastructure (AMI).

SoCalGas also invests in research and development of new and emerging clean, energy-efficient technologies for residential commercial, industrial, power generation, and transportation markets to reduce energy use. Additionally, SoCalGas set a commitment to achieve net zero emissions in their operations and delivery of energy by 2045. The implementation of SoCalGas's energy efficiency and conservation programs will reduce energy consumption within the service area.

The 2018 California Gas Report estimates natural gas consumption within SoCalGas's planning area will be approximately 2,310 million cf per day in 2030. SoCalGas forecasts take into account projected population growth and development based on local and regional plans. Although the Project and future development would result in the use of natural gas resources, which could limit future availability, the use of such resources would be reduced by measures rendering future developments more energy efficient, and would be consistent with regional and local growth expectations for SoCalGas's service area.

The proposed Project and future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate energy design features, as required. Increased efficiency in fixture design will apply not only to the proposed Project, but to all cumulative projects developed within the service areas of the local energy providers. Therefore, the buildout of the City in conjunction with the Project's contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of natural gas would not be cumulatively considerable and, thus, would be less than significant.

Transportation Energy

Buildout of the Project, other future projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the State and region. SCAQMD estimates that the SSAB will consume approximately 326,288,400 gallons of total petroleum-based fuel in 2031. Furthermore, California consumes approximately 26 billion gallons of petroleum-based fuel per year.

Petroleum consumption associated with one year of Project operation is 0.0052 percent of the annual Statewide use (i.e., 26 billion gallons).

Over the last decade the State has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce VMT, which would reduce reliance on petroleum-based fuels. According to the CEC, total gasoline use per capita has declined by 6 percent since 2008. The CEC predicts that the demand for gasoline will continue to decline over the next 10 years and that there will be an increase in the use of alternative fuels, such as natural gas, biofuels, and electricity. As with the Project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions. Therefore, the Project's contribution to cumulative impacts related to petroleum-based fuel would not be cumulatively considerable and, thus, would be less than significant.

4.6.6 Mitigation Measures

No mitigation measures regarding energy resources are required.

4.6.7 Level of Significance After Mitigation

The Project's compliance with existing State, regional, and City regulations, plans, and programs, as well as the incorporation of the use of energy efficient building materials and design features would ensure that Project impacts related to energy resources would be less than significant.

4.6.8 References

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4.7 Geology and Soils

4.7.1 Introduction

This section describes the existing geotechnical setting (regionally and site specific) and proposed improvements to the Project site that could result in the placement of habitable structures in an area of known geologic hazards. This section is based on the information contained in the *Travertine Specific Plan Amendment* regarding proposed land uses; the *Geotechnical Evaluation* ("Geotechnical Evaluation"), prepared by NMG Geotechnical, Inc. in 2021; the *Supplemental Paleontological Resources Assessment*, prepared by SWCA Environmental Consultants, in 2021; the *City of La Quinta General Plan 2035*, and *Technical Background Report to the Safety Element of the La Quinta General Plan,* prepared by Earth Consultants International, Inc., September 2010; and the 2010, Geologic Map of California, Version 2.0 (California Geological Survey 150th Anniversary Edition), Department of Conservation, California Geological Survey. The Project's Geotechnical Evaluation is included in the EIR in **Appendix G.1**, and the Supplemental Paleontological Resources Assessment is included in **Appendix G.2**. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

4.7.2 Existing Conditions

Regional and Project Setting

The Project property is located within the City of La Quinta, in the Coachella Valley area of central Riverside County. The Coachella Valley is bordered on the north and east by the Little San Bernardino, Cottonwood, and Orocopia Mountains, and bordered on the west by the Santa Rosa and San Jacinto Mountains. The Coachella Valley is also considered the westernmost extension of the Colorado Desert Physiographic Province ("Colorado Desert"), which is characterized as a northwest-southeast trending structural depression extending from the Gulf of California to the Banning Pass. The Colorado Desert is bordered by the Peninsular Range and the Pacific Coastal Plain on the west and the Colorado River on the east, and located south of the Mojave Desert in Imperial, Riverside, and San Diego Counties.

The Coachella Valley is semi-arid with seasonal temperature extremes and wind patterns. The mountains reach elevations of 6,000-10,000 feet and create a rain shadow effect in the Valley, which results in very little precipitation reaching the eastern slopes or the Valley floor. The annual average rainfall on the valley floor is 3.2 inches most of which occurs during the winter, with occasional summer tropical storms from the Gulf of Mexico that can result in flash floods. Runoff from the seasonally active streams, within washes that empty into the Valley, quickly sinks into the alluvial fans at the mouths of the canyons.

The natural landforms that make up and surround the Project property define the topography of the property, generally consisting of east-facing mountain-front alluvial fan, sloping gently at approximately

3 to 6 percent toward the east. Existing on-site elevations vary from a high of 270 feet above mean sea level (msl) in the west, to a low of 30 feet above msl in the east near Avenue 62. Locally, where Avenue 62 and Madison Avenue are proposed to cross the existing levee, elevations at the toes of the levee are below sea level (-10 feet msl). The highest elevation within the boundary of the grading is 455 feet msl in the southwest corner where two water tanks are proposed.

On-site drainage sheet flows over the land surface toward existing washes and ultimately drains to the east. These flows historically made their way into the Whitewater River located approximately 7 miles east of the Project property. East of the Project property includes drainage facilities consisting of Dike No. 4 and the Thomas E. Levy Groundwater Replenishment Facility. Surface flows, along with imported Colorado River Water, are now impounded and infiltrate into the Coachella Valley groundwater basin.

Seismicity and Faulting

The City of La Quinta, similar to most of Southern California, is susceptible to earthquakes due to the multiple active faults that traverse the region. The 2035 La Quinta General Plan (LQGP) highlights four faults with the potential to have a significant impact in the City. These faults include the San Andreas, San Jacinto, Burnt Mountain and Elsinore Faults; although none of these faults are located on or in proximity of the Project property.

Faulting

Most of Southern California, including the Coachella Valley, is located at the boundary between the North American and Pacific tectonic plates. These plates slide past each other in a northwesterly direction at a rate of approximately 2.5 inches annually, forming the San Andreas Fault system. Based on the frequency and magnitude of earthquakes, and their influence over seismic hazards in the area, the San Andreas is considered the “Master Fault” in Southern California. The Southern segment of the San Andreas Fault Zone occurs approximately 4 miles northeast of the City of La Quinta and approximately 10 miles northeast of the Project property. The San Jacinto Fault Zone is one of the major branches that influences the Coachella Valley. The San Jacinto Fault Zone is a strike-slip fault zone and occurs approximately 16 miles southwest of the City of La Quinta. Per the Alquist-Priolo Act, an active fault is one that has ruptured in the last 11,000 years. Both fault zones are active and can generate earthquakes of magnitude greater than 7.0 on the Richter scale, which, if strong enough, may trigger seismic hazards such as ground shaking, landslides and liquefaction.

A bedrock fault is mapped within the project area in the northern portion of the site extending toward the south and buried under the alluvial fan. This fault was also shown on the Technical Background Report of the Safety Element of the LQGP as an inactive fault. There are no faults mapped at the Project property by other published maps. The Project property is not located within a fault-rupture hazard zone as defined by the Alquist-Priolo Special Studies Zones Act or within an active or potentially active fault zone defined by Riverside County. The closest seismically active faults to the Project property are the

San Andreas Fault located 9.8 miles to the northeast, and the San Jacinto Fault located 14.8 miles southwest. However, at the Project property the main seismic hazard would be seismic shaking, which the buildings will be designed to withstand based on the current California Building Code design parameters.

Seismicity

Southern California is subject to seismic hazards of varying degrees depending on the proximity, degree of activity, and capability of nearby faults. These hazards can be primary (i.e., directly related to the energy release of an earthquake such as surface rupture and ground shaking) or secondary (i.e., related to the effect of earthquake energy on soils and groundwater, which can cause phenomena such as settlement, liquefaction and ground lurching).

The strength of an earthquake is a function of distance from the epicenter, and soil and rock composition through which the shear wave passes. A variety of logarithmic scales have been used by seismologists to measure earthquakes. A common measure of seismic intensity is the Modern Mercalli Intensity (MMI) scale, which measures damage ranging from partial or total collapse of masonry structures to severe damage or devastation of underground infrastructure, bridges, overpasses, or other improvements. The Richter Scale measures the maximum amplitude, based on a scale from one to ten, while the Ground Acceleration is based on the distance of a given location from the earthquake epicenter.

The closest seismically active fault is about 10 miles away from the Project property; therefore, the potential for primary ground rupture is considered very low. Secondary seismic hazards include liquefaction and earthquake-induced slope instability. However, due to the depth to groundwater at the Project property (more than 50 feet deep), liquefaction potential at the property is considered very low (*Geotechnical Evaluation,* **Appendix G.1**[1]). The potential for seismically induced landslides is also considered very low due to conditions within most of the development boundaries of the Project property and the mitigation measures discussed further in Section 4.7.4, *Project Impact Analysis*.

Landslides

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. According to the LQGP, 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. Therefore, areas

[1] Preliminary Geotechnical Evaluation and Planning Study, Proposed Residential Development at Travertine, NMG Geotechnical, Inc., August 2021.

where development is located directly below hillside, mountain slopes and steep canyon walls are considered most susceptible to rockfalls.

Soils

A relatively thick sequence (20,000 feet) of sediment has been deposited in the Coachella Valley portion of the Colorado Desert Physiographic Province from Miocene to present times. These sediments are predominantly terrestrial in nature with some lacustrine (lake) deposits. The major contributor of these sediments has been the Colorado River. The mountains surrounding the Coachella Valley are composed primarily of Precambrian metamorphic and Mesozoic granitic rocks.

Soils in the City of La Quinta are generally of Holocene-age, comprised of alluvial, or waterborne sand and gravel, lacustrine (lake) sediments, and Aeolian (windborne) sandy soils in the valley portion of the City. Older, harder, crystalline rock that occurs in the mountains weathers and forms boulders and cobbles, or further erodes. The erosion creates fine particles (gravels, sands and silts) that are carried along canyons and drainages downslope, and are deposited as alluvial fans at the base of mountain slopes.

The region and City of La Quinta were inundated by ancient Lake Cahuilla as recently as 400 years ago. Lacustrine deposits may be up to 300 feet thick and may form clay soils in the valley areas where these soils alternate in layers with alluvial fan sediments and rock debris from the adjacent mountains.

There are eleven primary soil series that have been mapped in the City of La Quinta. Nine of these are formed in alluvium: Carrizo Stony Sand, Caristas Sands, Coachella Sands, Fluvents, Gravel Pits and Dumps, Gilman Sands and Loams, Indio Loams, Myoma Fine Sands, Salton Fine Sandy Loam. Except for Salton Fine Sandy Loam, these soils are generally well-drained. Two other soil types, Rock Outcrop and Rubble Lands dominate the western and southern portions of the City, in and near the Santa Rosa Mountains and alluvial fans.

The Project property sits on alluvial fan deposits at the base of the Santa Rosa Mountains. The Project property lies along the west side of the Coachella Valley, approximately 14 miles northwest of the Salton Sea. The property is situated primarily west of ancient Lake Cahuilla that occasionally has inundated the Coachella Valley over the past 6,000(±) years. Bedrock is exposed along the northern perimeter and southwest corner of the site and consists of Mesozoic-age plutonic (granitic) rocks. Bedrock units present in the adjacent Santa Rosa Mountains to the west include both Mesozoic-age granitic rock and Pre-Cenozoic-age granitic and metamorphic rocks. Surficial deposits include numerous generations of Quaternary-age alluvial fan deposits.

Undocumented artificial fill associated with grading of flood control levees and the abandoned vineyard are present at the Project property. The subsurface soil conditions of the Project property were analyzed

by NMG Geotechnical, Inc.[2] during onsite field investigations and boring tests. Overall, NMG Geotechnical completed seven exploratory boreholes throughout the property in 2021 to supplement the prior geotechnical borings and trenches by others[3]. Mapped earth units within the development area are discussed in the Geotechnical Evaluation. Finally, it should be noted that several generations of Undocumented Artificial Fills were discovered onsite, including those associated with the vineyard and flood control levee grading. The undocumented artificial fills will be removed and recompacted during grading of the Project site.

Soil mapping by the United States Department of Agriculture (USDA) only covers portions of the Project property. NMG Geotechnical utilized the existing available data and modified/extended the soil mapping to cover the Project property based on the soil types presented in the USDA mapping and our field mapping. The soil types mapped on the Project property includes Carrizo stony sand (CcC) 2-9 percent slopes; Carsitas gravelly sand (CdC) 0-9 percent slope; Gilman fine sandy loam (GbD); Myoma fine sand (MaB); Rock Outcrop (RO); and Rubble Land (Ru). The granitic bedrock outcrops and elevated older alluvial fan deposits largely composed of cobbles and boulders have been designated as Rock Outcrop and Rubble Land, respectively, in the USDA mapping. The lower lying younger alluvial fans and active wash materials are also designated as Carrizo stony sand and Carsitas gravelly sand.

Erosion

Climate, topography, soil and rock types, and vegetation are all factors that influence erosion, runoff, and sedimentation. Adjacent mountains are composed of fractured bedrock that has undergone rapid geologic uplift. The Coachella Valley, including La Quinta, is subject to infrequent but often powerful winter storms that generate high rates of erosion. The high winds can lift soils from alluvial fans along the base of mountain slopes and canyons and other areas where loose, sandy soils occur.

The onsite soils are generally clean granular materials. Erosion occurs in these soils by uncontrolled surface drainage, where the water running over the ground surface creates numerous erosional channels over the desert surface. High winds can also erode the land surface, by removing the finer sandy soils that blow away leaving the larger heavier rocks on the land surface. This latter condition can be seen at the site on the older fan deposits. As previously stated, the lower lying younger alluvial fans and active wash materials are generally granular and subject to erosion.

Historic Ground Subsidence

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.,

[2] Preliminary Geotechnical Evaluation and Planning Study, NMG Geotechnical, Inc. August 2021.

[3] Appendix B of the Geotechnical Evaluation indicates the boring and test pit logs by others. The laboratory test results by others are provided in Appendix C of the Geotechnical Evaluation. A complete reference lists is provided in Appendix A of the Geotechnical Evaluation.

earthquakes) and can cause regional damage. In the presence of clay and silt, removal of groundwater can cause irreversible subsidence and surface fissures and cracks. According to the La Quinta General Plan, 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, where fissures and displacement are more likely to occur (at the edge of the valley floor where it meets the mountains). This was due to the increased pumping that occurred throughout the Coachella Valley.

Regional land subsidence as a result of groundwater withdrawal in the Coachella Valley has also been studied by the United Stated Geological Survey (USGS) over the past 25 years. Since the 1990s, increasing agricultural, domestic, and municipal groundwater withdrawal has lowered the water table in Coachella Valley as much as 50 vertical feet, which in turn resulted in widespread land subsidence. Monitoring conducted by the USGS and CVWD shows that subsidence rates in the Coachella Valley have been increasing over the past several decades, especially during periods of overdraft of the basins. Between 1995 and 2010, water level records indicated that groundwater levels were the lowest in 2010. The majority of this measured subsidence occurred in the central portions of the City of La Quinta, north of Avenue 60, where up to two feet was recorded. However, groundwater levels within the La Quinta area have shown recovery coinciding with increased groundwater replenishment at the Thomas E. Levy Facility beginning in mid-2009.

Collapse

Hydroconsolidation or soil collapse typically occurs in recently deposited sediments that accumulated in an arid or semi-arid environment. Sediments prone to collapse are commonly associated with alluvial fan and debris flow sediments deposited during flash floods. These deposits are typically dry and contain minute pores and voids, which are partially supported by clay, silt or carbonate bonds. Collapsible soils become unstable when saturated and can result in settlement. An increase in surface water infiltration (i.e., irrigation for landscaping), or a rise in the groundwater table, combined with the weight of a building or structure, can initiate rapid settlement and cause foundations and walls to crack.

According to the La Quinta General Plan Environmental Impact Report (LQGP EIR), the young alluvial and wind-deposited sediments in the La Quinta area may be locally susceptible to collapse due to their low density, rapid deposition in the desert environment, and the generally dry condition of the upper soils. Based on laboratory testing by NMG and others, the onsite alluvial soils have less than 2 percent potential for hydroconsolidation or soil collapse.

Sewer Service

The Coachella Valley Water District (CVWD) provides the City of La Quinta with sanitary sewer collection and treatment, and according to the La Quinta General Plan, most of the City is served by sewer. CVWD has two wastewater treatment plants serving the City. Wastewater generated south of Miles Avenue is treated at the Mid-Valley Water Reclamation Plant, which has the capacity of 9.5 million gallons per day

(MGD), and current daily treatment of 5 MGD. The Mid-Valley Water Reclamation Plant (WRP-4) is located in Thermal, southeast of the City and City's Sphere of Influence. CVWD owns and operates the sewer conveyance system anchored by a system of trunk lines ranging in size from 4 to 24 inches, including 18-inch force mains in Washington Street, Jefferson Street, Madison Street, and Avenues 50, 58 and 60. The Project property is located at the western extension of Avenue 62 and the southern extension of Jefferson Street. The Project property will connect to CVWD sewer infrastructure via Avenue 62. The proposed sewer infrastructure will serve the Project. Septic systems are not proposed onsite.

Paleontological Resources

In general, paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in or on the Earth's crust that are of paleontological interest and provide information about the history of life on Earth. These include mineralized, partially mineralized, or un-mineralized bones and teeth, soft tissues, shells, wood, leaf, impressions, footprints, burrows, and microscopic remains.

The loss of any identifiable fossil that could yield information important to prehistory, or that embodies the distinctive characteristics of a type of organism, environment, period of time, or geographic region, would be a significant environmental impact. Direct impacts on paleontological resources primarily concern the potential destruction of nonrenewable paleontological resources and the loss of information associated with these resources. This includes the unauthorized collection of fossil remains. If potentially fossiliferous bedrock or surficial sediments are disturbed, the disturbance could result in the destruction of paleontological resources and subsequent loss of information (a significant impact). At the project-specific level, direct impacts can be reduced to a less than significant level through the implementation of paleontological mitigation.

According to the Paleontological Report[4], paleontological resources can be considered to be of significant scientific interest if they meet one or more of the following criteria:

1. The fossils provide information on the evolutionary relationships and developmental trends among organisms, living or extinct;
2. The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein;
3. The fossils provide data regarding the development of biological communities or interaction between paleobotanical and paleozoological biotas;
4. The fossils demonstrate unusual or spectacular circumstances in the history of life; or

[4] Supplemental Paleontological Resources Assessment for the Travertine Development, SWCA Environmental Consultants, November 2021.

5. The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.

According to the Paleontological Report, the Project property is located along the southwestern margin of the Coachella Valley, west-northwest of the Salton Sea. The Coachella Valley is located at the northernmost extent of the Salton Trough formed by ongoing tectonic activity.

Per the Paleontological Report, the Salton Trough was episodically inundated by marine water during the Pliocene and Pleistocene and fresh water during the Holocene, the last lake cycle of which formed Lake Cahuilla, believed to have existed intermittently from 470 years before present (BP) to approximately 6,000 years BP. Around the margins of the Salton Trough, at approximately 40 feet above mean seal level (msl), the ancient highstand shoreline of Lake Cahuilla is visible. Older discontinuous terrace deposits within the Salton Trough indicate the existence of other large lakes that may have been connected to the Gulf of California prior to the existence of Lake Cahuilla.

Within the Coachella Valley Holocene (recent to 11,700 years ago) alluvium eroded from the surrounding mountain ranges and overlie the older lacustrine sediments from Lake Cahuilla and the other, older, lakes that occupied the Salton Trough. The younger alluvial deposits brought into the area by flooding in the mountains and are too recent, at least at the surface, to hold fossil remains, since fossils are often contained within surficial sediments or bedrock. The age of these units likely increases with depth. According to Riverside County, "surface geology, such as soils, are not always indicative of subsurface geology or the potential for paleontological resources. For instance, an area mapped as soil type 'Qal' may actually be a thin surficial layer of nonfossiliferous sediment which covers fossil-rich Pleistocene sediments". Therefore, these units may have a low potential for paleontological resources at shallow depths, but the potential may increase at depth. The surrounding mountain formations are composed of igneous and metamorphic rock and therefore have a very low and low paleontological sensitivity.

Paleontological resources occur in older alluvial fan and lacustrine sediments which have been deposited in the Valley over millions of years. As mentioned previously, these older lacustrine sediments have been covered over time by younger Holocene sediments deposited by fluvial deposition. These older lakebed deposits normally contain minor marine deposits. The closest fossil localities to the project area were discovered in Lake Cahuilla beds underlying younger alluvium at depths of 1.5 to 4 meters (approximately 3 km) to the north of the Project property at PGA west. These fossils are described as: Ostracods; fringe-toed lizard (*Uma*); rodents (*Ammospermophilus pergonathus*): bighorn sheep (*Ovis canadensis*); and invertebrates.

Existing on-site elevations vary from a high of 270 feet above msl in the west, to a low of 30 feet above msl in the east near Avenue 62. Exhibit III-5, Paleontological Sensitivity Map in the LQGP, designates the Project property in Holocene Alluvium which has an "undetermined" paleontological sensitivity, and the Riverside County paleontological sensitivity map classifies the Project property location as Low Potential and Undetermined Potential.

- Undetermined Potential is defined as areas underlain by sedimentary units for which insufficient literature is available to make a determination of paleontological sensitivity.
- Low Potential is defined as "lands for which previous field surveys and documentation demonstrate as having a low potential for containing significant paleontological resources subject to adverse impacts".

According to the Paleontological Report (**Appendix G.2**), the majority of the surface of the Project property consists of Quaternary alluvium of Holocene age. Alluvium is composed of gravel, sand, silt, and clay-sized sediments derived from the surrounding highlands. Locally, these sediments are associated with deposition along or above the ancient Lake Cahuilla shoreline. Deposits younger than 5,000 years BP are too young to contain fossils, although they may contain cultural and biological remains; however, they overlie older sediments that may preserve fossil resources.

While the exact depth at which the transition to older (greater than 5,000 years BP) sediments is not known, fossils have been discovered in unnamed and named Pleistocene older alluvial sediments within Riverside County, including in the Coachella Valley, at depths as shallow as 1.5 to 3 m (5 to 10 feet) below ground surface. As previously stated, the closest fossil localities to the Project property were discovered in Lake Cahuilla beds underlying younger alluvium at depths of 1.5 to 4 m (approximately 3 km) to the north of the Project property. Therefore, Holocene alluvium may immediately overlie Lake Cahuilla deposits in some areas and/or transition to late Pleistocene alluvium, lacustrine, or other older geologic units in other areas at depths as shallow as 1.5 m.

Additionally, an initial paleontological field survey was conducted by SWCA. The field survey did not discover paleontological resources onsite because the surface soils have low paleontological sensitivity. However, some soils found onsite (including alluvium, alluvial fan gravels, and Lake Cahuilla Beds) have increased paleontological sensitivity in the subsurface (increases with depth).

4.7.3 Regulatory Setting

Federal

National Historic Preservation Act of 1966

The National Historic Preservation Act of 1966, as amended through 1992, establishes that the federal government shall partner with states, local governments, Indian Tribes, and private organizations and individuals to protect and manage both federally and non-federally owned historic and prehistoric resources.

State

Public Resources Code (PRC) Section 5097.5

Requirements for paleontological resource management are included in the PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244. These statues prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

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. An active fault is defined as one that has ruptured in the last 11,000 years. There are no active faults mapped onsite or within several miles of the Project property.

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.

The La Quinta General Plan includes a comprehensive Safety Element that is based on a detailed technical report that described and maps all geotechnical and seismic hazards occurring in La Quinta.

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 (CBC) also provides guidelines for building design to protect occupants from seismic hazards.

The City of La Quinta Building Division uses the 2019 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 within the Project property as applications within planning areas are submitted.

Regional and Local

City of La Quinta Municipal Code

Title 8 – Buildings and Construction

Building, construction, and grading activities for the Project would be subject to Title 8 of the La Quinta Municipal Code, which governs the conditions, construction, and maintenance of all property, buildings, and structures within the City. Title 8 is based on the 2019 CBC, which sets minimum design and standards for construction of buildings and structures that must also meet minimum seismic design standards.

Title 7 – Historical Preservation

Chapter 7.06 of the Municipal Code, *Historic Resources, Historic Landmarks and Historic Districts,* requires City Council to establish and maintain a historic resources inventory according to the requirements of the State Historic Preservation Office. Criteria for inclusion in the history resources inventory includes archaeological, paleontological, botanical, geological, topographical, ecological, and geographical sites that have the potential to yield information of scientific value.

City of La Quinta General Plan

Adopted on February 19, 2013, and amended on November 19, 2013, the City of La Quinta General Plan Soils and Geology Element (Chapter IV: Environmental Hazards) assesses the physical characteristics of the planning area and the community's overall safety. This element relates to the need to protect the community from unreasonable risks from seismically induced hazards, including surface rupture, groundshaking, ground failure, seiching, dam failure, subsidence, and other geologic risks.

The Natural Resource Element of the General Plan also assesses the potential of paleontological resources in the General Plan area. The General Plan requires the protection of significant archaeological, historic, and paleontological resources which occur in the City.

4.7.4 Project Impact Analysis

Thresholds of Significance

The following standards and criteria have been drawn from Appendix G: Environmental Checklist Form of the CEQA Guidelines. Would development of the Travertine Project:

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?
    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, creating substantial direct or indirect risks to life or property?
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Methodology

Geotechnical Evaluation

A Geotechnical Evaluation was prepared for the Project property by NMG Geotechnical (NMG), in August 2021 (**Appendix G.1**) to explore the surface and subsurface conditions at the site and regional geotechnical conditions that could adversely affect future development on the Project property. The report also provides recommendations for foundation design and site preparation relative to the grading and development of the Project. NMG conducted a field exploration program, borings, laboratory testing, and geologic mapping of the Project property. The geotechnical consultant also completed an infiltration study for the two proposed stormwater basins in the eastern portion of the property.

Specifically, the Project property characterizations consisted of a comprehensive literature search, review of historic photos, site surveys and subsurface borings, mapping of on-site and nearby geologic units, a rippability analysis, percolation studies and lab testing of soil samples. The report also provides findings, conclusions and recommendations.

Paleontological Resources Assessment

Agency maps illustrating regional and local areas of paleontological sensitivity were consulted to analyze the potential impacts to paleontological resources. Because both the LQGP and Riverside County paleontological sensitivity maps depicted all or a portion of the Project site as undetermined potential for paleontological resources a Project-specific Supplemental Paleontological Resources Assessment (referred to as "Paleontological Report" herein) was provided by SWCA Environmental Consultants ("SWCA") in November 2021 (**Appendix G.2**). The Paleontological Report was conducted to identify and describe paleontological resources that could be affected by ground-disturbing activities associated with the Project, as required by the California Environmental Quality Act (CEQA).

In order to analyze the Project's impact on paleontological resources, the Paleontological Report assessed approximately 969.40 acres, which included field surveys of the Project property and area of potential disturbance (referred to as the located on "Travertine Area of Potential Effect" or "APE"). This study includes the results of an updated records search for the APE, an intensive pedestrian survey of those portions of the APE not covered in previous reports, a summary of all resources within the APE and ADI, an archaeological sensitivity assessment for the off-site utility field (referred to as "IID/CVWD Study Area" in the Paleontological Report), and management recommendations for the Project as a whole that incorporate the results of Native American (AB52) consultation. The specific locations for the off-site well sites and substation (referred to as the "IID/CVWD Study Area") have not been selected for development at the time the Paleontological Report and this Draft EIR were prepared. Therefore, the Paleontological Report evaluated the general areas where the IID/CVWD Study Area will be sited (generally east of the APE). The Paleontological Report states that no formal records search or pedestrian survey was conducted for the IID/CVWD Study Area. The Travertine area of potential effect (APE) and off-site utility field make up the overall project area analyzed in the Paleontological Report and in this chapter (Figure 3 of the Paleontological Report).

In order to identify any paleontological resource localities that may exist in or near the Project site and to assess the probability for such resources, SWCA initiated records searches at the appropriate repositories, conducted a literature review, and carried out a systematic field survey of the Project site. The methods of the Paleontological Report are provided below.

- Records searches by the Natural History Museum of Los Angeles County (LACM) and an updated review of the scientific literature and geologic mapping of the project area.
- Review of the University of California Museum of Paleontology's (UCMP) online collections database.

- A paleontological pedestrian field survey was conducted by SWCA. This field study was utilized in the 2021 report.

Utilizing the results of the desktop analysis and field survey, the study assessed the paleontological sensitivity of the geologic units crossed by Project site and assigned them BLM Potential Fossil Yield Classification (PFYC) rankings as follows: alluvium has PFYC 2 (Low) to PFYC 4 (High), increasing with depth; alluvial fan gravels have PFYC 2 (Low) to PFYC 3 (Moderate), increasing with depth; landslide deposits have PFYC 2 (Low); Lake Cahuilla Beds have PFYC 4 (High); and quartz diorite has PFYC 1 (Very Low).

Project Impacts

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known 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

According to the Geotechnical Evaluation (**Appendix F.1**), the San Andreas and San Jacinto fault zones are located approximately 10 miles northeast and 14.8 miles southwest of the Project property, respectively. No major active faults are mapped onsite or in the vicinity of the property. Additionally, the Project property does not lie within a currently delineated State of California, Alquist-Priolo Earthquake Fault Zone. The geotechnical investigation performed for this project indicates that there are no active faults or areas of potential ground rupture at or in the vicinity of the property. Therefore, there will be no impact associated with fault rupture on-site.

Off-Site Utility Field Improvements

The proposed off-site utility field improvements include the development of five well sites and a substation. The exact locations of the offsite improvements have not been determined; however, they are proposed to be located east of the Project property, located within a 2-mile radius of the Project property, generally between Avenue 58 on the north, Avenue 62 on the south, Calhoun Street on the east, and Almonte Drive and Monroe Street on the west, as shown on **Exhibit 3-3, *Site Location Map***, in **Chapter 3.0, *Project Description***. Similar to the Project property, the locations of the off-site utility field improvements do not lie within the Alquist-Priolo Earthquake Fault Zone or in proximity to any active fault. Therefore, no impacts associated with fault rupture at the off-site utility field locations are anticipated.

ii. Strong seismic ground shaking

Regional faults, including the San Andreas and San Jacinto fault zones, have the potential to generate moderate to severe ground shaking at the Project property (Peak Ground Acceleration of 0.58g).

The Project property is located approximately 10 miles southwest of the closest active fault zone, the San Andreas Fault, which is the controlling fault for the property. Therefore, this fault, as well as other regionally active faults, could produce ground shaking of less than 0.58g at the Project property.

Project development will be constructed in a manner that reduces the risk of seismic hazards (Title 24, California Code of Regulations). According to the Project-specific Geotechnical Evaluation and the 2019 California Building Code (CBC), Site Class D may be used to estimate design seismic loading for the proposed Project's structures. The Site Class is based on the site soil properties in accordance with Chapter 20 of ASCE 7. Site Class D is classified as "stiff soil". The Geotechnical Evaluation indicates that Project property soil conditions can be optimized and outlines seismic design criteria and parameters for the Project to implement in order to reduce impacts to a less than significant level. The design criteria and parameters were developed in accordance with ASCE 7-16 and 2019 CBC and are included as **Mitigation Measure GEO-1**.

The Project shall also comply with all applicable provisions of the CBC, specifically Chapter 16 of the CBC, *Structural Design,* Section 1613, *Earthquake Loads*. Site work will be conducted in accordance with the Project-specific geotechnical and soils analyses required with the submittal of grading and building plans. This is required in **Mitigation Measure GEO-2.** Foundation and structural design of the proposed Project, required by regulatory requirements and **Mitigation Measures GEO-1** and **GEO-2,** would reduce exposure of people or structures to adverse effects to less than significant levels.

Off-Site Utility Field Improvements

Similar to the proposed Project property, the future off-site wells and substation (off-site utility field) will likely experience strong seismic ground shaking, during the life of these facilities, due to proximity to the San Andreas Fault. CVWD and IID facilities are required to be designed to take seismic hazards into consideration. Impacts of seismic ground shaking will be reduced to less than significant levels with the Project's compliance with State and local (CVWD and IID) standards regarding seismic design. Project-level environmental review of the wells and substation will be conducted by CVWD and IID, respectively, in their roles as responsible agencies, and once site-specific locations of the infrastructure is available.

iii. Seismic-related ground failure, including liquefaction

Liquefaction occurs when ground shaking of relatively long duration and intensity occurs in areas of loose, unconsolidated soils with relatively shallow groundwater depths (50 feet or less). The sudden increase in water pressure in pores between soil grains may substantially decrease soil shear strength, and the soil takes on the qualities of a liquid or a semi-viscous substance. This loss of soil strength can result in ground settlement, ground undulation, lateral spreading or displacement, and flow failures.

The LQGP and Riverside County provide area-wide and regional mapping of potential secondary seismic hazards, such as liquefaction susceptibility and earthquake-induced slope instability. Zones of potentially liquefiable soil, as defined by the County of Riverside, indicate low to very low liquefaction susceptibility at the Project property. Exhibit IV-3, *Seismic Hazards*, of the LQGP also indicates that the Project is located within areas of Low to Very Low susceptibility.

Groundwater has not been encountered in borings or test pits excavated during any of the prior exploratory work. According to the 2019 CVWD engineering report, groundwater in the area occurs at an approximate elevation of -75 feet below mean sea level (msl) or about 115 feet or more below the Project property surface. Ongoing replenishment has substantially increased the groundwater table in the valley over the past decade. There are several CVWD groundwater monitoring wells within the western portion of the Project property. In 2019, groundwater levels varied from 125 feet deep in the central portion of the property to 60 feet deep on Madison Avenue, north of Dike No. 4. Due to the location and elevation of the existing groundwater recharge facility immediately east and downgradient of the Project property, as well as current groundwater measurements conducted in 2019 approximately 10 years following the initiation of water replenishment activities in 2009, it is not expected for groundwater elevations to rise within 50 feet of the planned development due to groundwater replenishment activities.

In order to ensure that effects associated with ground failure are less than significant, the Project will be required to comply with the site preparation and foundation recommendations listed in the Project-specific Geotechnical Evaluation. The Geotechnical Evaluation recommends that remedial grading within the planned building areas include the removal, over-excavation and recompaction of unsuitable weathered portions of the soils. Additionally, the removal of any pavement or concrete, turf, landscaping, miscellaneous trash and debris, and disposal of deleterious material that are incompatible for development or materials with insufficient load-bearing capacity to support the onsite structures are recommended. These recommended mitigating measures would ensure that Project soils are absent of debris, organic material, and loose surface soil, and are compacted to provide firm and uniform foundation bearing conditions. Grading activities and removal of unsuitable or otherwise unsuitable soils are prescribed in **Mitigation Measures GEO-3** through **GEO-5** below. Less than significant impacts of seismic-related ground failure, including liquefaction, are anticipated. Additionally, secondary effects of liquefaction, such as lateral spread, are not anticipated to occur at the Project property due to the lack of shallow groundwater. Impacts will be less than significant.

Off-Site Utility Field Improvements

The proposed off-site utility field include the development of up to five well sites and a 2.5-acre electrical substation. The exact locations of the off-site improvements have not been determined; however, they are proposed to be located east of the Project property, generally between Avenue 58 on the north, Avenue 62 on the south, Calhoun Street on the east, and Almonte Drive and Monroe Street on the west.

According to Exhibit IV-3 of the LQGP, the proposed off-site parcels are located in areas mapped to have high liquefaction susceptibility; however, review of recent monitoring wells and other groundwater data indicate that depth to groundwater in these areas is greater than 50 feet. The off-site utility field areas are underlain by youthful, unconsolidated sediments, and historically shallow groundwater. The well sites and substation will be developed in a manner that reduces potential impacts of liquefaction at the sites by implementing remedial grading, including the removal and over-excavation of site soils (implemented as **Mitigation Measures GEO-3** through **GEO-5**). Additional geotechnical evaluations may need to occur once the off-site utility properties have been selected, and prior to their development in order to ensure the potential effects of liquefaction at these off-site properties will be less than significant. Therefore, less than significant impacts from liquefaction or other ground failure are anticipated. Project-level environmental review of the wells and substation will be conducted by CVWD and IID, respectively, in their roles as responsible agencies, and once site-specific locations of the infrastructure is available.

iv. Landslides

The Project property is located in proximity to Coral Mountain and the Martinez Rockslide, and west of the foothills of the Santa Rosa Mountains. The Seismic Hazard Map (Exhibit IV-3) in the LQGP illustrates that the Project property lies adjacent to areas susceptible to earthquake-induced soil slumps and rock falls.

Due to the Project's distance from the Santa Rosa Mountains, the Project is not anticipated to induce rockfalls or landslides. The granitic bedrock ridge associated with Coral Mountain at the north end of the Project property was found to generally be fractured and jointed and has been mapped as a potential rockfall hazard. In general, the Project proposes no development to occur within a 100-foot offset from this bedrock ridge. However, the Geotechnical Evaluation recommends that a rockfall hazard review and/or analysis should be performed at a later date at this location once plans are further developed to evaluate this hazard and provide refined mitigation recommendations (i.e., additional special buffer, impact walls, berms/channels, etc.) if required. This is indicated as **Mitigation Measure GEO-6**.

The Martinez Rockslide is a 4.5-mile-long natural feature of fractured and unconsolidated bedrock, boulders, cobble and gravel that broke away from the Santa Rosa Mountains at an elevation of 6,320 feet above msl, where it was deposited and came to a stop on the gently sloping alluvium. The toe of the Martinez Rockslide landslide consists primarily of boulder material with an elevated slope that is 200 to 300 feet above the adjacent alluvial fan, and therefore, could result in rockfall. However, development setbacks will be approximately 950 feet from the toe of the Rockslide and separated by approximately 301.2 acres of natural open space. Based on the setback distance and lack of potential energy and upslope materials, NMG determined that the Project is unlikely to impact the Martinez Rockslide landform.

<u>Proposed Development Manufactured Slopes</u>

The Project proposes the mass grading of the principal development site to created large development pads with elevations and inclinations that protect developed lands from area-wide flooding and that facilitate changes in slope and intra-project drainage. Inclusive of these activities will be the construction of stormwater diversion embankment along the western and southern portion of the principal development site. A variety of permanent and temporary "slopes" will be constructed, with temporary slopes being backfilled and restored to grade and development pads and flood control facilities will become permanent integral parts of the development. The construction of both temporary and permanent slopes could generate both cave-in and landslide hazards and have been analyzed in the Geotechnical Evaluation and discussed below.

Permanent Artificial Slopes

The Project proposes permanent artificial slopes up to 80 feet high that will be cut from and/or underlain by alluvial fan materials. The proposed slopes will be engineered to be globally stable under static and pseudo-static loading conditions, and will include remedial removal of inappropriate fill materials. Recommendations set forth in the Project Geotechnical Evaluation for ongoing design engineering will ensure that all manufactured slopes are appropriately designed and constructed (**Mitigation Measures GEO-4**, **GEO-7,** and **GEO-8**). Mitigation strategies that will be applied during Project site development include requirements that the stability of permanent manufactured slopes are protected from erosion.

Moreover, the Geotechnical Evaluation establishes setback standards for structures from major manufactured slopes, including but not limited to retaining walls located above descending slopes. Structural setbacks, including those for retaining walls, shall be established as prescribed by the Project consulting geologist (**Mitigation Measure GEO-9)**.

The Project shall be required to implement **Mitigation Measures GEO-4,** and **GEO-7** through **GEO-9** in order to reduce impacts of permanent slopes to less than significant levels.

Temporary Slopes

According to the Geotechnical Evaluation, Project-related temporary excavations may expose varying earth materials, including both compacted and undocumented fills, and alluvial fan deposits. Temporary slopes in alluvial fans are anticipated to be subject to slope failure due to the sandy nature of the alluvium and lack of cohesion. Therefore, standard development guidelines, as set forth in the Project Geotechnical Evaluation, will be implemented during the development of the temporary slopes to reduce impacts of temporary slope failures to less than significant levels.

In order to reduce the potential rockfall hazard, and to help with surficial stability of manufactured slopes, stabilization fills are recommended for cut slopes at the Project property. Stabilization fills will replace slope materials with uniform compacted fill, with the removal of boulders from the outer portions of the slope face. In order to adequately reduce potential impacts of rockfalls and landslides, the project will implement **Mitigation Measure GEO-4,** and **GEO-6** through **GEO-9** which outline slope stabilization recommendations in the Project Geotechnical Evaluation.

The implementation of **GEO-4,** and **GEO-6** through **GEO-9** will reduce impacts of landslides and rockfall to less than significant levels.

Off-Site Utility Field Improvements

The proposed off-site utility field improvements include the development of five well sites and a 2.5-acre substation. The proposed off-site improvements will be located east of the Project property, generally located between Avenue 58 on the north, Avenue 62 on the south, Calhoun Street on the east, and Almonte Drive and Monroe Street on the west. This area is characterized by relatively flat topography and is not located near slopes. Therefore, the off-site improvements are not anticipated to induce landslides or rockfalls.

b. Result in substantial soil erosion or loss of top soil

The Project property encompasses approximately 855 acres of vacant land in the southern portion of the City of La Quinta. The Project proposes a mixed-use development that will include associated improvements such as mass-graded development pads and flood protection levees and diversions, paved roadways with three all-weather crossings, landscaped features and pedestrian walkways. The Wind Erosion Susceptibility Map (Exhibit IV-5) in the La Quinta General Plan specifies that the Project property is located in an area with a high and very high Wind Erodibility Rating.

Windborne Erosion

The Project property is currently vacant with scattered, low-lying vegetation, and remnants of an abandoned vineyard on approximately 220 acres in the northern portion of the property. The construction of this Project will involve ground disturbing activities, such as the clearing and grubbing of existing vegetation, removal of materials associated with pervious vineyard operations, and grading of the property. Development will also include mass and fine grading associated with manufactured development pads and flood control embankments. These activities will expose large areas of undisturbed land and will substantially increase the potential of soil erosion during development. In order to reduce the effect of windborne erosion at the Project site, prior to site disturbance, the Project shall submit and implement a City-approved dust control plan that is compliant with the Coachella Valley PM10 State Implementation Plan (PM10 Plan). Windborne erosion is not a concern following Project development because the property will be vegetated and landscaped, and stabilized following implementation of required stabilization that is found within the PM10 Plan during construction. Proper development and implementation of the plan will ensure that wind erosion of soils is less than significant. Also refer to the **Section 4.3, *Air Quality***, of this environmental document for further information on the Fugitive Dust Control Plan.

Waterborne Erosion

In addition to windborne erosion, the Project property and affected soils are subject to waterborne erosion which must be managed during and following Project development. The development site is crossed or affected by a series of braided streams and larger drainages transporting large volumes of sand and gravel that could impact the site during and following construction if not properly managed. Existing site drainage is somewhat affected by remnant diversions on the west end of the abandoned vineyard; otherwise, the site and drainages are in a largely natural condition flowing generally west to east. The Guadalupe Dike located along the northern Project property area is a training levee that diverts mountain runoff into the Guadalupe Chanel and terminating in the Dike No. 4 impound area west of the Project property.

The Project grading will be performed in accordance with the most current Construction General Permit (CGP) (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ) to ensure that waterborne erosions of soils is minimized. It 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 Project shall be required to prepare and implement a City approved *Stormwater Pollution Prevention Plan* (SWPPP) pursuant to **Mitigation Measure GEO-10** and will ensure that impacts from waterborne soil erosion are less than significant**.** As stated above, post-development, the Project will include concrete or riprap-lined and hardened flood control levees on the west and south portions of the Project development site, as well as stormwater retention basins. Soils within the developed portions of the site will be stabilized by landscaping (including gravel and groundcovers, buildings, streets, drainage facilities, and paved areas throughout the property.

This issue is discussed further in **Section 4.10, *Hydrology and Water Quality***. Impacts are reduced to less than significant levels.

c. *Located on geologic unit that is unstable, or become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse*

Liquefaction and Lateral Spreading

As discussed previously, in section a) iii., the Project property is not located in an area susceptible to liquefaction due to the lack of shallow groundwater. Although the potential for liquefaction, and subsequent effects (i.e., lateral spread, heaving and differential settling), is considered low at the Project property, development within the Project property will be required to comply with the current California Building Code (CBC) standards, City requirements, the recommendations provided in the Geotechnical Evaluation, and **Mitigation Measures GEO-3** through **GEO-5**. With the implementation of regulatory requirements and mitigation measures, impacts of liquefaction, and the secondary effects of liquefaction, such as lateral spread, will be less than significant. See discussion a) iii., above.

Landslides and Rockfalls

As stated in discussion a) iv., above, the proposed residential and resort Project components will not be located immediately adjacent to the existing natural landforms. However, implementation of **Mitigation Measures GEO-4** and **GEO-6** through **GEO-9** will reduce impacts of slope failure to less than significant levels. See discussion a) iv., above.

Ground Subsidence

Since the 1990s, increasing agricultural, domestic, and municipal groundwater withdrawal has lowered the groundwater table in Coachella Valley as much as 50 vertical feet, which in turn resulted in widespread land subsidence. Monitoring conducted by the USGS and CVWD shows that subsidence rates in the Coachella Valley have been increasing rapidly over the past several decades, especially during periods of overdraft of the basins. Between 1995 and 2010, water level records indicated that groundwater levels were the lowest in 2010. The majority of this measured subsidence occurred in the central portions of the City of La Quinta, north of Avenue 60, where up to two feet was recorded. Interferometric Synthetic Aperture Radar detection indicated that land-surface elevation changes within La Quinta ranged from 0 to approximately 1.3 inches. Based on the USGS and CVWD monitoring, subsidence has not occurred at the Project property.

The Project property, located in the southern portion of La Quinta, is situated between bedrock and the Thomas E. Levy Groundwater Replenishment Facility. According to the Geotechnical Evaluation, the operation of the groundwater replenishment facility (developed mid-2009) attributed to the increased groundwater levels within the City of La Quinta. Water levels are beginning to increase in the confined aquifer partly as a result of the increased hydraulic pressure provided by the groundwater replenishment facility. The Project property's proximity to the groundwater replenishment facility reduces the likelihood of subsidence at the Project property.

Additionally, the Project property's location near bedrock reduces the likelihood of subsidence to occur at the Project property. Per the Geotechnical Evaluation, bedrock is exposed along the northern perimeter and southwest corner of the Project property and consists of Mesozoic-age plutonic (granitic) rocks. Bedrock units present in the Santa Rosa Mountains to the west include both Mesozoic-age granitic rock and Pre-Cenozoic-age granitic and metamorphic rocks. Subsidence does not occur in areas where bedrock is present because of its solid composition (no voids). Therefore, the Project's location between the bedrock areas makes subsidence not likely to occur at the Project property.

Overall, the Project is not likely to experience subsidence due to the Project's location between the bedrock slopes and the groundwater replenishment facility.

Collapse

Soil collapse occurs in recently deposited sediments that accumulated in an arid or semi-arid environment. Young alluvial and wind-deposited sediments in the City may be locally susceptible to soil collapse due to their low density, rapid deposition in the desert environment, and the generally dry condition of the upper soils. Based on NMG's evaluation of the existing subsurface borings and laboratory data, the near-surface soil at the site generally consists of weathered, low density and/or porous material and undocumented fill material (associated with vineyard and flood control levee grading). This unsuitable soil is prone to significant soil collapse or consolidation and has poor bearing properties. NMG performed hydroconsolidation tests on two relatively undisturbed ring samples collected at depths of 20 to 30 feet. Hydroconsolidation potential of the samples, which can mitigate for low-cohesion soils, was considered to be moderate based on NMG's findings. Therefore, implementation of **Mitigation Measures GEO-3** through **GEO-5** will reduce impacts of soil collapse at the Project property to less than significant levels. See discussion a) iii., above.

Off-Site Utility Field Improvements

As previously stated, in discussion a) iii., above, the proposed off-site utility field is located on areas determined to have high liquefaction susceptibility.

This off-site utility field areas are characterized by relatively flat topography and the sites are not located near slopes. Therefore, the offsite improvements will not be impacted by landslides or rockfalls. See discussion a) iv., above.

Additional geotechnical evaluations will ensure that these utility sites include appropriate soil conditions, reducing impacts of liquefaction and soil collapse to less than significant levels. Project-level environmental review of the wells and substation will be conducted by CVWD and IID, respectively, in their roles as responsible agencies, and once site-specific locations of the infrastructure is available.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property

Expansive soils contain 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.

The Geotechnical Evaluation concludes that the expansion potential is anticipated to generally range from "very low" to "low". The Project shall comply with the recommendations established within the Project-specific Geotechnical Evaluation to ensure the foundational safety of the Project site. The foundational design recommendations established in the Geotechnical Evaluation are reflected in **Mitigation Measure GEO-2**. Additionally, NMG Geotechnical recommends that additional laboratory

testing be performed following completion of grading operations to determine the expansion potential of the near-surface soils. This is prescribed by **Mitigation Measure GEO-10.** With the implementation of **Mitigation Measures GEO-2** and **GEO-10**, the impact of expansive soils will be less than significant.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water

The Project does not include septic tanks or alternative water disposal systems. CVWD provides the City of La Quinta and the project vicinity with sewerage collection and treatment services. The Project proposes to extend existing CVWD sewer mains along Avenue 62 and Jefferson Street to the Project property.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

While no previously recorded paleontological resources have been identified within the Project property and proposed off-site improvement areas, several are known to occur within 3 miles of the Project property from the Lake Cahuilla Beds and/or late Pleistocene alluvial deposits (**Appendix G.2)**.

The Project property crosses multiple geologic units, including alluvium, alluvial fans gravels, landslide deposits, and quartz diorite, as well as unmapped Lake Cahuilla beds underlying alluvial deposits at shallow depth. The Paleontological Report assessed the paleontological sensitivity of these units and assigned them BLM Potential Fossil Yield Classification (PFYC) ranking as summarized in **Table 4.7-1** (below).

Table 4.7-1 Paleontological Potential of Geologic Units Underlying the Project Property

Formation	Abbreviation	BLM PFYC	Presence in the Project Area
Alluvium	Qa	Low (PFYC 2) to High (PFYC 4); increasing with depth	Across the majority of the surface of the project area
Alluvial Fan Gravels	Qf	Low (PFYC 2) to Moderate (PFYC 3); increasing with depth	Southwest project area
Landslide Deposits	Qls	Low (PFYC 2)	Southern margin of the project area
Lake Cahuilla Beds	-	High (PFYC 4)	Subsurface
Quartz Diorite	qdi	Very Low (PFYC 1)	Northwest project area

Pleistocene alluvial deposits, known to contain paleontological resources within 3 miles, likely underlie the Project property, possibly as shallow as 5 feet. The alluvial deposits that are present at the surface within the Project property are too young to preserve fossils but increase in paleontological sensitivity in the subsurface. Less than 1 percent of the property excavation activities will impact sediments to

maximum depths of greater than 40 feet below ground surface, including substantial grading, excavating, and trenching. No excavation is expected at a depth greater than 50 feet below ground surface. Ground-disturbing activities associated with Project construction would have the potential to impact geologic units of Moderate (PFYC 3) or High (PFYC 4) paleontological sensitivity, which could result in the damage or destruction of fossil resources should they occur in the Project site near the surface or at depth. Accordingly, **Mitigation Measure GEO-12** is recommended to reduce and avoid impacts to paleontological resources to less than significant levels.

4.7.5 Cumulative Impacts

Development in geologically active areas in the Coachella Valley and elsewhere in California is well regulated. A wide range of building codes and regulations discussed at length above help to ensure that cumulative impacts from major geotechnical effects and/or conditions will not be cumulatively considerable. The Project's contribution to geology and soils impacts will be cumulatively considerable before implementation of **Mitigation Measures GEO-1 through GEO-12**.

Paleontological resources that have the potential to occur within or to be affected by the proposed on-site and off-site utility field development are largely limited to fossilized bivalves deposited by earlier stands of Ancient Lake Cahuilla. Extensive research and documentation has been conducted on these now well understood resources. The potential for other resources to be encountered during development is considered low. Therefore, cumulative impacts to paleontological resources from Project development will not be cumulatively considerable.

4.7.6 Mitigation Measures

GEO-1 The Project developer shall implement the seismic design criteria and parameters, in accordance with ASCE 7-16 and 2019 CBC, as set forth in the Project geotechnical evaluation.

GEO-2 The design of foundation and slabs (including bearing pressure recommendations) shall be in conformance with the recommendations of the Project structural engineer and as set forth in the Project geotechnical evaluation.

GEO-3 Grading and excavations shall be performed in accordance with the City of La Quinta Code and regulations and the General Earthwork and Grading Specifications set forth in the Geotechnical Evaluation. Clearing and grubbing of the site shall include removal of any pavement or concrete, turf, landscaping, miscellaneous trash and debris, and disposal of deleterious material offsite. The soil engineering properties of imported soil (if any) shall be evaluated and certified by the Project geologist for use at the development site.

GEO-4 Unsuitable earth materials shall be removed prior to placement of compacted fill. Unsuitable materials at the site include undocumented fills and weathered alluvial fan deposits as set forth in the Project geotechnical evaluation and as otherwise directed by the Project geologist.

Excavation and grading to carry Project-serving roadways over the Dike No. 4 levee for the proposed Avenue 62 and Madison Street extensions, as well the Jefferson Street extension over the Dike No. 2 levee, should bench into competent existing fills on the sides with minimal removals on the top (1 to 2 feet). Grading on the levee fill shall be performed under the direction and concurrence of the US Bureau of Reclamation and CVWD.

GEO-5 Where project soils require, they shall be overexcavated during grading to be replaced with compacted fill, as set forth in the Project geotechnical evaluation. The proposed grading is anticipated to expose cut and fill transitions at finish grade. Shallow fill areas and cut portions of lots should be overexcavated and replaced with compacted fill to provide a minimum of 4 feet of uniform fill cap over each lot. Streets should be overexcavated 2 feet below subgrade to provide uniform fill below the pavement section. Alternatively, and as recommended by the Project geologist, streets may be overexcavated 2 feet below the deepest utility to reduce the amount of oversize materials encountered and facilitate utility excavation/installation.

GEO-6 Rockfall hazard analysis should be performed during the design phase if structures are planned within 100 feet of these hillsides (i.e., Coral Mountain and Martinez Rockslide) once plans are further developed to evaluate this hazard and provide site-specific mitigation recommendations (i.e., impact walls or berms/channels), as required.

GEO-7 Slopes shall be engineered for stability, including during seismic events, to reduce potential slope failure hazards, as set forth in the Project geotechnical evaluation.

GEO-8 Manufactured Slope Maintenance and Protection. To reduce the erosion and surficial slumping potential of the graded slopes, permanent manufactured slopes shall be protected from erosion by concrete lining, riprap, groundcover planting or other appropriate method (i.e., jute matting, polymer coating, etc.) as approved by the Project geologist. These measures shall be applied as soon as practicable. Drainage shall be designed and maintained to collect surface waters and direct them away from manufactured slopes and as required by the Project geologist.

GEO-9 Structural setbacks, including those for retaining walls, shall be established as prescribed by the Project geotechnical engineer.

GEO-10 The project proponent shall comply with the most current Construction General Permit (CGP) (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ). 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 SWPPP may include, but is not limited to, the following BMPs:

- *Temporary Soil Stabilization:* sandbag barriers, straw bale barriers, sediment traps, and fiber rolls;

- *Temporary Sediment Control:* hydraulic mulch and geotextiles;
- *Wind Erosion Control:* watering of the construction site, straw mulch;
- *Tracking Control:* staging/storage area and street sweeping;
- *Non-stormwater Management:* clear water diversion and dewatering; and
- *Waste Management and Materials Pollution Control:* vehicle and equipment cleaning, concrete waste management, and contaminated soil management.

GEO-11 Expansion Potential. The expansion potential of the on-site soils is low to very low. In accordance with the Project geotechnical evaluation recommendations, additional laboratory testing shall be performed following completion of grading operations to verify the expansion potential of the near-surface soils.

GEO-12 A qualified professional paleontologist shall prepare a Paleontological Resources Monitoring and Mitigation Plan and a Worker's Environmental Awareness Program to train the construction crew, both to be implemented during development.

4.7.7 Level of Significance After Mitigation

With implementation of **Mitigation Measures GEO-1** through **GEO-12**, impacts associated with strong seismic ground shaking, seismic-related ground failure, ground subsidence, collapsible soils, corrosive soils, and paleontological resources would be reduced to less than significant levels. Mitigation measures will be applied as future projects are proposed within the project site, and the project design and construction of habitable structures must be per the recommendations of each project's Geotechnical Evaluation and Paleontological Reports, as well as the latest UBC and CBC as required by the City Engineer.

4.7.8 References

1. California Department of Conservation EQ Zapp: California Earthquake Hazards Zone Application.
2. City of La Quinta 2035 General Plan Chapter IV, Environmental Hazards Element, November 2013.
3. County of Riverside Environmental Impact Report No. 521, Cultural and Paleontological Resources (Section 4.9), County of Riverside, 2015.
4. Geotechnical Evaluation and Planning Study, Proposed Residential Development at Travertine, City of La Quinta, California, NMG Geotechnical, Inc., August 2021.
5. Land Subsidence in the Coachella Valley, USGS, November 2018
6. Supplemental Paleontological Resources Assessment for the Travertine Development, SWCA Environmental Consultants, November 2021.
7. 2015 Urban Water Management Plan, CVWD, July 2016, https://www.cvwd.org/ArchiveCenter/ViewFile/Item/516.

4.8 Greenhouse Gas Emissions

4.8.1 Introduction

The purpose of this section is to establish the Project environmental setting for purposes of greenhouse gas (GHG) conditions and as pertinent to the Coachella Valley, identify the significance of the Project's GHG emissions, resulting from construction and operation of the project, and to identify feasible mitigation measures to reduce any such potentially significant impacts. The GHG contributors, their descriptions and supporting analyses are based in part on the following: Federal *Clean Air Act* (CWA); *Final 2016 Air Quality Management Plan* (AQMP), by South Coast Air Quality Management District (SCAQMD), March 2017; and sections of the SCAQMD Rule Book; and *California Greenhouse Gas Emissions for 2000 to 2019, Trends of Emissions and Other Indicators*, 2021 Edition, California Air Resources Board; and Releases No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019.

At the project-specific level, the analytical and quantitative findings are based on the *Travertine Specific Plan Greenhouse Gas Analysis* (GHGA) and *Travertine Specific Plan Air Quality and Greenhouse Gas Assessment Memorandum* (AQ and GHG Memorandum), both dated January 31, 2023. The purpose of the GHGA was to evaluate project-related construction and operational emissions and determine the level of GHG impacts from construction and operation of the proposed Project. The GHGA methodology relied on CalEEMod Version 2016.3.2 as the current and prescribed version of this software at the time of release of the Notice of Preparation (NOP). The AQ and GHG Memorandum was prepared to ascertain operational GHG emissions using the more current version of CalEEMod (2022.1) that has been released since the NOP. As previously described in the Air Quality Section, CalEEMod utilizes widely accepted methodologies for estimating emissions. Sources of these methodologies and default data include but are not limited to the United States Environmental Protection Agency (USEPA) AP-42 emission factors, California Air Resources Board (CARB) vehicle emission models, and studies commissioned by California agencies such as the California Energy Commission (CEC) and CalRecycle.

The GHG emissions modeling and analysis also accounts for emissions generated from off-site improvements that will support the proposed development, including a 2.5-acre substation, up to nine domestic water wells, and street improvements. It is expected that the likely number of off-site well sites will be five, rather than nine, but the more conservative number is analyzed in the emissions modeling and are reflected in the data cited herein. These future off-site utilities will be developed within a planning area subject to programmatic-level evaluation in this document. The off-site utility field has been identified in consultation with the Coachella Valley Water District (CVWD), the Imperial Irrigation District (IID) and the City. The GHG emission quantities associated with the construction of off-site facilities have been calculated and included with the project-wide emission levels subsequently

analyzed. The operational energy demand, and associated GHG and AQ emissions, for the project includes electricity required to transmit water to the Project. CVWD wells would serve the project, as well as other users of the CVWD system. Accordingly, only a portion of operational emissions from the wells is attributable to the project.

The GHGA report referenced in this section is provided in **Appendix H** of this Draft EIR.

According to the U.S. Environmental Protection Agency (EPA), greenhouse gases (GHG) are a group of gases that trap solar energy in the Earth's atmosphere and steadily increasing global land and ocean temperatures. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrochlorofluorocarbons (HCFCs), ozone (O_3), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Carbon dioxide is the most abundant GHG while other GHGs are more potent pound for pound. Like greenhouse glass, carbon dioxide and other GHGs trap infrared radiation in the lower atmosphere and increase levels of water vapor in the atmosphere. Human activities (such as burning carbon-based fossil fuels) also generate water vapor and CO_2 as byproducts, thereby increasing the level of atmospheric warming. Carbon dioxide-equivalence (CO_2e) is a metric used to compare emissions and associated warming of various greenhouse gases. It is the mass of carbon dioxide that would produce the same estimated warming as a given mass of another greenhouse gas. Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms.

GHGs are the result of both natural and human activities, including motor vehicle travel, air travel, consumption of fossil fuels for power generation, industrial processes, heating and cooling, landfills, and agriculture. Wildfire, both natural and human-caused, are also a major source of GHG emissions. The significant adverse effects of increasing GHG concentrations in the atmosphere have resulted in the adoption of governmental policies and regulations on federal, state and local levels that are intended to reduce GHG emissions by development projects, transportation and other activities.

4.8.2 Existing Conditions

The Project property encompasses approximately 855 acres of undeveloped land, of which, approximately 220 acres were previously cleared to support grape production (vineyard operations) but have been fallow for many years. Therefore, the undeveloped property does not include existing operations or other conditions considered a source of GHG emissions.

4.8.3 Regulatory Setting

Federal

Clean Air Act

The Clean Air Act (CAA) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes EPA to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants. Clean Air Act (CAA) has served as the primary basis for federal regulation of greenhouse gas emissions, particularly through CAA section 111, which covers emissions regulation for stationary facility sources. Under Section 111(b) of the Clean Air Act, EPA is authorized to set New Source Performance Standards (NSPS) for greenhouse gas (GHG) emissions from new, modified, and reconstructed fossil fuel-fired power plants.

In West Virginia v. EPA, the United States Supreme Court issued a ruling limiting EPA's authority to regulate greenhouse gas emissions through broad rules capable of exerting significant changes in the industry of electricity generation. The court decision found that Congress did not give EPA the authority to adopt a regulatory scheme at a magnitude and significance to incur economywide changes, such as a generation shift. EPA was found to lack the authority to require coal-fired power plants to shift to wind, solar, and other cleaner fuel sources; however, the court did not broadly eliminate EPA's ability to regulate greenhouse gas (GHG) emissions or pursue reductions under section 111 or any other section of the CAA.

State

California Assembly Bill 32 (AB 32)

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006, which required that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction was to be accomplished through an enforceable statewide cap on GHG emissions beginning in 2012. To implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. In November 2007, CARB completed its estimates of 1990 GHG levels and established 427 million metric tons of carbon dioxide equivalent ($MTCO_2e$) as the total statewide aggregated greenhouse gas 1990 emissions level and the 2020 emissions limit or target. The California GHG Emissions Inventory and Trends discussion provided below summarizes the State's progress in reducing GHGs based on information collected through various AB 32 programs.

Senate Bill 32 (SB 32)

Senate Bill 32 (2016) adds Section 38566 to the Health and Safety Code and requires that CARB ensure statewide GHG emissions meet the 40% reduction target no later than December 31, 2030.

CARB Scoping Plan

CARB's Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the year 2020 to comply with AB 32 and SB 32. As noted, the 2020 GHG emissions limit is 431 MMTCO2e. The 2017 Scoping Plan Update establishes a new emissions limit of 260 MMTCO2e for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030. The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. Key elements include expanding and strengthening building and appliance standards, achieving 35% renewables, cap and trade program, GHG reduction targets, and incentives and mitigation measures.

2022 CARB Scoping Plan

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation - the regulations that will impact this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments. As stated in the Plan's executive summary:

> "The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. That means rapidly moving to zero-emission transportation; electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution."
>
> "[A]pproval of this plan catalyzes a number of efforts, including the development of new regulations as well as amendments to strengthen regulations and programs already in place, not just at CARB but across state agencies."

Under the 2022 Scoping Plan, the State will lead efforts to meet the 2045 carbon neutrality goal through implementation of the following objectives:

- Reimagine roadway projects that increase VMT in a way that meets community needs and reduces the need to drive.
- Double local transit capacity and service frequencies by 2030.
- Complete the High-Speed Rail (HSR) System and other elements of the intercity rail network by 2040.
- Expand and complete planned networks of high-quality active transportation infrastructure.
- Increase availability and affordability of bikes, e-bikes, scooters, and other alternatives to light-duty vehicles, prioritizing needs of underserved communities.
- Shift revenue generation for transportation projects away from the gas tax into more durable sources by 2030.
- Authorize and implement roadway pricing strategies and reallocate revenues to equitably improve transit, bicycling, and other sustainable transportation choices.
- Prioritize addressing key transit bottlenecks and other infrastructure investments to improve transit operational efficiency over investments that increase VMT.
- Develop and implement a statewide transportation demand management (TDM) framework with VMT mitigation requirements for large employers and large developments.
- Prevent uncontrolled growth of autonomous vehicle (AV) VMT, particularly zero-passenger miles.
- Channel new mobility services towards pooled use models, transit complementarity, and lower VMT outcomes.
- Establish an integrated statewide system for trip planning, booking, payment, and user accounts that enables efficient and equitable multimodal systems.
- Provide financial support for low-income and disadvantaged Californians' use of transit and new mobility services.
- Expand universal design features for new mobility services.
- Accelerate infill development in existing transportation-efficient places and deploy strategic resources to create more transportation-efficient locations.
- Encourage alignment in land use, housing, transportation, and conservation planning in adopted regional plans (RTP/SCS and RHNA) and local plans (e.g., general plans, zoning, and local transportation plans).
- Accelerate production of affordable housing in forms and locations that reduce VMT and affirmatively further fair housing policy objectives.
- Reduce or eliminate parking requirements (and/or enact parking maximums, as appropriate) and promote redevelopment of excess parking, especially in infill locations.

- Preserve and protect existing affordable housing stock and protect existing residents and businesses from displacement and climate risk.

The 2022 Scoping Plan lays out the framework to achieve the AB 1279 target of 85 percent below 1990 levels by 2045 and identifies a need to accelerate the 2030 target to 48 percent below 1990 levels.

Senate Bill 375

SB 375, signed into law in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. The act requires metropolitan planning organizations (MPOs), such as SCAG, to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) that prescribes land use allocation in that MPO's regional transportation plan (RTP). CARB, in consultation with MPOs, provided regional reduction targets for GHGs for the years 2020 and 2035.

SB 100

The 100 Percent Clean Energy Act of 2018, otherwise known as Senate Bill 100 (SB 100, De León), set a 2045 goal of powering all retail electricity sold in California and state agency electricity needs with renewable and zero-carbon resources, such as solar and wind energy that do not emit climate-altering greenhouse gases. SB 100 also updated the state's Renewables Portfolio Standard to ensure that by 2030 at least 60 percent of California's electricity is renewable and required the Energy Commission, Public Utilities Commission and Air Resources Board to use programs under existing laws to achieve 100 percent clean electricity and issue a joint policy report on SB 100 by 2021 and every four years thereafter.

AB 1493

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011. The standards were projected to result in about a 22% reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards will result in about a 30% reduction. The updated regulations are projected to reduce GHGs from new cars by 34% from 2016 levels by 2025.

California GHG Emissions Inventory and Trends

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.

Wildfires are known to have served a natural function in California's diverse ecosystems for millennia, such as facilitating germination of seeds for certain tree species, replenishing soil nutrients, clearing dead biomass to make room for living trees to grow, and reducing accumulation of fuel that leads to high-intensity wildfires. However, fire also impacts human health and safety, and releases greenhouse gas (GHG) emissions and other air pollutants, including those that contribute to ozone formation. In recent years the magnitude and intensity of wildfires have increased across California. CARB works with other State agencies to develop an ecosystem carbon inventory for natural and working lands. This inventory quantifies the carbon stored in the State's forests, soils, and other natural lands. Senate Bill 901 (2018) directed the California Air Resources Board (CARB) to develop a baseline estimate of greenhouse gas (GHG) emissions from California's natural fire regime that reflects conditions before modern fire suppression (i.e., before 1910). In response, CARB has prepared a draft report, titled California's Historical Fire Activity Before Modern Fire Suppression, dated November 2021. The report indicates that wildfires that occurred between 2000 and 2020 emitted, on average, 19 million metric tons of carbon dioxide per year. This equates to an average of 24 metric tons of carbon dioxide per acre burned.

The State's 2022 Scoping Plan recognizes that of the twenty largest wildfires ever recorded in California, nine occurred in 2020 and 2021. The worst wildfire season in California's recorded history was in 2018, with over 24,226 structures damaged or destroyed and over 100 lives lost. The largest wildfire season ever recorded in state history was in 2020, where more than 4.3 million acres burned, albeit at different intensity and with varying ecological impacts, and over 112 million metric tons of carbon dioxide (CO2) emitted into the atmosphere. Wildfires have always been part of California's natural ecology and will continue to be. However, changes to the state's climate and precipitation expands the footprint of wildfire threat, severity, and intensity, with one quarter of California—more than 25 million acres—now classified as being under very high or extreme fire threat. The impacts of wildfire smoke have been linked to respiratory infections, cardiac arrests, low birth weight, mental health conditions, and exacerbated asthma and chronic obstructive pulmonary disease.

AB 1279

AB 1279 or the "California Climate Crisis Act, declared the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. The law required the California Air Resources Board to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California.

S-3-05

In 2005, Governor Schwarzenegger issued Executive Order S-3-05 establishing various GHG reduction targets for the State of California, including, GHG emissions to 2000 levels by 2010, GHG emissions to 1990 levels by 2020, and GHG emissions to 80 percent below 1990 levels by 2050.

B-30-15

In 2015, Governor Brown issued Executive Order B-30-15 to establish a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. All state agencies with jurisdiction over sources of greenhouse gas emissions were required to implement measures, pursuant to statutory authority, to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets. At the time, this was considered the most aggressive benchmark enacted by any government in North America to reduce dangerous carbon emissions over the next decade and a half.

N-79-20

In 2020, California Governor Gavin Newsom issued Executive Order N-79-20, setting new statewide goals for phasing out gasoline-powered cars and trucks in California, including a zero-emission requirement for all in-state sales of new passenger cars and trucks by 2035. Similarly, under this Order, 100% of in-state sales of medium- and heavy-duty trucks and busses are to be zero-emission by 2045, where feasible; and 100% of off-road vehicles and equipment sales are to be zero-emission by 2035, where feasible.

Regional and Local

Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS)

Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) consisting of six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), and 191 cities, including the City of La Quinta as a member agency. SCAG is responsible for developing long-range transportation plans and sustainable communities strategies for the region in accordance with federal and state law and planning requirements, including but not limited to federal Clean Air Act ambient air quality standards and ambient air quality and greenhouse gas emissions reductions standards and targets, respectively adopted by the California Air Resources Board (ARB). The centerpiece tool of SCAG's planning work is the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is updated and adopted every four years. The current 2020-2045 RTP/SCS (also known as Connect SoCal 2020) was approved by U.S. Department of Transportation for transportation conformity purposes in May 2020 and adopted in its entirety on September 3, 2020. On October 30, 2020, CARB certified that the 2020-2045 RTP/SCS would meet the applicable 2035 greenhouse gas (GHG) emissions reduction target for automobiles and light trucks as established by CARB in 2018, specifically, a 19 percent per capita reduction by 2035 relative to 2005 levels.

The 2020-2045 RTP/SCS represents the vision for Southern California's future through 2045, including policies, strategies, and projects. The 2020-2045 RTP/SCS details how the region will address its transportation and land use challenges and leverage opportunities in order to support attainment of applicable federal ambient air quality standards and achieve state's greenhouse gas (GHG) emissions reduction targets. The 2020-2045 RTP/SCS built on the 2016 version to reflect the most recent policy directions and will continue to undergo changes every four years to address emerging issues and policies.

The Sustainable Communities Strategy (SCS) component of the 2020-2045 RTP/SCS is designed to comply with the Sustainable Communities and Climate Protection Act (SB 375) to reduce greenhouse gas (GHG) emissions from passenger vehicle use through integrated transportation, housing, and land use planning. SCAG's 2020 SCS estimates an 8 percent and a 19 percent decrease in GHG per capita emissions from light-duty passenger vehicles by 2020 and 2035, respectively, compared to 2005. The reduction targets and associated strategies were reviewed and accepted by CARB in their October 2020 approval.

It is important to note that SCAG does not have authority to implement individual transportation projects in the RTP, nor does the SCS supersede the land use authority of cities and counties in the region. Specific projects and policies are implemented by local jurisdictions, state agencies, and other agencies.

South Coast Air Quality Management District (SCAQMD)

SCAQMD is the agency responsible for air quality planning and regulation in the South Coast Air Basin (SCAB). In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several

different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The current interim thresholds consist of a tiered approach that includes exemptions, GHG reduction plan consistency including consistency with adopted screening values, which are discussed in detail in **Appendix H** of this EIR.

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, from which it projected future year 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 established policies and programs to achieve the reduction targets. At a minimum new development is required to adhere to the latest building code standards, which will increase energy efficiency and use of passive and active design features intended to benefit the overall operating efficiency of new buildings.

Transportation is the largest emitter of GHGs; therefore, the City has established specific 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 for non-resident and multi-family development, and (2) considering access routes for pedestrians and bicycles. The project is anticipated to conform to this implementation measure by providing trail linkages between the project and surrounding trails, including bike lanes throughout community, such as Class II bike lanes located along both sides of Jefferson Street. Bike lanes will be striped to a width of 8 feet to accommodate golf carts and NEVs. As described in the Transportation section, the proposed project will provide a robust network of bike paths, pedestrian ways, multipurpose trails, bicycle lanes and golf cart/neighborhood electric vehicles (NEV) lanes.

Although there is no bus service in the Project study area, transit service is reviewed and updated by the SunLine Transit Agency periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

4.8.4 Project Impacts

Thresholds of Significance

The following thresholds or criteria are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064 of the CEQA Guidelines. For analysis purposes, development of the Travertine Specific Plan would have a significant effect on greenhouse gas emissions if it will:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Methodology

As previously introduced, the air quality findings are based primarily on the *Travertine Specific Plan Greenhouse Gas Analysis (GHGA)* and the *Travertine Specific Plan Air Quality and Greenhouse Gas Assessment Memorandum* (AQ and GHG Memorandum), dated January 31, 2023. The GHGA scope evaluated the project-related construction and operational emissions to determine the level of GHG impacts from construction and operation the proposed project. The quantification of GHG emissions from the proposed Project utilized CalEEMod Version 2016.3.2 as the current and prescribed version of this software at the time of release of the Notice of Preparation (NOP). The AQ and GHG Memorandum was subsequently prepared to ascertain operational GHG emissions using the more current version of CalEEMod (2022.1) that was released since the NOP. The said technical studies accounted for emissions generated from off-site improvements that will support the proposed development, including a substation, domestic water wells, and street improvements, as depicted in the Project description.

Discussion on Establishment of Significance Thresholds

The EIR includes both a quantitative and a qualitative analysis of the significance of the project's GHG emissions. Consistent with CEQA Guidelines section 15064.4, the focus of the analysis is on the project's effect on climate change. Further, consistent with CEQA Guidelines section 15144 and 15145, the City has used its best efforts to find out and disclose all that it reasonably can, while avoiding speculation. The analysis considers the project's reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change.

For purposes of the quantitative analysis, the EIR relies on an efficiency metric developed by the SCAQMD.

Based on the *Travertine Specific Plan Greenhouse Gas Analysis (GHGA)*, prepared by Urban Crossroads on October 13, 2021 and January 31, 2023, the project could result in 3,250 new residents and 450

employees for a total service population (SP) of 3,700 at project buildout. The SCAQMD defines the service population as the total number of residents and employees associated with a project. The 2008 Scoping Plan identified that based on the GHG emissions inventories for the state, the people of California generate approximately 14 tons of GHG emissions per capita and would need to reduce annual emissions to approximately 10 tons per capita in order to meet the GHG reduction target of AB 32.

The SCAQMD has proposed targets for project-level and plan-level analysis. At the September 2010 working group meeting the SCAQMD recommended a project-level efficiency target of 4.8 MTCO2e/SP. SCAQMD's threshold is a metric for assessing compliance with AB 32 by using an efficiency threshold value of 4.8 MTCO2e/yr attributable to residential and commercial sectors (non-industrial) that can be scaled or translated to a local project efficiency.

This screening threshold is used by numerous cities in the South Coast AQMD jurisdiction to assess the significance of GHG emissions from land use projects and is described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"). The SCAQMD's threshold is further based on the major sources of GHG emissions that exist within the South Coast AQMD air basin.

Although the SCAQMD's draft significance criteria have not been formally adopted, the City has determined that the SCAQMD's project-level efficiency threshold methodology can be used as a quantitative measure of the significance of the Project's GHG emissions if updated consistent with the state's current GHG emissions reductions targets.

As previously noted, the recently adopted *2022 Scoping Plan* identifies a reduction target of 48% below 1990 levels by 2030 and 85% below 1990 levels by 2045. For analysis purposes herein, the SP threshold for the Project's buildout year of 2031 was calculated by linear interpolation between the 2020 target of 4.8 $MTCO_2e$/yr and the 2045 target of 0.72 $MTCO_2e$/yr. The City has conservatively chosen 2045 as the time-frame for the analysis in consideration of the nature of the project -- a land use plan with an expected buildout date of 2031 -- and the State's long-term climate goals and strategies, as reflected in AB 1279 and the 2022 Scoping Plan.

In addition to the quantitative approach described above, the EIR also includes a qualitative analysis of the significance of the Project's GHG emissions. The qualitative analysis considers whether the Project complies with the City's GHG Emissions Reduction Strategy. Under this approach, the Project's contribution of GHG emissions is determined to be less than significant if the Project complies with the applicable regulations or requirements of the City's GHG Emissions Reduction Strategy. A discussion of Project consistency with the 2020-2045 SCAG RTP/SCS and CARB's 2022 Scoping Plan is also provided below for informational purposes.

Project Design Features (PDF)

The proposed project will incorporate a variety of energy-saving and sustainable design features and operational programs. As described in the Energy section and in accordance with the SPA, the project will incorporate the installation of green roofs and solar panels on buildings within the community (SPA, Section 1.6, pg. 1-10); will consider the solar orientation of the buildings to reduce impact of the development with natural environment (SPA, Section 3.4, pg. 3-3); will implement passive and active solar systems to take advantage and consider the year-around abundant sunshine (SPA, Chapter 6, pg. 6-2); and will ensure the placement of structures to consider the environmental conditions including sun orientation and prevailing winds (SPA Chapter 3, pg. 3-1). The Project also incorporates the following design features and attributes promoting energy efficiency and sustainability. Because these features/attributes are integral to the Project, and/or are regulatory requirements, they are not considered to be mitigation measures.

- To reduce water demands and associated energy use, subsequent development proposals within the project site would be required to implement a Water Conservation Strategy and demonstrate a minimum 20% reduction in indoor and outdoor water usage, consistent with the current CalGreen Building Code performance standards (section 4.303.1) for residential and non-residential land uses, achieved in part through the schedule of plumbing fixtures and fixture fittings that will reduce indoor use and efficient irrigation systems for outdoor use.
- In order to reduce the amount of waste disposed at landfills, the Project would be required to implement a 50% waste diversion as required by AB 939 and analyzed in the Utilities section.

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

Project implementation would result in construction-phase and operational GHG emissions associated with the on-site and off-site improvements and uses. The period of construction-related GHG emissions will be short-termbut their adverse effects will persist, while operational emissions will continue to occur throughout the life of the project. All of the project's construction activities, including construction of off-site utilities, will contribute to increased atmospheric GHG levels.

The construction schedule utilized in the analysis is based on a "worst-case" (most intense) development scenario. Should construction commence or occur any time after the indicated dates, emission factors for construction are expected to be the same or decrease due to the emissions regulations becoming more stringent for mobile sources, area, and energy sources. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines. The duration of construction activity was generally based on CalEEMod defaults and the opening year of each respective phase and are set forth in detail in **Appendix H** of this EIR.

Table 4.8-1 Construction Duration

Phase	Start Date	End Date
Phase A Grading Activities (Crushing, Madison Avenue with Water Line, Grading & Tank Construction, Avenue 62 with Water Line, Well Construction, Substation Construction)	07/01/2023	07/01/2025
Phase B Grading Activities	01/01/2024	03/30/2028
Phase 1 (2026-2029)	07/01/2025	12/11/2028
Phase 2 (2029-2031)	01/01/2029	12/13/2030
Phase 3 (2031-2033)	01/01/2031	12/28/2032
Refer to Table 3-2 (Construction Duration) in the GHGA report for detailed construction duration information.		

GHG emissions resulting from project-related construction activities occurring on- and off-site were quantified and amortized over the life of the project using SCAQMD's recommended methodology. Per the SCAQMD Methodology, this process involved calculating the total GHG emissions from construction activities, then dividing that quantity by a 30-year project life, then adding that quantity to the annual operational phase GHG emissions. The amortized construction emissions are presented in **Table 4.8-2**.

Table 4.8-2 Ammortized Annual Construction Emissions

	Emissions (MT/yr)			
	CO_2	**CH_4**	**N_2O**	**Total CO_2e**
Total Construction Emissions	26,902.67	5.93	0.04	26,792.06
Amortized Construction Emissions ($MTCO_2e$)	**896.76**	**0.20**	**0.00**	**893.07**
Note: CalEEMod reports the most common GHGs emitted which include CO2, CH4, and N2O. These GHGs are then converted into the CO2e by multiplying the individual GHG by the GWP.				

Operational Emissions

Operational activities associated with the proposed project will result in emissions of CO_2, CH_4, and N_2O from the following primary sources: Area Source, Energy Source, Mobile Source, Water Supply/Treatment/Distribution, and Solid Waste. These sources are summarized below:

Area Source Emissions

Landscape Maintenance Equipment: Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, hedge trimmers and similar equipment, as well as haul vehicles used to maintain the landscaping of the project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

Energy Source Emissions

Combustion emissions associated with Natural Gas and Electricity: GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of fossil fuels emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod default parameters were used.

Title 24 Energy Efficiency Standards: California's Energy Efficiency Standards for Residential and Nonresidential Buildings was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The CEC anticipates that residential buildings will use approximately 53% less energy and nonresidential buildings will use approximately 30% less energy. Moreover, the project will continue benefiting from energy code standards for future development, which encourage energy efficient approaches to building decarbonization, including the benefits of photovoltaic and battery storage systems and other demand flexible technology to work in combinations with heat pumps to enable California buildings to be responsive to climate change. Title 24 requirements also strengthen ventilation standards to improve indoor air quality, as the state progresses toward the goal of 100 percent clean carbon neutrality by midcentury.

Mobile Source Emissions

The project related operational air quality impacts derive primarily from vehicle trips generated by the project. Trip characteristics available from the *Travertine Specific Plan Traffic Phasing Analysis* report were utilized in this analysis.

Water Supply, Treatment and Distribution

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. CalEEMod default parameters were used to estimate GHG emissions associated with water supply, treatment and distribution for the project scenario.

Solid Waste

Residential land uses will result in the generation and disposal of solid waste. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG

emissions associated with the disposal of solid waste associated with the proposed project were calculated by CalEEMod using default parameters.

Emissions Summary

As shown on **Table 4.8-3**, the project would result in 5.05 $MTCO_2e$/SP/Yr compared to the threshold of 2.41 $MTCO_2e$/SP/Yr for 2031 and thus would exceed the SCAQMD/City's screening threshold in 2031. In 2045, the total GHG emissions from the project would translate to 4.39 MTCO2e/SP/Yr., which would exceed the applicable threshold of 0.72 MTCO2e/SP/Yr. The total GHG levels include amortized emissions associated with on- and off-site improvements. Although the emission levels solely associated with the off-site construction activities do not reach or exceed the applicable GHG thresholds, when combined with other project emissions, they contribute to the project-wide exceedance. As such, project-related emissions are potentially significant.

Table 4.8-3 Project GHG Emissions Summary
Amortized Construction and Annual Operational Emissions in 2031

Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual construction-related emissions amortized over 30 years	896.76	0.20	0.00	893.07
Mobile	10,664	0.30	0.46	965.70
Area	287	0.01	< 0.005	6,760.15
Energy	3,759.00	0.40	0.03	7,809.22
Water	117.00	1.68	0.04	577.61
Waste	81.50	8.14	0.00	1,675.64
Refrigerants	0.00	0.00	0.00	
Total CO_2e (All Sources)	**18,681.38**			
Service Population	**3,700**			
Total CO_2e/Service Population	**5.05**			
Screening Threshold (CO_2e)	**2.41**			
Threshold Exceeded?	**YES**			

Table 4.8-4 Project GHG Emissions Summary
Amortized Construction and Annual Operational Emissions in 2045 With Mitigation

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_20	R	Total CO_2E
Annual construction-related emissions amortized over 30 years	896.76	2.00E-01	0.00E+00	N/A	893.07
Mobile Source	10,664	0.30	0.46	1.22	10,811
Area Source	287	0.01	< 0.005	0.00	287
Energy Source	3,759.00	0.40	0.03	0.00	3,777.00
Water	117.00	1.68	0.04	0.00	171.00
Waste	81.50	8.14	0.00	0.00	285.00
Refrigerants	0.00	0.00	0.00	26.40	26.40
Total CO_2E (All Sources)	**16,251.07**				
Service Population	**3,700**				
Total CO_2e/Service Population	**4.39**				
Screening Threshold	**0.72**				
Threshold Exceeded?	**YES**				
Mitigation Measure GHG-1					
Annual GHG Reduction With Mitigation Measure GHG-1	**13,624**				
Total CO2e/Service Population After Mitigation Measure GHG-1	**0.71**				
Screening Threshold	**0.72**				
Threshold Exceeded After Mitigation?	**NO**				

The proposed project is anticipated to result in annual CO_2e emissions that exceed the most conservative threshold of 0.72 MTCO2e/SP/Yr. This threshold is based on a linear interpolation between the 2020 target of 4.8 $MTCO_2e$/Yr and the 2045 target of 0.72 $MTCO_2e$/Yr. As such, the Project's target for per capita GHG efficiency in 2045 is 0.72 $MTCO_2e$/yr. Thus, project-related emissions are potentially significant. In order to reduce GHG emissions below the quantitative significance threshold of 0.72 $MTCO_2e$/Yr, the Project will rely on all feasible on-site GHG reduction matters, as well as off-site measures in the form of carbon offsets. As shown on Table 4.8-4, after implementation of **MM GHG-1**, which contemplates the purchase of carbon credits, GHG emissions are reduced to 0.71 MTCO2e per SP per year, which is less than the applicable threshold of 0.72 MTCO2e per SP per year. **Mitigation Measures GHG-2** through **GHG-11** would contribute to the project's energy efficiency and GHG reductions, but those reductions are not directly quantified toward the GHG reductions.

Based on the current calculations, if the project pursued the 2045 target of 0.72 $MTCO_2e$/yr, the project would require approximately 13,624 credits per year to reach the efficiency level. The 13,624 credits

would reduce the total annual emissions from 16,251.07 $MTCO_2e$/yr to approximately 2,664, which, when divided by the service population of 3,700, would achieve the target of 0.71 $MTCO_2e$/yr. The current GHG emissions calculations do not take credit for future vehicle emissions reduction standards that may be implemented by CARB and that would translate to future GHG reductions.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

GHG emissions reduction plans, policies and regulations applicable to the project include: the *City of La Quinta Greenhouse Gas Reduction Plan*. As discussed above, the Project is proposed within the plan boundaries of the Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS). The 2020-2045 RTP/SCS and the 2017 and 2022 CARB Scoping Plan were not adopted for purpose of reducing the Project's emissions of greenhouse gases. However, a discussion of project consistency with the recently adopted 2020-2045 RTP/SCS and the 2022 Scoping Plan is also provided for informational purposes and to address how the Project interacts with the policies and programs contained in these state and regional planning documents.

City Greenhouse Gas Reduction Plan Consistency

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, from which it projected future year 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 established policies and programs to achieve the reduction targets. At a minimum, new development is required to adhere to the latest building code standards, which will increase energy efficiency and use of passive and active design features intended to benefit the overall operating efficiency of new buildings. The proposed project will comply with this requirement by adhering to the applicable building code standards. Additional review of consistency is provided below.

Table 4.8-5 City of La Quinta Greenhouse Gas Reduction Measures for New Development

ND-1: Encourage and promote that all new commercial and residential development achieve energy efficiency and incorporate sustainable design principles that exceed Green Building Code requirements.	Consistent. The proposed Project would be designed and constructed to implement the energy efficiency measures, as applicable to reduce energy consumption. The proposed Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems. Examples of these elements are found in Sections 1.6, 3.4, 6.0 and 3.0 of the SPA. Refer to the Energy section for additional detail. The Project will install water-efficient plumbing fixtures, water-efficient irrigation systems with smart sensor controls for common area landscape irrigation, and use drought-tolerant plants in landscape design, as well as install solar photovoltaic (PV) systems, Energy Star appliances, and tankless water heaters.
ND-2: Work towards carbon neutrality for all new buildings. Carbon neutral buildings achieve a net zero emission of GHGs through design measures, onsite renewable, and offsets.	Consistent. While the Project does not itself achieve carbon neutrality, it has to the degree feasible reduced GHG emissions through on-site and off-site measures, consistent with ND-2, and does not impede the City's carbon neutrality goals. The Project is also one of several new development projects currently considered by the City. The Project will, therefore, not impede the City's goal of attaining carbon neutrality for 755,000 square feet of new development between 2020 and 2035.
ND-3: Encourage all new development to meet 50% of energy demand through onsite solar or other non-polluting source.	Consistent. The Project would use energy from Imperial Irrigation District (IID), which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct IID energy source diversification efforts. Further IID states that they have met and exceeded all RPS requirements to date. The project will install solar photovoltaic (PV) systems and Energy Star appliances.
ND-4: Encourage all new development to minimize vehicle trips.	Consistent. The Project's mix of resort and residential uses could provide for a potential reduction in vehicle trips and miles traveled. The proposed sidewalk connections and bike trails would minimize barriers to access and interconnectivity that would translate to vehicle trip reductions compared to single-use development patterns.
ND-5: Require that new commercial development include provisions for	Not consistent. The City of La Quinta is currently served by the SunLine Transit Agency, but there is no bus service currently

bus stops and scheduled transit services from SunLine transit where available.	serving the project study area. Transit service is reviewed and updated by the SunLine Transit Agency periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate and as determined by SunLine. The project's commercial uses are designed in a manner that will not interfere with scheduled bus service, should such service be made available. Although the project is found to not have impacts to SunLine Services or facilities, it can't directly effectuate new routes to be implemented without SunLine's decision-making process. Therefore, the project is not directly consistent with this measure.
ND-6: Require that new development accommodate pedestrian and bicyclists.	Consistent. The project will include facilities for bicycle circulation and parking.
ND-7: Encourage all new development to utilize materials that consist of recycled materials and are recyclable.	Consistent: The project will comply with all applicable solid waste statutes, policies and guidelines, including the mandatory commercial and residential recycling requirements of Assembly Bill 341.
ND-8: Consider the provision for the requirement of onsite composting facilities.	Consistent: The Project will comply with Title 6, Health and Sanitation, Chapter 6.04 (Solid Waste Collection and Disposal) of the City's Municipal Code, which covers the composting regulations for commercial businesses and residential generators.
ND-9: Encourage new commercial development to prepare an operational plan to minimize waste.	Consistent: The Project will comply with all applicable solid waste statutes, policies and guidelines, including those that involve waste reductions.
ND-10: Work with the County in developing a fee program for methane capture to fund the development of methane capture facilities at landfills utilized by the City.	Not Applicable: This measure appears to be applicable to the City and County operations.
ND-11: Encourage convenient, accessible, and easy disposal opportunities.	Consistent: The project will incorporate accessible waste disposal locations applicable to the common and resort areas.

Consistency with the Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS)

As previously introduced, Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) consisting of six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), and 191 cities, including the City of La Quinta as a member agency. SCAG is responsible for developing long-range transportation plans and sustainable strategies for the region in accordance with federal and state law and planning requirements, including but not limited to federal Clean Air Act ambient air quality standards and ambient air quality and greenhouse gas emissions reductions standards and targets, respectively adopted by the California Air Resources Board (ARB). Pursuant to state law (SB 375) SCAG is required to develop a Sustainable Communities Strategy which identifies plans and policies that will facilitate the SCAG region's attainment of state-mandated, region-specific GHG emissions reduction targets. The centerpiece tool of SCAG's planning work is the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is updated and adopted every four years. The current 2020-2045 RTP/SCS (also known as Connect SoCal 2020) was approved by U.S. Department of Transportation for transportation conformity purposes in May 2020 and adopted in its entirety on September 3, 2020. On October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would meet the applicable 2035 greenhouse gas (GHG) emissions reduction target for automobiles and light trucks as established by CARB in 2018, specifically, a 19 percent per capita reduction by 2035 relative to 2005 levels.

The 2020-2045 RTP/SCS represents the vision for Southern California's future through 2045, including policies, strategies, and projects. The 2020-2045 RTP/SCS details how the region will address its transportation and land use challenges and leverage opportunities in order to support attainment of applicable federal ambient air quality standards and achieve state's greenhouse gas (GHG) emissions reduction targets. The 2020-2045 RTP/SCS built on the 2016 version to reflect the most recent policy directions and will continue to undergo changes every four years to address emerging issues and policies.

The Sustainable Communities Strategy (SCS) component of the 2020-2045 RTP/SCS is designed to comply with the Sustainable Communities and Climate Protection Act (SB 375) to reduce greenhouse gas (GHG) emissions from passenger vehicle use through integrated transportation, housing, and land use planning. SCAG's 2020 SCS estimates an 8 percent and a 19 percent decrease in GHG per capita emissions from light-duty passenger vehicles by 2020 and 2035, respectively, compared to 2005. The reduction targets and associated strategies were reviewed and accepted by CARB in their October 2020 approval.

As evaluated in the Population and Housing Section, the proposed development of 1,200 dwelling units included in the Project would potentially translate to approximately 3,250 new residents, but 2,201 fewer people than the adopted Travertine and Green Specific Plan. At this scale, the estimated Project population has been found to not result or contribute to an exceedance of the City's 2035 and SCAG's 2040 or 2045 population forecasts. The project would be consistent with the City and regional population growth projections.

Priority Growth and Neighborhood Mobility Areas

The 2020-2045 RTP/SCS identifies Priority Growth Areas (PGAs) as locations for newly proposed development based on established criteria (e.g., infrastructure, location, market). PGAs include designated job centers, transit priority areas, high quality transit areas (HQTAs), livable corridors, spheres of influence, and neighborhood mobility areas (NMAs). SCAG estimates that although PGAs only account for approximately 4 percent of the region's total land, they are expected to accommodate approximately 64 percent of the forecasted growth and 74 percent of the forecasted employment growth between 2016 and 2045. New development in PGAs is generally expected to provide opportunities to reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

Neighborhood mobility area (NMAs) are identified throughout the SCAG region for providing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs are defined by having a high number of intersections, low observed travel speed, high mix of uses and high accessibility to "everyday" destinations. These are areas where complete streets and sustainability policies support and encourage replacing or reducing single and multi-occupant automobile use with walking, bicycling, skateboarding and slow speed electric vehicles (such as e-bikes, scooters, senior mobility devices and neighborhood electric vehicles). SCAG projects that from 2016 to 2045, nearly 29 percent of new households will be located in NMAs.

Based on a GIS analysis of public SCAG data produced for the 2020-2045 RTP/SCS, the City of La Quinta includes two distinct PGAs with a combined area of approximately 1,540 acres. This PGA coverage is approximately 6.73 percent of the City's total area of 22,855.5 acres. One designated location is approximately 1,239 acres associated with Highway 111. The second PGA location in the City is a single NMA covering approximately 301 acres, generally encompassing The Village, which is considered in the General Plan as the traditional commercial core of the City.

The project site is located approximately 5 miles southeast of the City's NMA and approximately 6.3 miles south of the Highway 111 area. As a result, the project's location is not expected to be afforded the traditional benefits attributed to designated PGA locations or high-quality transit areas. However, residential and mixed-uses on the Project site are assumed in the adopted La Quinta General Plan and were approved by the City in 1995, with the adoption of the Travertine and Green Specific Plan. Additionally, as explained in the subsequent analysis, the Project's land uses and associated improvements are expected to introduce benefits and characteristics similar to those in PGA locations by collocating commercial, residential and recreational facilities and creating multi-modal connections, including biking and hiking trails, between these uses. Additionally, the Project represents a reduction in residential units proposed to be located outside of PGAs relative to the Travertine and Green Specific Plan.

The Project's consistency analysis is modeled after CARB's evaluation of the 2020-2045 RTP/SCS goals, key supporting actions and policy factors to achieve the targets. The goals of 2020-2045 RTP/SCS (Connect SoCal) fall into four core categories: economy, mobility, environment and healthy/complete communities. The plan explicitly lays out goals related to housing, transportation technologies, equity and resilience in order to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets.

Project Consistency with the Goals of SCAG's 2020-2045 RTP/SCS

Goal 1. Encourage regional economic prosperity and global competitiveness.

Consistent. This goal is primarily directed toward SCAG, as it relates to encouraging regional economic prosperity and global competitiveness, and therefore has limited applicability to individual development projects. Nevertheless, the proposed project would encourage economic growth at the regional and local level by introducing a mixture of housing, resort, and recreational opportunities in an integrated plan serving the Eastern Coachella Valley. In doing so, the project will contribute to the Coachella Valley region's ability to offer housing, hospitality, and recreational destinations.

Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.

Consistent. The Travertine Specific Plan proposes various street improvements that are balanced with non-motorized options for sidewalks, multipurpose trails, bicycle lanes and golf cart/neighborhood electric vehicles (NEV) lanes to promote mobility and travel safety of people within the community. The aspect of goods mobility has limited applicability to individual developments, but the project would not conflict with or burden the regional goods mobility across the SCAG region.

Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.

Consistent. This goal is primarily directed toward SCAG and has limited applicability to individual development projects. The project would not conflict with the security and resilience of the regional transportation system.

Goal 4: Increase person and goods movement and travel choices within the transportation system.

Consistent. The aspect of person and goods movement has limited applicability to individual development projects. Pertaining to travel choices within the transportation system, the project will introduce non-motorized transportation improvements that will improve travel and circulation choices within the community. The Project includes a network of pedestrian and bike trails to provide a direct link to the community open space and gathering areas, as well as passive and active spaces. The system also provides private internal interconnecting trails and strolling trails, and on-street (Class II) bike trails. The project would not conflict with the SunLine Transit Agency's periodic adjustments to service coverage or implementation of SunLine transit network, as these are a function of demand.

Goal 5: Reduce greenhouse gas emissions and improve air quality.

Consistent. The project incorporates project design features and mitigation measures to reduce GHG, and criteria air pollutant emissions. As discussed above, the Project is consistent with the City's GHG Reduction Plan, and with implementation of **Mitigation Measures GHG-1** through **GHG-11**, the Project will reduce GHG emissions consistent with the SCAQMD's service population efficiency metric and the state's long-term GHG emissions reductions targets. However, even with the above measures, the EIR conservatively concludes that Project GHG emissions will be potentially significant because the use of carbon credits has not been broadly adopted in the Coachella Valley to mitigate GHG emissions impacts of residential and resort communities. The Project will also result in potentially significant and unavoidable emissions of VOCs. Please refer to **Section 4.3** (***Air Quality***) for further discussion of the Project's impacts on air quality. Notably, in adopting the 2020-2045 RTP, SCAG found that, like the Project, SCAG's regional plan would result in potentially significant and unavoidable GHG and Air Quality impacts and recommended mitigation measures to be implemented to avoid and reduce such impacts. The Project proposes to mitigate GHG and Air Quality impacts in reliance on measures similar to those recommended in the 2020-2045 RTP EIR.

Goal 6: Support healthy and equitable communities.

Consistent. The designated pedestrian paths and trails incorporated into the project's site design would facilitate equitable access to active transportation for residents of the proposed dwelling units of varying housing densities and product types, thus promoting a healthy community in the Eastern Coachella Valley.

Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.

Consistent. The proposed Project will establish a buffer of open space areas adjacent to the slopes of Coral Mountain and Martinez Rockslide, such that habitable structures will not be situated adjacent to the neighboring mountain slopes. The separations and setbacks will serve as fuel breaks to control or diminish the risk of the spread of fire crossing, reducing the potential exposure of homes and property to the threat of wildfire risks. The proposed street improvements will contribute to the build-out of the City's General Plan Circulation Element.

Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

Not Applicable. This policy is directed toward SCAG and does not apply to individual development projects. The adoption of transportation technologies, primarily pertaining to electric vehicles or emissions reductions, will be a function of state and federal requirements to which residents will be required to adapt as applicable. However, the project will include routes for golf carts and NEVs (also

referred to as Low-Speed Electric Vehicles or LSEVs), as well as recharging facilities at the resort/spa, golf clubhouse and community clubhouse.

Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.

Consistent. The project encourages the development of diverse housing types, and if approved by the City, would help the City attain its RHNA allocation of moderate-income and above moderate-income households. However, while the project is located on a site long-planned for residential development under the City's General Plan, the site is not currently supported by multiple transportation options. The Project does not preclude new residential construction in areas of the City that are served by transit. The Project represents a reduction of the intensity of uses in the approved Travertine and Green Specific Plan and also incorporates design features that reduce vehicle miles traveled. Specifically, the project includes up to 1,200 dwelling units of varying residential product types integrated with non-motorized transportation facilities consisting of sidewalks, multipurpose trails, bicycle lanes and golf cart/neighborhood electric vehicles (NEV) lanes in addition to the street improvements for motorized travel. The Specific Plan provides an extensive pedestrian and bicycle network of paths to allow safe and convenient access to recreational and community centers. Sidewalks and two Class II bike lanes will be provided along Jefferson Street and Loop throughout the project site. The proposed internal Class II bike lanes will be developed along Jefferson Street, connecting to Avenue 62. These lanes will be 8-feet wide to accommodate both bikes and golf carts. Implementation of the Travertine Specific Plan would be consistent with the City's General Plan 2035 goals and policies for non-motorized transportation.

Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.

Consistent. The Project proponent also worked closely with the Coachella Valley Association of Governments (CVAG) to ensure that the proposed land uses were compatible with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), prepared pursuant to Section 10 of the federal Endangered Species Act. CVMSHCP is also a Natural Communities Conservation Plan permitted under Fish and Game Code 2800 et seq. The USFWS and the California Department of Fish and Wildlife (CDFW) issued permits for the CVMSHCP in 2008. The Specific Plan authorized disturbance must stay outside the Santa Rosa and San Jacinto Mountains Conservation Area. The remainder of the property within the Specific Plan area and inside the Conservation Area will be preserved and undistributed in perpetuity. The Project proponent committed to providing a no interest loan to the Coachella Valley Conservation Commission (CVCC) to acquire bighorn sheep habitat in the Project property if needed and the Project proponent was to provide additional fees for bighorn sheep monitoring and research. The project includes recreational open space consisting of a 5-mile public trail system, staging areas, gathering areas, and passive and active spaces on approximately 55.9 acres. Natural open space land uses are proposed to occur on approximately 301.2 acres on the southern portion of the project site for conservation and preservation purposes.

SB 32/2017 Scoping Plan Consistency

The *2017 Scoping Plan* reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. **Table 4.8-6** summarizes the project's consistency with the *2017 Scoping Plan*. As summarized, the project will not conflict with any of the provisions of the *2017 Scoping Plan* and in fact supports seven of the action categories.

Table 4.8-6 Scoping Plan Consistency Summary

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB, IID	Not Applicable But Consistent. This policy applies to the State of California. The Project would use energy from Imperial Irrigation District (IID). IID has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct IID energy source diversification efforts. Further, IID states that they have met and exceeded all RPS requirements to date.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Not Applicable But Consistent. This policy applies to the State of California. The Project would be designed and constructed to implement energy efficiency measures and would include several measures designed to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction, including IID's Renewable Portfolio Standard. Examples of these elements are found in Sections 1.6, 3.4, 6.0 and 3.0 of the SPA. Refer to the Energy section for additional detail.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Not Applicable But Consistent. This policy applies to the State of California's regulation of the electricity sector. Please see discussion related to the Renewable Portfolio Standard above.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
• At least 1.5 million zero emission and plug-in hybrid light-duty EV by 2025.	CARB, California State Transportation Agency (CalSTA),	Not Applicable But Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. The Travertine Specific Plan includes routes for golf

Action	Responsible Parties	Consistency
	Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	carts and NEVs (also referred to as Low-Speed Electric Vehicles or LSEVs), as well as charging facilities at the resort/spa, golf clubhouse and community clubhouse. The Specific Plan provides an extensive pedestrian and bicycle network of paths to allow safe and convenient access to recreational and community centers.
• At least 4.2 million zero emission and plug-in hybrid light-duty EV by 2030.		Not Applicable But Consistent. This policy applies to the State of California. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. The Travertine Specific Plan includes routes for golf carts and NEVs (also referred to as Low-Speed Electric Vehicles or LSEVs), as well as recharging facilities at the resort/spa, golf clubhouse and community clubhouse. The Specific Plan provides an extensive pedestrian and bicycle network of paths to allow safe and convenient access to recreational and community centers.
• Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Not Applicable but Consistent. This policy applies to the State of California. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
• Medium- and Heavy-Duty GHG Phase 2.		Not Applicable but Consistent. This policy applies to the State of California. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2.
• Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard.		Not Applicable but Consistent. This policy applies to the transportation sector. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts improve transit-source emissions.
• Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck		Not Applicable but Consistent. This policy applies to the State of California. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.

Action	Responsible Parties	Consistency
sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		
• Further reduce vehicle miles traveled (VMT) through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		Not Applicable but Consistent. This policy applies to the State of California. This Project involves a reduction in the number of dwelling units and commercial square footage previously approved by the City in an area that is not currently served by transit. The Project has also been designed to facilitate multi-modal transportation. For the above reasons, the Project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Not Applicable but Consistent. This policy applies to the State of California. The Project does not preclude the state from adopting more stringent regional GHG emissions reduction targets.
• Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Not Applicable but Consistent. This policy applies to the State of California. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Not Applicable but Consistent. This policy applies to the State of California.The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		
• Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB,	Not Applicable but Consistent. This policy applies to freight, which is not a component of the Project.

Action	Responsible Parties	Consistency
• Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	Caltrans, CEC, GO-Biz	Not Applicable but Consistent. This policy applies to freight, which is not a component of the Project
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	Not Applicable but Consistent. This policy applies to the State of California. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
• 40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Not Applicable but Consistent. This policy applies to the State of California. The Project shall comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere with agency efforts to reduce SLPS emissions. This requirement is a statewide mandate to be implemented at a regional level and is not under the purview of specific individual development projects.
• 50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, California Recycling Market Development Act (CalRecycle), CDFA, California State Water Resource Control Board (SWRCB), Local Air Districts	Not Applicable but Consistent. This policy applies to the State of California. The Project would implement waste reduction and recycling measures consistent with State and City requirements. The Project would not obstruct or interfere with agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383. This requirement is a statewide mandate to be implemented at a regional level and is not under the purview of specific individual development projects.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Not Applicable but Consistent. The Project is not subject to the Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
• Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	Not Applicable but Consistent. This policy applies to natural and working lands and applies to the State of California. The Project is not expected to result in any potentially significant impacts as a result of conversion of prior vineyard uses on the Project site. The Project would not obstruct or interfere with agency efforts to protect land from conversion through conservation easements and other incentives. The proposed development will

Action	Responsible Parties	Consistency
		result in 6.5 acres of disturbance inside the MSHCP Conservation Area, however, the project is Covered Activity under the CVMSHCP.
• Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		Not Applicable but Consistent. This policy applies to the State of California. The Project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere with agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
• Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		Not Applicable but Consistent. This policy applies to the State of California. Where appropriate, Project designs will incorporate wood or wood products. The Project would not obstruct or interfere with agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
• Establish scenario projections to serve as the foundation for the Implementation Plan		Not Applicable but Consistent. This policy applies to the State of California. The Project would not obstruct or interfere with agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	Not Applicable but Consistent. This policy applies to the State of California. The Project would not obstruct or interfere with agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA • California Department of Forestry and Fire Protection • (CALFIRE), CalEPA and Departments Within	Not Applicable but Consistent. This policy applies to the State of California. The Project would not obstruct or interfere with agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Not Applicable but Consistent. This policy applies to the State of California. The Project would not obstruct or interfere with agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

As shown above, the project would not conflict with any of the *2017 Scoping Plan* elements as any regulations adopted would apply directly or indirectly to the Project. Refer to Sections 1.6, 3.4, 6.0 and 3.0 of the SPA.

2022 Scoping Plan Consistency

The 2022 Scoping Plan recommends project consistency with a locally adopted plan for the regulation of greenhouse gas emissions as the preferred method for CEQA lead agencies to demonstrate that land use projects are consistent with state long-term GHG emission reduction targets. The 2022 Scoping Plan also endorses the use of GHG thresholds adopted by local air districts. As discussed above, the Project is consistent with the City's Greenhouse Gas Emissions Reduction Plan. Further, and in order to demonstrate compliance with the SCAQMD GHG efficiency metric and state long-term targets for the reduction of GHG emissions, the Project will implement **MM GHG-1** through **GHG-11** to further reduce Project GHG emissions. In conclusion, the Project is consistent with the City's Greenhouse Gas Emissions Reduction Plan. For this reason, Project impacts on applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases are less than significant.

4.8.5 Cumulative Impacts

GHG emissions are understood to be inherently cumulative in nature with global implications with different lengths of time that they remain in the atmosphere and active GHGs. However, the statewide climate change programs and GHG reduction strategies forming part of AB 32 and subsequent climate change legislation, established a measurable regulatory standard for quantifying and understanding potential GHG impacts resulting from land development activities, like the proposed project. Through a series of press releases, CARB has provided updates on the attainment progress toward the statewide GHG emission targets. 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. Data for 2019 demonstrated that annual emissions fell from 425 million metric tons in 2018 to 418 million metric tons in 2019, below the 431 million metric ton target. Moreover, annual per capita GHG emissions in California have dropped from a 2001 peak of 14.0 metric tons per person to 10.5 metric tons per person in 2019, a 25 percent decrease and about half the national average for per capita emissions.

The combined project emissions are estimated to be 4.39 $MTCO_2e$/SP per year in 2045, which is considerably lower than the statewide or national average for per capita emissions, but in excess of the screening threshold of 0.72 $MTCO_2e$/SP per year applicable to this project analysis. While the Project is consistent with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of greenhouse gases, the project would result in a cumulatively considerable increase in greenhouse gas emissions.

4.8.6 Mitigation Measures

GHG-1: Prior to the issuance of occupancy permits, the project applicant shall purchase a minimum of approximately 408,720 MTCO2e credits (approximately 13,624 MTCO2e per year for 30 years). The purchase of carbon credits must be made from a CARB-approved carbon registry with independent third-party verification. Examples of approved registries include the American Carbon Registry, Climate Action Reserve, and Verra. The applicant shall submit documentation of the offset purchase to the City demonstrating that it mitigates a minimum of approximately 13,624 MTCO2e per year (408,720 MTCO2e over a 30-year period), prior to any occupancy of the site. Alternatively, the project applicant may submit a GHG reduction plan to the City for approval that achieves an equal level of GHG reduction outlined herein. The GHG plan must include enforceable actions that reduce GHG emissions to at or below the total mitigated values presented herein.

GHG-2: All residences shall incorporate roof-top solar panels, in-home batteries and EV charger stations to facilitate use of EVs, golf carts and other low-speed electric vehicles (LSEVs).

GHG-3: All planned single-family homes shall be electric-ready and shall include electrical circuits for space heating, water heating, cooking/ovens, and clothes dryers, electrical panel, branch circuits, and transfer switch for battery storage.

GHG-4: Dedicated circuits and panels in residential and commercial buildings shall be provided to easily convert from natural gas to electric in the future.

GHG-5: All non-residential components of the development where vehicle parking is provided shall provide EV chargers.

GHG-6: All household and other appliances shall be of the highest energy efficiency rating, such as Energy Star, practicable at the time of purchase.

GHG-7: To limit and reduce energy use associated with water consumption, all project landscaping shall be desert and other drought tolerant vegetation, consistent with the local development standards.

GHG-9: All HVAC systems shall be Very High Efficiency HVAC (SEER 16/80% AFUE or 9 HSPF) or greater efficiency.

GHG-10: All domestic hot water systems shall be Very High Efficiency Water Heater (0.92 Energy Factor) with Enhanced Solar Pre-heat System (min. 0.35 Net Solar Fraction).

GHG-11: All potable water fixtures shall have EPA WaterSense Certification or greater efficiency.

4.8.7 Level of Significance After Mitigation

With implementation of **Mitigation Measure GHG-1 through GHG-12**, Project-related GHG emissions are reduced to 0.71 MTCO2e per SP per year which is less than the applicable threshold of 0.72 MTCO2e per SP per year interpolated for 2045. Nevertheless, as explained above, because the use of carbon credits has not been broadly adopted in the Coachella Valley to mitigate GHG emissions impacts of residential and resort communities, this analysis conservatively considers the project to have a significant and unavoidable impact concerning GHG emissions.

4.8.8 References

1. Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan, by the California Air Resources Board, February 2010
2. California Greenhouse Gas Emissions for 2000 to 2019, Trends of Emissions and Other Indicators, 2021 Edition, California Air Resources Board, July 28, 2021
3. Press Release No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019
4. Travertine Specific Plan Greenhouse Gas Analysis (GHGA), Urban Crossroads, January 31, 2023.
5. *Travertine Specific Plan Air Quality and Greenhouse Gas Assessment Memorandum* (AQ and GHG Memorandum), Urban Crossroads, January 31, 2023.
6. Federal Clean Air Act (CWA)
7. Final 2016 Air Quality Management Plan (AQMP), by South Coast Air Quality Management District (SCAQMD), March 2017
8. Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP), by SCAQMD, August 2003; and sections of the SCAQMD Rule Book
9. West Virginia v. Environmental Protection Agency Bulletin, Cornell Law School Legal Information Institute, accessed February 4, 2023

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4.9 Hazards and Hazardous Materials

4.9.1 Introduction

This section establishes the Project environmental setting for purposes of Hazards and Hazardous Materials, identifies both the applicable thresholds of significance and the Project's potentially significant hazards impacts, and identifies mitigation measures capable of reducing any potentially significant impacts to below a level of significance. This section also analyzes impacts associated with the Project that may potentially affect public health and safety or degrade the environment. This section is based on the information contained in the Travertine Specific Plan Amendment regarding proposed land uses, as well as public resources provided by the *Department of Toxic Substances*, the *State Water Resources Control Board*, and the *Environmental Protection Agency*. Additional federal, state, and local programs and regulations related to hazards and the use of hazardous materials are referenced in this section. A review of the *Phase I Environmental Site Assessment* (ESA), prepared by Geo Forward, Inc. in January 2023, as well as the *Travertine Specific Plan, Avenue 60/Madison Street, La Quinta, CA, Radius Map Report with GeoCheck*, prepared by Environmental Data Resources (EDR) in May 2021, were also included in this analysis (**Appendix I.1** and **Appendix I.2**¸ respectively).

4.9.2 Existing Conditions

In the City of La Quinta, hazardous materials generation is 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.

Development activities have the potential to encounter previously unknown hazardous materials contamination from historical use of a property. However, such contamination can be mediated by existing federal, State, and local policies and procedures implemented by the designated local enforcement agency.

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. All hazardous waste poses a threat to humans and the environment, and therefore is regulated by federal, State, and local programs. In most cases, it is

a violation of federal or State law to improperly store, apply, transport, or dispose of hazardous materials and waste.

Project Site

The project site is located on approximately 855 acres in the southern portion of the City of La Quinta. The site is located north of the Martinez Rockslide, east of the Santa Rosa Mountains, south of Coral Mountain, and west of vacant land and the Coachella Valley Water District (CVWD) percolation ponds. Existing residential communities near the project property includes the Quarry at La Quinta, north of the project, Trilogy La Quinta, east of the project, and Andalusia Country Club, northeast of the project.

The site is currently vacant. A portion of the property previously operated as agricultural land, which has been abandoned since 2007. At the time of the vineyard's operation, on-site facilities included water storage and chemical mixing facilities. These facilities were removed by 2011 (based on historical aerial imagery) and there is no evidence of soil staining or other indications of any hazardous materials spills, including fertilizer or pesticides.

In addition to the abandoned vineyard, the site consists of a rock berm at the northeast border (east of Coral Mountain), mounds of landscaping rocks and boulders immediately north of the abandoned vineyard, dirt roads surrounding the abandoned vineyard, electrical poles lining the south easterly range of the abandoned vineyard, three concrete platforms in close proximity of groundwater wells, and monitoring wells in southern half of the project site; however, the project site is predominantly undeveloped and vacant.

The Project proposes the development of 1,200 residential dwelling units on approximately 378.8 acres; tourist commercial uses consisting of a resort and spa facility with up to 100 villas and a resort golf facility on approximately 84.5 acres; open space recreational uses on approximately 55.9 acres; open space natural uses on approximately 301.2 acres; and master planned roadway system on approximately 35 acres.

In addition to these onsite developments, the Project also proposes an offsite electric power substation within 2-miles of the Project's northern and northeastern boundaries. The substation would provide electricity to the Project, and will be developed in compliance with the Imperial Irrigation District's (IID) regulations. The location of the proposed substation has not been determined but will occur within the off-site utility field shown on **Exhibit 3.3, *Site Location Map***, (in **Chapter 3.0, *Project Description***) where up to five CVWD wells will also be developed.

Local Schools

The Project is located within the boundary of the Coachella Valley Unified School District. The closest school is Westside Elementary School, located approximately 2.7 miles northeast of the Project at 82225 Airport Boulevard in Thermal.

Public Airports/Private Airstrips

The Jacqueline Cochran Regional Airport is located at 56-850 Higgins Drive in Thermal, California approximately 5 miles northeast of the future Avenue 62 entrance to the Project site, and approximately 6 miles northeast of the future Jefferson Street entrance to the Project. The Project is outside the Airport Land Use Compatibility Zone.

Urban/Wildland Interface

A wildland - urban area interface fire is a wildfire in a geographical area where structures and other human development meet or intermingle with wildland or vegetative fuels. The Project site is located adjacent to undeveloped natural mountain reserves and private land. The closest developed residential dwellings lie approximately 0.25 miles east of the proposed Project and is separated by a levee. The natural open space area west, south, and southeast of the Project is associated with the Santa Rosa Mountains and is designated as a Conservation Area of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). The southern portion of the Project site, identified as Planning Area 20, falls within the Conservation Area as well. Disturbance within the Conservation Area would be minimal and include compatible uses such as hiking trails as well as the construction of two water reservoirs and associated infrastructure to provide water to the project. Fuel modification would be minimal in these areas as well, therefore, any fuel modification for fire control would be done within planning areas that lay adjacent to the conservation area. Further discussion is provided in **Section 4.19, *Wildfire***, of this Draft EIR.

4.9.3 Regulatory Setting

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, which are summarized below. The regulatory setting establishes a framework for addressing all aspects of hazards and hazardous materials that would be affected by construction and operations of the proposed Project.

Federal

United States Environmental Protection Agency

The Environmental Protection Agency (EPA) is a federal agency with the mission to protect human health and the environment.

According to the EPA, hazardous wastes are characterized as wastes that exhibit any one or more of the following characteristic properties: ignitability, corrosivity, toxicity, or reactivity. The EPA also contains a list of hazardous materials and procedures when dealing with hazardous waste and materials. The EPA has classified hazardous waste into four categories:

- Listed wastes – wastes from common manufacturing and industrial processes, waste from specific industries such as petroleum refining or pesticide manufacturing, and discarded commercial products;
- Characteristic wastes – non-listed wastes that exhibit ignitability, corrosively, reactivity, and toxicity;
- Universal wastes – batteries, mercury-containing equipment, and fluorescent lamps and bulbs; and
- Mixed wastes – radioactive and hazardous waste components.

Various rules regulate the use, storage, transportation and disposal of hazardous materials. 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 off-site, is transported to Kern County or Santa Barbra County, where active Class I landfills are located. Some waste is also transported out of the State.

EPA's main responsibility is to promote pre-planning efforts to deal with hazardous waste disasters and encourage various stakeholders to prepare for natural and man-made disasters. EPA is also required to review emergency response plans for federal agencies, and participate in exercises with federal, State, local and tribal emergency responders.

USEPA also serves federal landowners and resource management agencies, including the BLM, BOR and US Fish & Wildlife Service, to ensure that projects that could adversely impact federal resources or facilities are properly addressed and mitigated. EPA is also required to review emergency response plans for federal agencies, and participate in exercises with federal, State, local and tribal emergency responders.

EPA Enforcement and Compliance History Online

EPA's Enforcement and Compliance History Online (ECHO) is a national database that focuses on inspection, violation, and enforcement data for the Clean Air Act (CAA), Clean Water Act (CWA) and Resource Conservation and Recovery Act (RCRA) and also includes Safe Drinking Water Act (SDWA)

and Toxics Release Inventory (TRI) data. ECHO can be used to search for facilities, investigate pollution sources, search for EPA enforcement cases, examine and create enforcement-related maps, and analyze trends in compliance and enforcement data.

Resource Conservation and Recovery Act

The EPA has the authority and responsibility to regulate hazardous waste by the Resource Conservation and Recovery Act of 1976 (RCRA). Through RCRA, EPA is responsible for monitoring the generation, transportation, treatment, storage, and disposal of hazardous waste. Over the years EPA has increased regulation of underground storage tanks for petroleum and other hazardous substances, focused on waste minimization programs, such as phasing out hazardous wastes from landfills, and on mandating corrective measures regarding the unauthorized release of hazardous waste.

Clean Water Act

The federal Clean Water Act (CWA) was established in 1972 addresses the regulation of the discharge of pollutants into the waters of the United States and surface water quality. Under the CWA, the EPA has implemented pollution control programs such as setting wastewater standards for industries. The EPA has also developed national water quality criteria recommendations for pollutants in surface waters.

It is unlawful under the CWA to discharge any pollutant from a point source, which is a discrete conveyance such as pipes or man-made ditches, into navigable waters unless a permit was obtained. The National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. This includes dredge and fill activities in jurisdictional waters of the US. Compliance monitoring under the NPDES Program encompasses a range of techniques in order to address the most significant problems and to promote compliance among the regulated community. Also see **Section 4.10, *Hydrology and Water Quality***.

State

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) has broad jurisdiction over hazardous materials management in the State of California. CalEPA's mission to restore, protect and enhance the environment, to ensure public health, environmental quality and economic vitality is achieved by developing, implementing and enforcing environmental laws. These laws regulate air, water, and soil quality, pesticide use, and waste recycling and reduction. CalEPA oversees and coordinates with the Air Resources Board (ARB), Department of Resources Recycling and Recovery (CalRecycle),

Department of Pesticide Regulation (DPR), Department of Toxic Substances Control (DTSC), Office of Environmental Health Hazard Assessment (OEHHA), and the State Water Resources Control Board (SWRCB) to improve California's environment.

Department of Toxic Substance Control

DTSC is responsible for protecting public health and the environment from hazardous waste generated in California. It regulates under the authority of the federal RCRA of 1976 and the California Health and Safety Code. DTSC operates a variety of programs including overseeing cleanups, enforcing state regulations, and public education.

Within CalEPA, the Department of Toxic Substances Control (DTSC) has primary regulatory responsibility for hazardous waste management and cleanup to protect California and Californians from exposures to hazardous wastes. DTSC is required to compile and update each year, or as appropriate, a list of hazardous waste sites pursuant to the Cortese Lists under Government Code Section 65962.5(a). DTSC has created the EnviroStor database of properties throughout California that may be contaminated.

EnviroStor

EnviroStor is a database maintained by the State of California DTSC. The EnviroStor database identifies sites with known contamination or sites for which there may be reasons to investigate further. It includes the identification of formerly contaminated properties that have been released for reuse; properties where environmental deed restrictions have been recorded to prevent inappropriate land uses; and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Government Code Section 65962.5 (Cortese List)

The Cortese List statute requires DTSC, State Department of Health Services, and State Water Resources Control Board, to compile and update as appropriate, but at least annually, and submit to the Secretary of CalEPA. The State agencies (i.e., DTSC, State Department of Health Services, and State Water Resource Control Board) are required to submit information about hazardous materials release sites. Specifically, the DTSC shall submit a list of all hazardous waste facilities subject to corrective action, all land designated as hazardous waste property or border zone property, all information received by the DTSC on hazardous waste disposals on public land sites listed pursuant to Section 25356 of the Health and Safety Code, and sites included in the Abandoned Site Assessment Program. The State Department of Health Services shall submit a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Finally, the State Water Resources Control Board shall submit a list of all underground storage tanks for which an unauthorized release report is filed, all

solid waste disposal facilities from which there is a migration of hazardous waste and for which a California regional water quality control board has notified the DTSC pursuant to subdivision (e) of Section 13273 of the Water Code, and all cease and desist orders issued after January 1, 1986, pursuant to Section 13301 of the Water Code, and all cleanup or abatement orders issued after January 1, 1986, pursuant to Section 13304 of the Water Code, that concern the discharge of wastes that are hazardous materials.

State Water Resources Control Board

SWRCB is responsible for, among other activities, regulating wastewater discharges to surface waters and groundwater. This includes discharges from all construction, industrial, municipal, and agricultural activities. The SWRCB delegates these responsibilities to various regional water quality control boards throughout California. In the Coachella Valley this is the Region 7 Colorado River Basin office of the Regional Water Quality Control Board (RWQCB). The RWQCB acts under Cal EPA and is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional State regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those hazardous material, waste, and toxic-related regulations contained in CCR Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27 that are applicable to hazardous materials.

Region 7 is responsible for overseeing corrective actions associated with leaks and improper disposal from underground storage tanks, such as gas station tanks, and provides assistance to County of Riverside Department of Environmental Health on underground storage leaks. The Regional Board is also responsible for enforcement of Section 401 of the federal Clean Water Act and for the monitoring of activities that may or do impact designated waters of both the state and federal governments. Also see **Section 4.10, *Hydrology and Water Quality***.

GeoTracker

GeoTracker is a database maintained by the State of California Water Resources Control Board that provides online access to environmental data. It serves as the management system for tracking regulatory data on sites that can potentially impact groundwater, particularly those requiring groundwater cleanup and permitted facilities, such as operating underground storage tanks and land disposal sites.

Hazardous Material Management Plans

In January 1996, CalEPA adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment,

underground storage tanks, above-ground storage tanks, hazardous material release response plans and inventories. The program is implemented at the local level by a local agency, the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction.

California Hazardous Material Release Response Plan and Inventory Law

Chapter 6.95 of the Health and Safety Code (HSC) requires that in order to protect the public health and safety and the environment, it is necessary to establish business and area plans relating to the handling and release or threatened release of hazardous materials (Article 1), as well as implement regulations regarding hazardous material management (Article 2), emergency planning and Community Right-to-Know Act of 1986 (Article 3) and the California Toxic Release Inventory Program Act of 2007 (Article 4).

California Emergency Response Plan

California has developed an emergency response plan to coordinate emergency services provided by federal, State, and local governments and private agencies. Response to hazardous materials incidents is one part of this plan. The plan is managed by the California Governor's Office of Emergency Services, which coordinates the responses of other agencies, including CalEPA, California Highway Patrol (CHP), RWQCB, and the Riverside County Emergency Management Department.

California Occupational Safety and Health Administration

The Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA, protects workers from health and safety hazards on the job in almost every workplace in California through its research, standards, enforcement, and consultation programs. Cal/OSHA enforces complaint and accident investigations, targeted and programmed inspections, citations, special orders and orders to take special action, orders prohibiting use, as well as permits, certifications, licenses, approvals, and classification.

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) protects over 31 million acres of California's privately-owned wildlands and provides varied emergency services in 36 of the State's 58 counties via contracts with local governments. The Department's Fire Protection Program consists of multiple activities including wildland pre-fire engineering, vegetation management, fire planning, education, and law enforcement. Typical fire prevention projects include brush clearance, prescribed fire, defensible space inspections, emergency evacuation planning, fire prevention education, fire hazard severity mapping, and fire-related law enforcement activities. CAL FIRE provides Fire Hazard Severity Zone Maps for State Responsibility Area lands and Very High Fire Hazard Severity Zone Maps

for Local Responsibility Area lands for each county in California. These maps allow state and local agencies to identify areas susceptible to wildfire hazards. Also see **Section 4.19, *Wildfires.***

Regional and Local

Riverside County Department of Environmental Health

The Riverside County Department of Environmental Health (DEH) provides programs and services related to protecting public health, safety and the environment. Within the DEH are two divisions, District Environmental Service, and Environmental Protection and Oversight. The Environmental Protection and Oversight Division (EPO) is responsible for handling and regulating hazardous materials, land use, water systems, underground storage tanks, solid waste and business emergency plans and is responsible for managing a list of all hazardous waste generators in the County. In the City of La Quinta such generators of hazardous waste include golf courses, gas stations, dry cleaners, grocery stores, car dealerships and the City's maintenance facility yard. There are no hazardous waste generators currently located on the project site.

Emergency Response Services

Emergency response in La Quinta involves numerous State, regional, local, and non-profit agencies whose goal is to prepare local residents for emergencies caused by natural or human incidents. The State of California passed the California Emergency Services Act in 1970 to provide the basic legal authorities for emergency management in the State. The Act created the Governor's Office of Emergency Services (OES), which serves as the lead agency for emergency management and to organize all levels of government, businesses, community organizations and volunteers to deal with local emergencies. The County of Riverside operates the Office of Emergency Services through Riverside County Fire Department. Riverside OES is responsible for mitigation, preparedness, response, and recovery activities from hazards and threats occurring in Riverside County.

Riverside County Hazardous Materials Emergency Response Team

The Riverside County Department of Environmental Health Hazardous Materials Emergency Response Team (DEH HMERT) responds 24 hours/7 days a week throughout Riverside County to a variety of chemical related incidents and complaints. The Team works closely with multiple local, state, and federal agencies and is a member of the Countywide Hazmat Operations Group. DEH HMERT responds jointly with the Riverside County Fire Department or CAL FIRE Hazardous Materials Team, or any CAL FIRE contracted city.

Riverside County Hazardous Waste Management Plan

In order to coordinate efforts relating to hazardous materials management, the County has developed a Hazardous Waste Management Plan (HWMP), which addressed proper disposal, processing,

handling, storage and treatment of hazardous materials. The City of La Quinta has also adopted the County's HWMP and implements it at the local level.

Hazardous Materials Business Plan

All facilities in Riverside County that handle or store hazardous materials in quantities determined by State law and regulation are to report such activities to the County of Riverside CUPA and DEH before the initiation of operation of their business. In Riverside County, the CUPA is the Fire Department. The amount of detail required to be reported depends on whether or not a facility is subject to the State Hazardous Materials Business Plan (HMBP).

A HMBP is a document containing detailed information on the storage of hazardous materials at a facility. Chapter 6.95 of the California Health & Safety Code (HSC) and Title 19, Division 2, of the California Code of Regulations (CCR) require that facilities which use or store such materials at or above reporting thresholds to implement a HMBP.

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

The Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) identifies the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The Riverside County LHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through Federal Emergency Management Agency (FEMA) Flood Mitigation Assistants, Pre-Disaster Mitigation and Hazard Mitigation Grant Programs. The City of La Quinta is a participant to the County LHMP.

City of La Quinta Emergency Programs

The City Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies in or affecting the City of La Quinta. The EOP describes the operations of the City of La Quinta Emergency Operations Center (EOC), which is the central management entity responsible for directing and coordinating the various City of La Quinta departments and other agencies in their emergency response activities.

The City's Emergency Services Division is responsible for both planning and implementation of emergency response efforts, and coordinates with other local jurisdictions and the County of Riverside in emergency response planning, training and disaster exercises.

La Quinta General Plan

Chapter IV of the La Quinta General Plan (LQGP) addresses the various environmental hazards within the City of La Quinta. The environmental hazards specifically identified in the LQGP includes Noise, Soils and Geology, Flooding and Hydrology, and Hazardous Materials. Chapter IV's Hazardous Materials Element in Chapter IV addresses the potential hazards associated with the storage, use, and transport of hazardous materials in and throughout the City.

Goal HAZ-1: Protection of residents from the potential impacts of hazardous and toxic materials.

- Policy HAZ-1.1: The storage, transport, use and disposal of hazardous materials shall comply with all City, County, State and federal standards.
    - Program HAZ-1.1.a: Continue to coordinate with all appropriate agencies to assure that local, State and federal regulations are enforced.
    - Program HAZ-1.1.b: Development plans for projects which may store, use, or transport hazardous materials shall continue to be routed to the Fire Department and the Department of Environmental Health for review.
- Policy HAZ-1.3: Support Household Hazardous Waste disposal.

In the City, 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" (Antifreeze, Batteries, Oil, Paint) facilities operated by the County Waste Management Department.

The Emergency Services Element of the LQGP addresses police and fire service, emergency medical response, and emergency preparedness within the City, which are essential services to the City and its residents. The goal within this element is to create an effective and comprehensive response to all emergency service needs. The City's preparedness for emergency situations, such as natural and man-made disasters, helps emergency services within La Quinta achieve this goal.

La Quinta Environmental Impact Report

The La Quinta General Plan Environmental Impact Report (LQGP EIR) was prepared to analyze the potential impacts associated with the implementation of the City General Plan. The range of environmental issues associated with implementation of the General Plan, and evaluated in the LQGP EIR include land use compatibility, traffic and circulation, flooding and drainage, geotechnical and seismic safety, air quality, and hazards and hazardous materials. Noise impacts, visual resources, biological and cultural resources, the availability of public services and facilities and socio-economic impacts are also assessed.

According to the LQGP EIR, increased growth within the City of La Quinta will not only result in an increased population susceptible to hazards and hazardous materials, but will include businesses and

development project that use, store, and/or transport hazardous materials. The LQGP EIR sets forth mitigation measures to promote a safe environment for the residents and visitors within the City. The mitigation outlined within the LQGP EIR potentially relevant to the proposed Project includes:

1. The City will ensure that new generators of hazardous materials will comply with all local, State, and federal regulations, as required by law.
2. The City will work with Riverside County Fire, Caltrans, CHP, and other local, State, or federal agencies to regulate the transport of hazardous materials along local roadways, state highways, and railways that run through the City or in the vicinity.
4. The City shall update the Emergency Operations Plan as necessary to address and plan for synchronized response to potential emergencies including release or spills of hazardous materials.

The Public Services and Utilities Element of the LQGP EIR states that fire services are provided through a contract with the Riverside County Fire Department, which also serves the Sphere of Influence (SOI) areas. There are three city-owned fire stations, each staffed with full-time paid and volunteer firefighters. Emergency response in the Planning Area is also available through Riverside County Fire Department stations in other cities. Average Fire Department response times are between 5 and 7 at the time the LQGP EIR was written. La Quinta has an Insurance Service Office (ISO) of 4, based on a scale of 1 through 10, with 1 being the highest rating. Ratings are reviewed periodically. A variety of criteria are used to determine the ISO rating, such as staffing levels, response times, safety history and building code standards. The LQGP EIR requires, as mitigation, coordination of new development proposals with affected agencies, the payment of required fees designed to offset impacts, and the continued conservation and reduction of the use of resources to reduce impacts to fire services.

4.9.4 Project Impact Analysis

Thresholds of Significance

The following standards and criteria for establishing significance of potential impacts related to hazards and hazardous materials were derived from the CEQA Guidelines, Appendix G. Development of the proposed project would have a significant effect to if it is determined that the project would:

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.

Methodology

This section discusses the methods used to assess the Project's impacts associated with hazards and hazardous materials. This section also analyzes impacts associated with the project that may potentially affect public health and safety or degrade the environment. This section is based on the information contained in the Travertine Specific Plan Amendment regarding proposed land uses, as well as public resources provided by the Department of Toxic Substances, the State Water Resources Control Board, and the US Environmental Protection Agency. A search of these databases was completed in November 2021. Additional federal, state, and local programs and regulations related to hazards and the use of hazardous materials are referenced in this section. These sources were also used to gauge the potential impact of the development of the Project's proposed off-site utility field. The proposed offsite improvements include the development of up to five well sites and a 2.5-acre substation. The exact locations of the offsite improvements have not been determined; however, they are proposed to be located east of the project site, generally located between Avenue 58 on the north, Avenue 64 on the south, Calhoun Street on the east, and Jefferson Street on the west as shown on **Exhibit 3.3, *Site Location Map***, in **Chapter 3.0, *Project Description***.

A review of the *Travertine Specific Plan, Avenue 60/Madison Street, La Quinta, CA, Radius Map Report with GeoCheck,* prepared by Environmental Data Resources (EDR) in May 2021, was also included in this analysis. The Radius Map Report includes a summary of findings of the various government databases where information on potential environmental conditions (PEC) or recognized environmental conditions (REC) at nearby sites is documented. This report is included as **Appendix I.1** of this Draft EIR. Note: the area delineated in the EDR report represents that area of the project site where the abandoned vineyard is located. The remaining areas on site, do not exhibit evidence that hazardous materials may have been used in the past based on the past vacant character of the site, and historical aerial imagery. The approximate center of the site was identified in order to complete a search of properties within a radius to identify any off-site PECs or RECs, including areas proposed for the offsite utility field. The GeoCheck review identified nine sites in the Project vicinity, but not on the Project site (further analysis provided in discussion d.).

In January 2023, Geo Forward prepared a Phase I Environmental Site Assessment (ESA) to evaluate any potential environmental condition as they exist at the project site. In order to evaluate the site, Geo Forward's analysis included:

- A review of available current and historical topographic, geologic, and hydro-geologic information pertaining to the project, along with aerial photographs and fire insurance maps of the project and surrounding areas;
- A review of City directories and available information regarding the historical land use and activities of the project;
- A physical inspection of the project to visually and physically observe the current property conditions for evidence of potential RECs;
- A review of regulatory database reports provided by Environmental Risk Information Services (ERIS) (a review within a 1-mile radius of the project site with regards to the EPA's National Priority List Sites and State Superfund Sites;
- A limited review of federal, state, and local regulatory information records for reported potential environmental hazards on or in the vicinity of the project;
- A limited evaluation of adjacent properties based on visual inspection interviews with site personnel and government records; and
- Interviews with any of the following available parties: the current property owner, the client, local agency clerks, and real estate affiliates.

The multiple records and database searches conducted by Geo Forward did not uncover records associated with the project site. However, a review of the historical aerial maps identified the onsite agricultural development in the northern portion of the project site, The agricultural activity was vineyard cultivation, and it is likely that the site was subjected to herbicides, pesticides, and/or fungicides.

On January 4, 2023, Geo Forward conducted a physical inspection of the project site to assess the possible presence of environmental conditions and other non-ASTM environmental issues. During their site inspection, Geo Forward observed evidence of illegal disposal/abandonment of hazardous substances, and apparent asbestos containing materials (ACMs) including asbestos-cement piping. The findings of Geo Forward's records search and site inspection is analyzed under threshold discussion d.

Project Impacts

a&b. Create a significant hazard to the public or the environment due to routine transport, use, or disposal of hazardous waste; or create a significant hazard to the public or the environment through reasonably foreseeable upset and

accident conditions involving the release of hazardous materials into the environment

The approximately 855-acre Project proposes a mixed-use development containing 378.8 acres of residential, 84.5 acres of resort/golf and banquet facilities, 35 acres of master planned roadways, and 357.1 acres of open space uses. The Project also proposes an off-site utility field, which includes a 2.5-acre substation and five well sites within a 2-mile radius of the Project's northern and northeastern boundaries. The use of hazardous waste during project construction and operation is discussed below.

Construction

As formerly mentioned, a portion of the property was previously utilized as a vineyard. Therefore, stockpiles of used trellis slats are located within the property. It is assumed that the trellis slats were pressure treated, which is common in vineyard operations. The project areas that are intended for future development will be cleared and grubbed. As part of this activity, any pressure treated wood or associated agricultural waste will be collected and hauled to an approved landfill. All onsite waste will be handled and disposed of in accordance with local ordinances and State and federal regulatory requirements to reduce the risk of an accidental release. The Project site has not operated as a vineyard for approximately 15 years. According to the Phase I ESA prepared by Geo Forward, it is likely that herbicides and pesticides were used during the vineyard operations, which can result in the presence of residual hazardous materials in shallow soils. Additionally, during the site inspection, Geo Forward observed debris on the southern half of the Project property. The observed items included construction debris, asbestos-cement piping (ACM), and unlabeled, rusted drums and containers the shape and size of paint cans, paint thinner cans, oil, kerosine, and other potentially hazardous materials. **Mitigation Measure HAZ-1** is recommended to ensure that residual volatile organic compounds (VOCs), heavy metals, petroleum hydrocarbons (TPH) and/or pesticides/herbicides originating from prior agricultural uses are appropriately handled during soil site disturbance**.** Additionally, if hazardous materials are identified that are above acceptable levels, a site-specific Soils Management Plan (SMP) shall be developed for the Project site to describe the protocol for managing and disposing of potentially hazardous soils and debris. The SMP shall be implemented during excavation and grading of the Project, as required by **Mitigation Measure HAZ-2.** All agricultural related debris, materials, and foundations, including the remaining vineyard trellis system, shall be removed and hauled to an appropriate landfill prior to land disturbance in the previous vineyard area. If significant soil staining is found at previous storage locations, stained soil should be assessed, excavated and disposed of in an approved landfill (**Mitigation Measure HAZ-3**).

All phases of project construction (grading, trenching, construction, architectural coating, street paving, etc.) are expected to involve the temporary management and use of oils, petroleum-based fuels and other potentially flammable or toxic 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. The designated controlled areas will be temporarily located in staging areas typically placed close to where development is occurring at that time.

The staging areas would move to a new location when construction of one area, or phase, is complete, and construction of a new area will occur. The identification of building material staging areas is required by Construction General Permit (CGP) (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ), which requires the development and implementation of a project-specific Stormwater Pollution Prevention Plan (SWPPP) for areas greater than one acre, and administered by the RWQCB. Per the CGP, the project's SWPPP shall include comprehensive handling and management procedures for building materials, including those that are hazardous and toxic. Paints, solvents, pesticides, fuels and oils, other hazardous materials or any building materials that have the potential to contaminate stormwater would be stored indoors or under cover or in areas with secondary containment. The designation of staging areas for activities involving the use of hazardous materials, such as fueling vehicles, mixing paints, plaster, or mortar, is also required to be determined in the SWPPP. 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 to a less than significant level. As a requirement of the CGP, the contractor will be required to identify all controlled staging areas within the project limits for storing materials and equipment.

Furthermore, to prevent a threat to surface water during construction, the management of potentially hazardous materials and other potential pollutant sources will be regulated through the implementation of measures required in the 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 required in the SWPPP for proper material delivery and storage; material use; and spill prevention and control. These temporary measures outline the required physical improvements and procedures to prevent impacts of pollutants and hazardous materials to workers and the environment during construction. For example, all construction materials, including paints, solvents, and petroleum products, must be stored in controlled areas and according to the manufacturer's specifications and the contractor will also be required to implement BMPs to assure that impacts are minimized and that any minor spills are immediately and properly remediated. 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. 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 SWPPP may include, but is not limited to, the following BMPs:

- *Temporary Soil Stabilization:* sandbag barriers, straw bale barriers, sediment traps, and fiber rolls;
- *Temporary Sediment Control:* hydraulic mulch and geotextiles;
- *Wind Erosion Control:* watering of the construction site, straw mulch;
- *Tracking Control:* staging/storage area and street sweeping;
- *Non-stormwater Management:* clear water diversion and dewatering; and
- *Waste Management and Materials Pollution Control:* vehicle and equipment cleaning, concrete waste management, and contaminated soil management.

All hazardous materials would be stored, handled, and disposed of in accordance with local ordinances and State and federal regulatory requirements to reduce the risk of an accidental spill. Lastly, and upon project completion of construction, all hazardous materials would be removed from the Project site. The development and implementation of the SWPPP during construction of the proposed Project, and in compliance with the requirements of the Construction General Permit, is required as **Mitigation Measure HAZ-4**. As previously stated, this mitigation measure will establish BMPs to ensure the proper use or disposal of hazardous materials and waste associated with construction of the Project. Additionally, the BMPs required within the SWPPP would avoid the accidental release of hazardous materials during construction of the Project site. With **Mitigation Measure HAZ-4** in place, Project construction would result in less than significant impacts.

Off-site utility field improvements include the construction of a 2.5-acre Imperial Irrigation District (IID) substation and the development of five off-site wells. Similar to onsite improvements, construction of the off-site utility field improvements is expected to involve the temporary management and use of oils, fuels and other potentially flammable substances. Therefore, construction activities associated with the off-site utility field would require the implementation of appropriate BMPs, such as implementing perimeter controls (fencing with wind screen), restricted access, and identifying controlled areas where construction materials must be stored, in order to reduce the risk of spills and leaks of hazardous materials used. Additionally, the development of the wells and substation will be constructed in compliance with CVWD and IID standards regarding their facilities. Therefore, impacts are anticipated to be less than significant. Project-level environmental review of the wells and substation will be conducted by CVWD and IID, respectively, in their roles as responsible agencies, and once site-specific locations of the infrastructure is available.

Operation

The proposed mixed-use project includes a resort, commercial, residential, and recreational and open space uses on approximately 855 acres of vacant land. The regular operation of the proposed project does not involve copious 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 in order to carry out the necessary operations in each facility or

use. However, these materials would not be present in sufficient quantities to pose a significant hazard to public health and safety, or the environment.

Residential

Approximately 378.8 acres of the project site are designated to low and medium density residential uses. Residential land uses do not typically result in the use of excessive amounts of hazardous materials, or the routine transport of hazardous materials. The handling, application, and storage of household cleaning products, paints, solvents, and other related household substances are expected to occur in small quantities.

Resort

Planning Areas 1 and 11 includes resort/spa and resort/golf land uses. A resort and wellness spa are planned for an approximately 38.3-acre site located at the northwest entrance to the project from Jefferson Street (Planning Area 1). This area will consist of resort related amenities including restaurants, small shops, spa facilities, lounge and activity rooms, outdoor activities; tennis, yoga, walking and hiking trails. These facilities would likely use similar cleaning products that are labeled as hazardous, therefore, no significant hazard to the public or the environment would occur in Planning Area 1. Planning Area 11 proposes a resort/golf course training facility on approximately 46.2 acres in the eastern portion of the site. Uses will likely include a practice facility and entertainment/banquet facility for both the residents and guests. These facilities would likely use similar cleaning products that are labeled as hazardous; however, these products are not anticipated to be used in significant quantities. Therefore, no significant hazard to the public or the environment would occur in Planning Area 11.

Golf

The golf training facility proposed would likely include a storage/maintenance area where golf carts would be stored, serviced and maintained; and another building where landscape equipment as well as hazardous materials associated with landscape maintenance (fertilizers, pesticides, herbicides) would be stored. The golf carts will be stored in a Cart Barn with proper wash bay drainage with clarifier. The maintenance yard for the proposed project will require proper storage bays that will not allow run off. Wash bays will be required for maintenance equipment, and storage tanks will be required for equipment fuel.

Onsite storage and maintenance areas may include hazardous materials associated with landscape maintenance (fertilizers, pesticides, herbicides), as well as the maintenance of golf carts and other equipment used onsite. If the site stores hazardous materials and/or wastes in quantities greater than or equal to 55 gallons of a liquid substance, 500 pounds of a solid substance, or 200 cubic feet of compressed gas, the site is considered a Hazardous Materials Handler. Therefore, the applicant may

be required to submit a Hazardous Materials Business Plan (HMBP) to the Riverside County Fire Department that identifies the hazardous materials to be used and stored on site, the location of the storage area, an emergency contingency plan showing how spills would be cleaned up, and any other information required in an HMBP. HMBPs must include at least the following:

- A list of the chemical name and common names of every hazardous substance or chemical product handled by the business;
- The category of waste, including the general chemical and mineral composition, of every hazardous waste handled by the business;
- The maximum amount of each hazardous material or mixture containing a hazardous material that is present onsite;
- Sufficient information on how and where the hazardous materials are handled by the business to allow fire, safety, health, and other appropriate personnel to prepare adequate emergency responses to potential releases of the hazardous materials;
- Emergency response plans and procedures in the event of a reportable release or threatened release of a hazardous material; and
- Training for all new employees and annual training, including refresher courses, for all employees on safety procedures in the event of a release or threatened release of a hazardous material.

A project HMBP is required as **Mitigation Measure HAZ-5.** Alternatively, **Mitigation Measure HAZ-5,** authorizes the applicant to provide evidence to the Riverside County Fire Department and CALFIRE that the activities that will occur within this facility would not rise to the level requiring an HMBP.

Under the administration of the County of Riverside Department of Environmental Health (DEH), and in compliance with the Hazardous Materials Release Response Plans and Inventory Law, Chapter 6.95 of the California Health and Safety Code (HSC), any business handling and/or storing a hazardous material shall obtain a permit from the DEH and electronically submit a business plan in the Statewide Informational Management System. Should any component of the proposed Project require the storage or handling of hazardous materials in quantities greater than or equal to 55 gallons of a liquid substance, 500 pounds of a solid substance, or 200 cubic feet of compressed gas, it shall be required to follow the procedures established in Chapter 6.95 of the HSC. This is required as **Mitigation Measure HAZ-6**. Compliance with these procedures and the implementation of **Mitigation Measure HAZ-5** and **HAZ-6** will ensure that impacts due to the use, transport and disposal of hazardous materials would be less than significant during project operation.

Furthermore, the materials required for the maintenance of landscaped areas (i.e., fertilizers, pesticides, etc.) and the proposed buildings will be stored onsite and regulated by State and local law, including Fire Department regulations requiring proper storage and inspection. These regulations, including those imposed by both the County of Riverside and the Fire Department, are designed to

lower impacts to less than significant levels. Compliance with these procedures will ensure that the use, transport, and disposal of hazardous materials would not impact the public or environment or result in the accidental release of hazardous materials. Less than significant impacts are anticipated during project operation.

Resort Pools

The Project proposes the development of a resort/spa, which is likely to include a community pool. The California Department of Public Health is authorized to establish standards for public swimming facilities. According to Section 65529, *Public Pool Disinfection*, of Title 22 of the California Code of Regulations (CCR), it is required that public pools, when open or in use, be disinfected continuously by a chemical that imparts a disinfectant consistent with minimum and maximum concentrations, also determined in Section 65529. If halogens other than chlorine are used, residuals of equivalent strength shall be maintained. Records of the routine maintenance and repairs are also required per the CCR. Additionally, the pool operator shall maintain a test kit for measuring the disinfectant residual, pH and, if used, cyanuric acid concentration in the public pool. The resort pools shall be required to adhere to all applicable standards and regulations within the CCR, the California Building Code and the California Electrical Code regarding public swimming pools. The enforcing agency that would evaluate the plans for the resort pools prior to construction would be the Riverside County Department of Environmental Health.

Off-Site Utility Field

The operation of the off-site substation and wells would include the routine transport, use and disposal of hazardous materials associated with the maintenance of the facilities. However, the potential release of hazardous materials into the environment associated with the proposed substation will be overseen by IID, which has programs in place to manage such releases, as they operate multiple substations. The maintenance of the off-site wells is likely to include chemicals, such as chlorine, to disinfect well water. Routine maintenance of the off-site wells will be conducted by CVWD. Similar to IID, CVWD has programs in place to manage the storage, handling, use, and disposal of chemicals used during operation of their facilities. Therefore, the use of hazardous materials associated with the offsite improvements will result in less than significant impacts. Project-level environmental review of the wells and substation will be conducted by CVWD and IID, respectively, in their roles as CEQA lead agencies, and once site-specific locations of the infrastructure is available.

c. Emit hazardous emissions or handle hazardous materials within one-quarter mile of an existing or proposed school

Under CEQA Guideline 15186, additional notification and consultation requirements may apply to projects with one-quarter mile of an existing school facility. The Project site is not located within ¼ mile of an existing or proposed school. The nearest school to the project site is the Westside

Elementary School located at 82225 Airport Boulevard in Thermal, approximately 2.7 miles northeast of the Project site. Offsite improvements include the construction and operation of a 2.5-acre substation within a 2-mile radius of the Project site's northern and northeastern boundaries and the development of up to five wells in a utility field area. The substation is proposed in vacant lots south of Avenue 58, which lies over ¼ mile from the closest existing school (Westside Elementary School, approximately 0.30 miles from utility field area). Therefore, the Project's proposed onsite and offsite improvements will have no impact on schools as it relates to hazardous materials. Project-level environmental review of the wells and substation will be conducted by CVWD and IID, respectively, in their roles as CEQA lead agencies, and once site-specific locations of the infrastructure is available.

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

The approximately 855-acre project property proposes a mixed-use development that will include residential, resort/spa, resort/golf, and open space land uses on the southern-most tip of the City of La Quinta. The project property is currently vacant; however, a cultivated vineyard once occupied approximately 220 acres of the project site for several years. The vineyard included grape vines, irrigation lines and access roads, but has been abandoned since 2007.

Pursuant to Government Code 65962.5 and its subsections, record searches on the Project property were performed within multiple database platforms. The findings are provided as follows.

A search of the project site on available federal, State, and local government listings was performed by Environmental Data Resources, Inc. (EDR) (**Appendix I.1**). The record search by EDR was designed to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquires (40 CRF Part 312), the American Society of Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Purposes (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate. The EDR Radius Map Report did not identify the Project site as a hazardous materials site.

Although the Project property was not listed as a hazardous materials site pursuant to Government Code Section 65962.5, the use of hazardous materials prior agricultural operations on approximately 220 acres of the Project could have resulted in the use of hazardous materials onsite. Hazardous material uses potentially associated with agriculture activities includes the application of pesticides and vehicle/equipment maintenance fuel. Based on historical imagery, the vineyard activities started between 1984 and 1985. During operation of the vineyard, it is likely that pesticides, herbicides, and fertilizers were periodically utilized for pest management to maintain overall plant health, which is

typical of agricultural practices. Pesticides and herbicides vary widely in toxicity and persistence in the soil. Pesticides that degrade slowly over time can leave residues in crops or soil. Residue from agricultural activities dissipate or decay, allowing the residue to disappear from the plant or soil. Dissipation rates can range from hours to years, which varies by the chemical applied and plants affected. Additionally, weather, such as heat, can increase dissipation and decay rates. As previously stated, historical aerial imagery indicates that the vineyard onsite has been abandoned and cleared of onsite equipment since 2007.

The State of California has regulated agricultural practices and pesticide use since 1901, however, it wasn't until the 1970s that pesticides began to be more heavily regulated by the California Department of Agriculture (CDA). The agricultural operations that occurred on the Project site between 1985 and 2007 were subject to comply with the regulations in place during the time of vineyard operation.

The site has been cleared of agricultural equipment since 2007, however, trellises remain onsite. Trellis slats are assumed to be pressure treated, which is common in vineyard operations. Apart from the trellises, the site was cleared of all agricultural equipment when the vineyard operations ended. According to the project-specific Phase I ESA, the vineyard operations likely used pesticides and herbicides, which could result in the presence of residual hazardous chemicals in the shallow soils.

In addition to the possible use of pesticides and herbicides at the project site, reconnaissance of the project site, conducted as part of the Phase I ESA, identified debris on the southern half of the Subject Property most likely associated with illegal dumping. The observed items included construction debris, asbestos-cement piping (ACM), and unlabeled, rusted drums and containers the shape and size of paint cans, paint thinner cans, oil, kerosine, and other potentially hazardous materials. **Mitigation Measure HAZ-1** is recommended to ensure that residual volatile organic compounds (VOCs), heavy metals, petroleum hydrocarbons (TPH) and/or pesticides/herbicides originating from prior agricultural uses are appropriately handled during soil site disturbance. Additionally, if chemical levels are identified that exceed existing acceptable standards, a Soils Management Plan (SMP) shall be developed and implemented during excavation and grading for the project. The SMP would describe the protocol for managing potentially contaminated soils and disposing of (potentially hazardous) debris, as well as guidelines for handling known and/or undocumented subsurface features that may be encountered. This is required by **Mitigation Measure HAZ-2.** Moreover, all agricultural related debris, materials, and foundations shall be removed and hauled to an appropriate landfill prior to land disturbance in the previous vineyard area. If significant soil staining is found at previous storage locations, stained soil shall be excavated and disposed of in an approved landfill (**Mitigation Measure HAZ-3**).

Onsite well sites were assumed to be operable during the previous operation of the vineyards, therefore, if onsite wells are determined to be inoperable, they shall be properly capped and abandoned prior to grading activities in the existing well sites areas. The Phase I ESA recommends

obtaining a copy of all documents pertaining to the onsite private groundwater wells, if available. Monitoring well conditions should be identified to ensure proper maintenance or abandonment under the appropriate regulatory oversight, as well as practicing caution when developing, grading, or excavating at the project site. This is required by **Mitigation Measure HAZ-7**. Finally, upon inspection of the project, the presence of asbestos-cement piping was found present within the project site. Due to limitations of inspecting the entirety of the project site and the apparent presence of the asbestos-containing materials (ACMs) and potential asbestos-containing materials (PACMs), the Project shall consult an asbestos inspection consultant for a comprehensive asbestos survey prior to demolition, construction, or remodeling of the project site. ACMs and PCMs in good condition can remain onsite for future use, and managed safely under the regulations of a site-specific Operations and Maintenance (O&M) Plan or hauled to an approved landfill. **Mitigation Measure HAZ-8** shall implement the asbestos inspection consultation and the development of the O&M Plan. With the implementation of **Mitigation Measures HAZ-1** through **-3, -7,** and **-8** potential impacts of hazardous materials potentially on the project site would be reduced to less than significant levels.

In addition to the record search conducted by EDR, Geo Forward, and pursuant to Government Code 65962.5 and its subsections, three additional resources were consulted in November 2021. These included GeoTracker, EnviroStor, and the EPA Enforcement and Compliance History Online (ECHO) databases. The database searches did not identify any records of a registered site within the project property. The GeoTracker and EnviroStor databases did not identify any Leaking Underground Storage Tank (LUST) Cleanup Sites, Cleanup Program Sites, Land Disposal Sites, Military Sites, DTSC Hazardous Waste Permits, DTSC Cleanup Sites, or Permitted Underground Storage Tanks on the project property. Additionally, the ECHO database did not identify violations regarding the CAA, CWA, RCRA, SDWA or TRI on the project site. After the search of the three databases, it can be concluded that the Project is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Moreover, development and operation of the project will not create significant risks or hazards to the public or the environment, since the Project operations (i.e., resort and residential) does not involve copious amounts of hazardous materials. The handling, application, and storage of cleaning agents, building maintenance products, paints, solvents, golf course maintenance chemicals and other related substances is expected to occur within the project in order to carry out the necessary operations in each facility or use. However, these materials would not be present in sufficient quantities to create a significant hazard to the public or the environment. Overall, impacts will be less than significant with the implementation of **Mitigation Measures HAZ-5** and **HAZ-6** evaluated in discussion a., above.

Additionally, the Project property would not be impacted by existing offsite facilities listed on hazardous materials sites pursuant to Government Code Section 65962.5, since the Project property is isolated from surrounding areas by Dike No. 4 and the Guadelupe Dike. Thus, if hazardous materials

were to be released east or north of the dikes, the incident would not impact the Project property. Additionally, the uses in proximity to the Project property generally include residential communities, which, similar to the Project property, do not anticipate the use or storage of hazardous materials (see discussion a). Therefore, impacts are less than significant.

Off-Site Utility Field

Pursuant to Government Code 65962.5 and its subsections, record searches for the off-site utility field area were performed within multiple database platforms. Project-related off-site utility field improvements include the development of a 2.5-acre substation and five well sites. Although the exact locations of these facilities have not been determined, they are proposed to be located within a 2-mile radius of the Project's northern and northeastern boundaries, as shown on **Exhibit 3-3**, ***Site Location Map***. The database search identified two sites listed within the GeoTracker database and eight sites within ECHO's database. The two sites discovered in the GeoTracker database includes KSL PGA West Weiskoff/Nicklaus, at 80202 Avenue 58, approximately 2 miles northwest of the Project boundaries, and Desert Lake Shore Ranch at 82455 Avenue 65, approximately 2 miles southeast of the Project site. Both of these sites are registered as LUST Cleanup Sites, with statuses of "Completed – Case Closed." The facilities listed within the GeoTracker database are regulated by State reporting programs. Due to the developed character of these registered sites, the off-site utility field is not likely to be located on these properties.

ECHO's database search identified eight sites. The closest site to the Project boundary is the Golf Club at La Quinta, at 81252 Avenue 62, northeast of the Avenue 62 Project entrance. Brighton Dist., located approximately 0.70 miles east of the Project, at 81935 Avenue 62, is the second registered site. Another registered site is Coral Option I, LLC DBA Andalusia Country Club, located approximately 0.82 miles northeast of the Project, at 81120 Avenue 60. Additional registered sites include Imperial Irrigation District substation at 81600 Avenue 58; LQR Golf LLC DBA West Nicklaus Weiskopf Golf Maintenance at 80202 Avenue 58; Mckeever Waterwell and Pump Service at 82550 Avenue 60; and Logan Landscape, Inc. at 60225 Jackson Street. Each of the sites listed above are registered by the RCRA as an active other facility, and do not have violations. The eighth site, Capistrano, is located west of Monroe Street and north of Avenue 58 and registered in the ECHO database as a minor general permit covered facility for construction stormwater under the CWA. This site also does not have violations. The off-site utility field is not likely to be located on or impacted by these registered sites, due to their developed character and their no violation status.

EnviroStor did not list sites within the 2-mile radius area.

The EDR Report identified one site on the Torres-Martinez Reservation, located approximately one mile east of the project. The Torres-Martinez Reservation is listed in the EDR Report as an "Indian Reservation" (INDIAN RESERV). The Indian Reservation does not include operational activities that generate hazardous materials or waste. Additionally, the INDIAN RESERV database and the EDR

records search did not indicate that the Reservation includes hazardous materials or release of hazardous materials. Therefore, the registered site will not affect the off-site utility field.

After the database searches, it can be concluded that the sites listed are not anticipated to affect the off-site utility field improvements due to their distance to these sites, their developed character, and their current registered statuses. Additionally, development and operation of the off-site project components will not create significant risks or impacts associated with the registered sites, due to the project's distance from the registered sites. Moreover, the off-site utility field operations are managed and monitored in compliance with CVWD and IID operational standards regarding hazardous material handling and storage, as evaluated in discussion a).

e. 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

The Jacqueline Cochran Regional Airport is located at 56-850 Higgins Drive in Thermal, California approximately 5.4 miles northeast of the future Avenue 62 entrance to the project site, and approximately 6 miles northeast of the future Jefferson Street entrance to the project site. The Project site is outside the Airport Land Use Compatibility Zone. The offsite improvements are proposed to be located more than 2 miles west of the Jacqueline Cochran Regional Airport. Therefore, the site's location in relation to the airport indicates that the Project will not be impacted by an airport-related safety hazard or excessive noise that could impact Project residents, employees or visitors to the project.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan

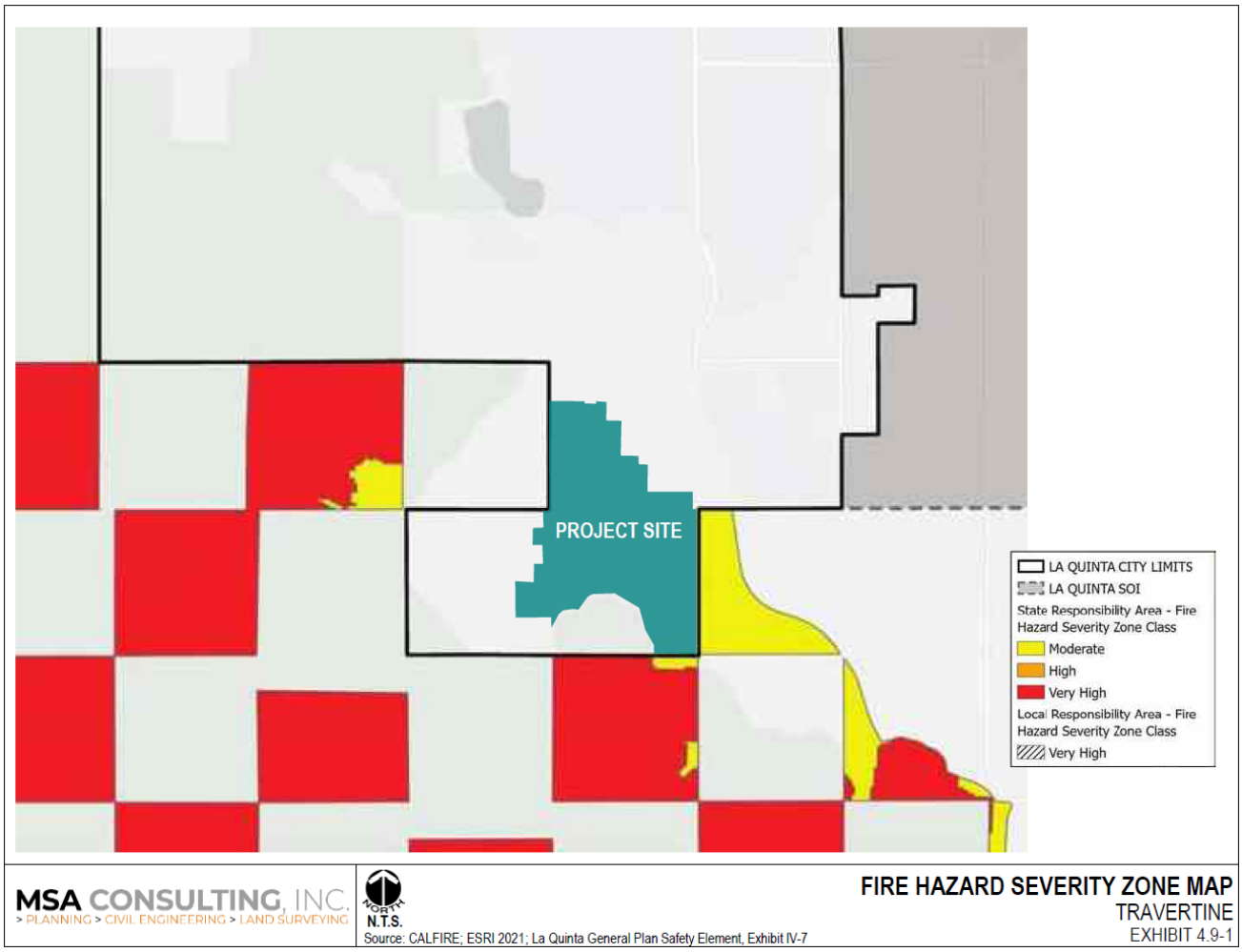
The Project property is located in a relatively isolated area surrounded on the west and south by the Santa Rosa and San Jacinto Mountains Conservation Area; on the east by agricultural land and residential communities, and on the north and northeast by the CVWD Dike No. 4 impoundment area and Coral Mountain. North and northeast of this area are residential communities, vacant parcels that are designated for residential use, and Lake Cahuilla. There is currently no paved public access to the Project property. An unpaved road exists from the north which in the future will be the extension of Jefferson Street. On the east, Avenue 62 stops at the toe of Dike No. 4. Future access would be provided by the extension of Avenue 62 across the Dike and the impoundment area and onto the site to connect to Jefferson Street. A project-specific Fire Master Plan was completed for the Project to determine the level of service and ensure emergency response would be available at the Project property during the development of the first 600 residential units. The Project's consistency with an adopted emergency response plan or emergency evacuation plan is discussed in detail in

Section 4.19, *Wildfire,* in this Draft EIR. Impacts were determined to be less than significant. Please consult **Section 4.19** for further discussion of project impacts on emergency response and evacuation plans.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires

According to the City of La Quinta's *Emergency Services Division Emergency Operations Plan* (EOP), a wildfire as an uncontrolled fire spreading through vegetative fuels and damaging or possibly destroying structures. Areas where wildfires could impact communities include Wildland Urban Interface (WUI) areas, which includes the line, area, or zone where structures and other human development meet or intermingle with undeveloped wildland and vegetation fuels. Proximity of new neighborhoods to wildland areas, coupled with the prolonged drought conditions the Coachella Valley has experienced in recent years that has resulted in excessively dry vegetation, increases the risk of wildfires. The Project site is located in the southern portion of the City. According to CAL FIRE's Fire Hazard Severity Zones Map[1], the Project does not lie in a Fire Hazard Severity Zone (FHSZ). The southern and southeastern sides of the property, however, abuts areas designated as "Moderate" FHSZ (see **Exhibit 4.9-1** below). **Section 4.19, *Wildfires,*** further analyzes the potential impact of wildfires to the Project site. See **Section 4.19** for in-depth analysis. The potential for wildfire threats to impact people and structures was determined to be less than significant.

[1] CAL FIRE Website, Fire Hazard Severity Zones Maps, Riverside County. https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/



4.9.5 Cumulative Impacts

Hazardous materials and risk of upset conditions are largely site-specific, and would occur on a case-by-case basis for each individual development areas within the Project. All new developments in the City are required to evaluate potential threats to public safety, including those associated with the accidental release of hazardous materials into the environment during construction and operation, emergency response, transport/use/disposal of hazardous materials, and hazards to sensitive receptors (including schools). Similarly, all projects would be required to analyze and properly mitigate any impacts to the existing evacuation plan, if impacts are identified.

During construction, developers are required to implement best management practices established in the project-specific SWPPP, in compliance with the Construction General Permit. The implementation of the SWPPP designates areas for the storage of hazardous materials, as well as handling procedures for hazardous materials. Additionally, materials used during construction will be stored, handled, and transported per manufacturer instructions, thereby reducing likelihood of accidental release. See **Mitigation Measure HAZ-4** and **Section 4.10, *Hydrology and Water Quality,***

of this Draft EIR for further discussion of the SWPPP. Finally, construction of the cumulative projects are not likely to occur at the same time. Construction timing for the cumulative projects would likely occur before or after the project, depending on their entitlement status within the City.

The operation of individual projects is regulated by local, State, and federal standards on a project-by-project basis. For example, an individual project may be required to implement a Hazardous Materials Business Plan (HMBP) if the project uses or stores of hazardous materials greater than or equal to 55 gallons of a liquid substance, 500 pounds of a solid substance, or 200 cubic feet of compressed gas. This plan is submitted to the Riverside County Fire Department and required by the Riverside County Department of Environmental Health. With the implementation of local, State, and federal regulations for the proposed project and individual future projects, cumulative impacts would not be significant.

Moreover, an individual project's location near an existing or proposed school will be analyzed on a project-by-project basis. Specific land uses, such as residential and commercial retail are typically located near school facilities. Generally, the operation of residential and commercial retail land uses does not result in the emission or handling of hazardous materials. However, as previously stated, the uses proposed in proximity to a school facility will be analyzed on a project-by-project basis to ensure impacts to schools are less than significant, and do not result in cumulatively considerable impacts. Similarly, individual projects registered on a hazardous materials site (pursuant to Government Code Section 65962.5) would also be analyzed on a project-by-project basis to ensure projects identify registered hazardous sites, and appropriate mitigation, if necessary.

The Bermuda Dunes Airport is located approximately 0.60 miles north of the City of La Quinta's boundary, while the Jacqueline Cochran Airport is located approximately 3.5 miles east of the City's boundary. Development of future projects will be required to analyze their individual potential to result in a safety hazard or excessive noise if located within the surrounding airports' land use plan. This will be reviewed on a project-by-project basis and would not result in cumulative impacts.

The individual projects within the City of La Quinta would be required to comply with all applicable code and ordinances of the La Quinta Fire Department for access, water mains, fire flows, and fire hydrants. Moreover, the City and La Quinta Fire Department will review individual project to ensure emergency access is provided and that the individual projects do not interfere with emergency response or evacuation plans.

The western and southern portions of the City are located near areas identified as having a wildfire risk associated with the slopes of the Santa Rosa Mountains and its foothills. However, as stated in threshold discussion g, above, the slopes do not contain vegetative fuel conducive to wildfires. Future projects would be required to implement appropriate emergency fire access roads, infrastructure (i.e., fire hydrants), and design features (i.e., landscape plans promoting defensible space if located near a high fire hazard area). These measures will be applied on a project-by-project basis and

reviewed by the La Quinta Fire Department to ensure adequate emergency access and to reduce potential impacts of wildfires. See **Section 4.19, *Wildfires,*** in this Draft EIR.

Adherence to federal, State, and regional regulatory standards will ensure impacts related to the release of hazardous materials associated with the project and future projects will assure that the cumulative impacts associated with hazardous materials remain less than significant.

4.9.6 Mitigation Measures

HAZ-1 Prior to grading, Limited Phase II Subsurface Investigation shall be required. The Limited Phase II Subsurface Investigation shall be conducted by an Environmental Professional as defined in Section 312.10 of 40 CFR Part 312.

- Per Section 312.10, an Environmental Professional is an environmental consultant that has an accredited education in earth or natural science, at least five years of formal training under another environmental professional, a professional state license, and maintains expert knowledge in the environmental geology, sustainability, and engineering fields.

HAZ-2 A site-specific Soils Management Plan (SMP) shall be developed by an Environmental Professional for the Project property if chemical levels exceeding regulatory thresholds are identified during the Limited Phase II Subsurface Investigation. The SMP shall be implemented during excavation and grading of the Project, and describe the protocol for managing (potentially contaminated) soils and disposing of (potentially hazardous) debris, as well as guidelines for handling known and/or undocumented subsurface features if discovered.

HAZ-3 All agricultural related debris, materials, and foundations shall be removed and hauled to an appropriate landfill prior to land disturbance in the previous vineyard area. If significant soil staining is found at previous storage locations, stained soil shall be excavated and disposed of in an approved landfill.

HAZ-4 In compliance with the Construction General Permit (CGP) (Order No. 2009-009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ), the Project shall develop and implement a project-specific Stormwater Pollution Prevention Plan (SWPPP) for construction of the project. The SWPPP shall include comprehensive handling, storage, and management procedures for building materials, especially those that are hazardous and toxic. The designation of staging areas for activities (i.e., fueling and maintaining vehicles, mixing paints, plaster, mortar, etc.), and storage of hazardous materials (i.e., paints, solvents, pesticides, fuels, oils, etc.) shall be determined in the SWPPP. Best management practices (BMPs) are required in the SWPPP that demonstrate proper

material delivery and storage; material use; and spill prevention and control. The SWPPP may include, but is not limited to, the following BMPs:

- *Temporary Soil Stabilization:* sandbag barriers, straw bale barriers, sediment traps, and fiber rolls;
- *Temporary Sediment Control:* hydraulic mulch and geotextiles;
- *Wind Erosion Control:* watering of the construction site, straw mulch;
- *Tracking Control:* staging/storage area and street sweeping;
- *Non-stormwater Management:* clear water diversion and dewatering; and
- *Waste Management and Materials Pollution Control:* vehicle and equipment cleaning, concrete waste management, and contaminated soil management.

Lastly, and upon project completion of construction, all hazardous materials shall be removed from the project site and a Notice of Termination (NOT) shall be filed with the Regional Water Quality Control Board.

HAZ-5 Prior to the development of the golf facility storage and maintenance facilities, the applicant shall provide a Hazardous Materials Business Plan (HMBP) to the Riverside County Fire Department for review and approval, if necessary. The HMBP shall be kept up to date in a location on-site and be available for review by the Riverside County Fire Department, as needed.

HAZ-6 Should any component of the proposed Project require the storage or handling of hazardous materials in quantities greater than or equal to 55 gallons of a liquid substance, 500 pounds of a solid substance, or 200 cubic feet of compressed gas, it shall be required to follow the procedures established in Chapter 6.95 of the HSC, which requires any business handling and/or storing a hazardous material shall obtain a permit from the DEH and electronically submit a business plan in the Statewide Informational Management System, under the administration of the County of Riverside DEH.

HAZ-7 If onsite wells are determined to be inoperable, they shall be properly capped and abandoned prior to grading activities in the existing wellsite areas.

HAZ-8 The Project shall consult an asbestos inspection consultant for a comprehensive asbestos survey prior to demolition of the project site.

4.9.7 Level of Significance After Mitigation

Through compliance with existing regulations and standards identified in this section, the adherence to federal, state, and regional regulatory standards, as well as the implementation of **Mitigation**

Measure HAZ-1 through **HAZ-8**, development and operation of the project would result in less than significant impacts to hazards and hazardous materials.

4.9.8 References

1. Enforcement and Compliance History, Environmental Protection Agency, https://echo.epa.gov/facilities/facility-search/results, accessed February 2022.
2. *EnviroStor,* Department of Toxic Substance Control, https://www.envirostor.dtsc.ca.gov/public/, accessed February 2022.
3. *GeoTracker,* State Water Resources Control Board, https://geotracker.waterboards.ca.gov/, accessed February 2022.
4. *Travertine Specific Plan, Avenue 60/Madison Street, La Quinta, CA, Radius Map Report with GeoCheck*, prepared by Environmental Data Resources (EDR), May 2021.

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4.10 Hydrology and Water Quality

4.10.1 Introduction

The purpose of this section is to establish the Project environmental setting for purposes of hydrology and water quality, identify both the applicable thresholds of significance and the project's potentially significant impacts to hydrology and water quality, and identify mitigation measures capable of reducing any potentially significant impacts to hydrology and water quality to below a level of significance. The analysis is based on information provided in this EIR and supporting technical reports and EIR appendices, and reference documents cited throughout this section, as these provide the relevant background information.

The analysis primarily relies on the hydrology, surface drainage, and water quality data and information described in the *Travertine Project Preliminary Hydrology Study for Tentative Tract Map 37387*, prepared by Proactive Engineering Consultants, Inc. in November of 2021; *Travertine Project Water Quality Management Plan* (WQMP), prepared by Proactive Engineering Consultants, Inc. in September of 2021; *Travertine Development Drainage Master Plan* (Drainage Master Plan), prepare by Q3 Consulting in June of 2021; *Water Supply Assessment/Verification for the Travertine Specific Plan Project*, prepared by The Altum Group on February 2018; Water Supply Assessment/Water Supply Verification, Travertine Specific Plan Project, June 24, 2021.

Primary considerations for this hydrology and surface water quality assessment include the prevailing rainfall characteristics for the Project region and the physical setting at the watershed and local level, as these determine the existing and proposed surface drainage conditions in which the proposed Project will be undertaken. The content and analysis in this section also relies on the hydrology, stormwater, and surface water quality regulatory framework, which regulates general and finite aspects of land development activities during the design, construction, and operational phases.

The Drainage Master Plan report is provided in **Appendix J.3** of this Draft EIR (*Travertine Development Drainage Master Plan*). Please consult **Chapter 8.0** for a glossary of terms and acronyms used in this Draft EIR.

4.10.2 Existing Conditions

Relevant Principles in Hydrology, Stormwater Management, and Groundwater Management

Hydrology refers to the occurrence, distribution, and movement of surface water, including water found in rivers and stormwater drainage systems. Stormwater 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 an established standard. 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 replenished, or recharged, by precipitation that seeps into the land's surface. In the Coachella Valley groundwater is also recharged by imported Colorado River water.

This section in part analyzes how the principles of hydrology and urban runoff management will be implemented as part of the proposed project to address the relevant thresholds of significance pertaining to hydrology and water quality standards. The construction of homes, streets and other improvements results in an increase in impermeable surfaces and associated stormwater runoff. This result can increase the potential for flooding and for adverse impacts to surface and groundwater.

The traditional process of urbanization and land development generally results in the conversion of a natural ground surface cover (pre-development condition) into a setting with higher impervious characteristics, occurring through the introduction of streets, buildings, and hardscape (post-development condition). Such development process typically results in a lower capacity to intercept, retain, and infiltrate stormwater runoff. Therefore, land development that is not regulated by hydrology and stormwater controls or principles can potentially result in a post-development condition in which 1) total stormwater runoff volume increases, 2) the runoff conveyance occurs more rapidly, and 3) the peak discharge is greater. The increase in runoff volume results from the decrease in infiltration and storage characteristics found in undeveloped land (pre-development). The shortened runoff conveyance time results from the greater flow velocities along impervious surfaces and drainage systems compared to a natural surface. The increase in peak discharge is the effect of larger runoff volume occurring over a shorter time compared to the pre-development condition. These effects of unregulated land development generally have the potential to result in degradation or modification to surface drainage, soil erosion and siltation, and water quality impairments.

However, established regulatory mandates and engineering standards are designed to prevent flooding and adverse impacts to water quality and available resources. Stormwater management and adherence to surface water quality standards are achieved through required measures documented in compliance documents, rather than through voluntary actions, such that physical disturbance, vegetation clearing, earth movement, grading, and construction activities are not permitted without demonstrating compliance with permitting authorities and the pertinent regulations aimed at preventing stormwater impacts.

The Coachella Valley groundwater basin is the primary groundwater source for the project region, with CVWD being the domestic water purveyor serving the project site. Based on a 1964 estimate by 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, or approximately 76 percent of the total groundwater in the Coachella Valley Groundwater Basin. CVWD works with other local water agencies and Coachella Valley stakeholders to comply with the Sustainable Groundwater Management Act (SGMA) requirements and to implement water conservation, water reuse, and groundwater recharge strategies to ensure water availability and system capacity to meet the needs of the Coachella Valley.

Regional Hydrologic Conditions

The Project is located in the Lower Thermal Subbasin of the Whitewater Subbasin, which encompasses approximately 1,645 square miles. Within this watershed, an area of approximately 367 square miles (22 percent) encompassing most of the existing development in the Coachella Valley region, is regulated under the established Whitewater River Region Municipal Separate Storm Sewer System Permit (MS4 Permit). The MS4 Permit coverage includes the entire project site. 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. These public entities are generally in charge of stormwater management within their jurisdiction.

Based on background information provided in the MS4 Permit, precipitation in the Whitewater River Region averages 3.6 inches per year. The Whitewater River Watershed is deemed to not have a defined rainy (wet) season, considering that convective rainfall events (summer thunderstorms) make up a large portion of Whitewater River Region annual rainfall, in contrast to the general winter precipitation that dominates rainfall events in western Riverside County and the coastal plains. When storms occur, they tend to be discrete convective cells, and feature short but intense rainfall, typical of monsoonal thunderstorms; individual storm events typically are localized and rarely affect the entire drainage network.

Climatic conditions in the Coachella Valley are characterized as “subtropical desert”. Mean annual rainfall is very low on the desert floor and into the foothills, ranging from 2 to 4 inches per year and averaging about 5 to 6 inches along the foothills. Generally, temperatures decrease and precipitation increases with increasing elevation. In some years no measurable rainfall has been reported on portions of the valley floor. Most of the valley’s rainfall occurs during the cooler months of November through March, but occasional high-intensity thunderstorms and tropical storms occur in late summer and early fall. Although the ground may be generally dry at the beginning of a storm, sufficient amounts and intensities of rainfall can saturate the surface, substantially reducing percolation and increasing runoff.

The Whitewater River Region is drained primarily by the Whitewater River that carries flows to the Coachella Valley Stormwater Channel (CVSC), which outlets to the Salton Sea. It is worth noting that the Salton Sea body of water is not deemed part of the Whitewater River Watershed regulation, as it is separately managed and receives inflow from the Alamo River and New River in a separate watershed in Imperial County. Therefore, the Whitewater River Region includes the Coachella Valley surface drainage up to, but not including, the Salton Sea. In relation to the project site, CVSC is located approximately 7.5 miles to the east at its closest point.

Surface drainage within the local watershed, including the Whitewater River and CVSC, generally consists of ephemeral washes and agricultural runoff. Due to soil type and the lack of interflow contributions, time and volume of flow in receiving waters after storm events are minimal. According to the MS4 Permit, Whitewater River flow in the Coachella Valley floor is so infrequent that several sections of the channel and its tributaries have been integrated into golf courses and residential communities. Drainage integration into residential and golf course developments in the Coachella Valley allows for proper stormwater controls under conditions that are actively maintained by private and public operators.

Regional and local stormwater management facilities are deemed to be part of the MS4 system, of which CVWD and La Quinta are permittees. 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. Storm drain facilities can be public or private. Examples of public facilities include pipes, gutters, channels, and basins occurring on the public right-of-way and/or maintained by a public agency. Private facilities are distinguished by being maintained separately by a private entity, such as homeowner's association and are therefore not part of the public MS4 infrastructure.

Regional stormwater facilities serve the role of collecting and conveying runoff for areas outside or within the City, at such scale that they contribute to the regional watershed functions. In the planning area, regional facilities include a two-mile segment of CVSC, the La Quinta Evacuation Channel, the Bear Creek System, the East La Quinta Channel and Lake Cahuilla. CVWD has broad flood control management responsibilities, which include planning, maintenance, and construction of improvements for these and other regional stormwater facilities. Local drainage management pertains to local facilities designed to collect and convey runoff from local streets and properties to the regional stormwater facilities noted above. These are represented in the City's Master Drainage Plan.

Throughout this section, references to stormwater runoff, volumes, drainage, retention, and related dynamics, will pertain directly to the prevailing temporary ephemeral conditions occurring after precipitation events, in contrast to perennial drainage that occurs more permanently throughout the year, but is not applicable to the regional or local hydrologic setting. Discussions will also include references to the controlling (worst-case) one-hundred-year storm event (100-year), which is a storm event and resulting flood having a 1-percent chance of occurring in any given year particularly for the project area. The rainfall amount and resulting runoff characteristics from this type of event are used to

determine the required storm drain system capacities, including inlets, pipes, channels, and retention facilities, which are subject to review and approval by the city engineer.

Local Hydrologic Conditions and Existing Infrastructure

The Project site is located on a bajada extending eastward from the base of the Santa Rosa Mountains toward the Eastern Coachella Valley floor. It is separated from the overall valley hydrological regime being isolated from regional drainage patterns by the BOR Dike 4 levee and the associated stormwater impound located immediately east of the proposed Project. The hydrologic setting of the Project is also defined by the eastern slopes of the Santa Rosa Mountains and various associated canyon drainages (Devil Canyon and unnamed smaller drainages) west of the project site. Immediately north of the Project site is the existing Guadalupe Channel, which diverts and conveys canyon drainage into the Dike 4 impound. Some Project-affecting hillside runoff is also associated with a small portion of the Coral Rock formation on the north end of the Project. To the east and intervening between the Project site and the Dike 4 impound is the CVWD Thomas Levy Groundwater Replenishment Facility which uses imported Colorado River water to recharge the lower valley aquifer.

The Project setting can also be described as the lower extent of the watershed area tributary to Dike No. 4. Drainage from various canyons on the easterly front of the Santa Rosa Mountains occur along distributary flow paths and active alluvial fan conveyances to the engineered retention area on the west side of Dike No. 4. The Guadalupe Creek Diversion Dikes, located off-site on the northern end of the project, are also designed to convey flows to Dike No. 4. The CVWD groundwater percolation ponds are presently protected from off-site drainage by a combination of earthen berms, rock lining, and concrete channelization.

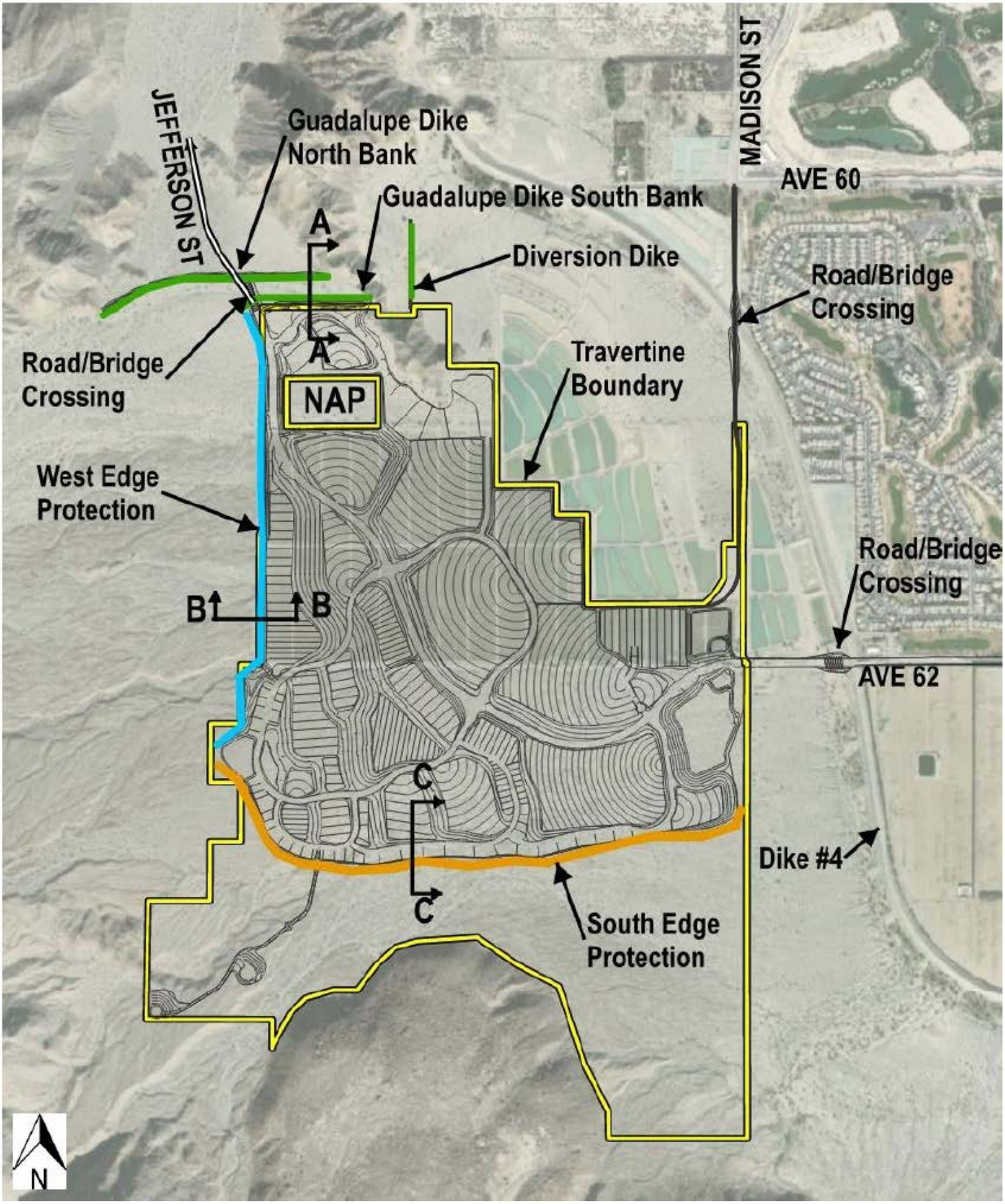
Approximately 220 acres of the project site were previously cleared and graded for vineyard facilities consisting of grape vines, irrigation equipment, and access roads. These improvements modified the natural vegetation and leveled topographic conditions in this 220-acre area for agricultural operations. Various boulder and earthen berms were constructed to divert and convey off-site drainage along the westerly, northerly, and southerly edges of the vineyard. The vineyards became inactive around 2007. Additional information about the local hydrologic conditions and existing infrastructure is provided in the relevant threshold discussions.

The Project includes drainage and stormwater facilities and management that take into account the existing drainage conditions and support the existing drainage infrastructure. Q3 Consulting prepared a Project-specific Drainage Master Plan that provides a detailed watershed assessment, including regional and local hydrology, flood hazard analysis, and hydraulics for the proposed development. It also identifies the appropriate level of flood protection for the public, non-CVWD storm water facilities, and impacted CVWD storm water facilities that are consistent with the requirements and guidelines instituted by the City of La Quinta, CVWD, and the U.S. Bureau of Reclamation (Dike No. 4).

Based on the most current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM No. 06065C2900H), effective April 19, 2017, the Project site is located in Zone D, a FEMA designation which applies to areas of possible but undetermined or unmapped flood hazards. As such, there is a need to rely on the project-specific hydrology study, prepared by Proactive Engineering Consultants, Inc. and Drainage Master Plan to establish hydrologic conditions and to determine the necessary drainage system design and water quality management considerations.

Based on the available tools and project constraints, the proposed area flood protection measures include a combination of perimeter embankments, and drainage swales along the westerly and southerly site development boundaries, and improvements to the Guadalupe Creek Diversion Dikes on the north side. These facilities would intercept flood waters along the west and south boundary and convey the floodwaters around the site development area to the Guadalupe Creek Diversion Dikes. The Project proposes to use a protected embankment, elevated fill, and a graded swale along the west boundary to collect and convey the unconfined alluvial fan flows (emanating from Devil Canyon and a small un-named canyon) to the north side of the site and into the Guadalupe Creek Diversion Dikes. The runoff from the Middle North and South, and Rock Avalanche Canyons would be intercepted along the south edge of the planned development. A protected embankment and elevated fill would be used to convey flows easterly along the south boundary to Dike No. 4. The conceptual flood protection plan for the Travertine development shown in **Exhibit 4.10-1** ensures that all residents of the community, as well as downstream facilities and properties, will be protected from the local hydrologic conditions. For example, Project improvements will serve to protect the adjacent CVWD recharge basins from offsite storm flows. These basins are currently exposed to stormwater discharges from existing canyons including Middle North and South, Rock Avalanche Canyons and portions of Devils Canyon.

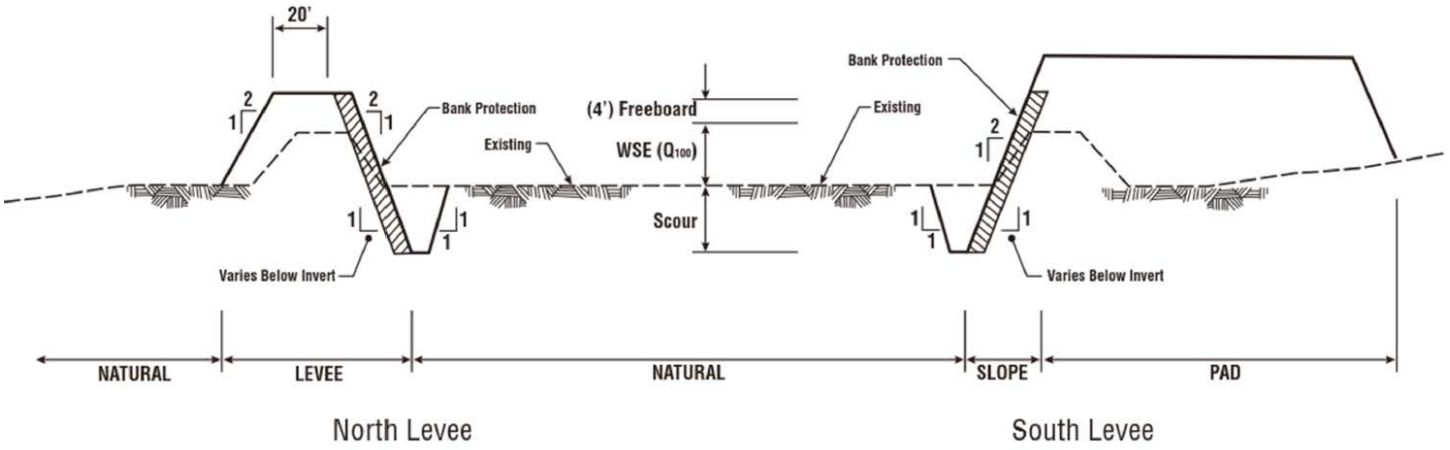
The Travertine Project Preliminary Hydrology Study and the Drainage Master Plan identify the size and location of on-site and off-site drainage facilities required to protect the proposed development from the 100-year storm event.



Source: Drainage Master Plan, Q3

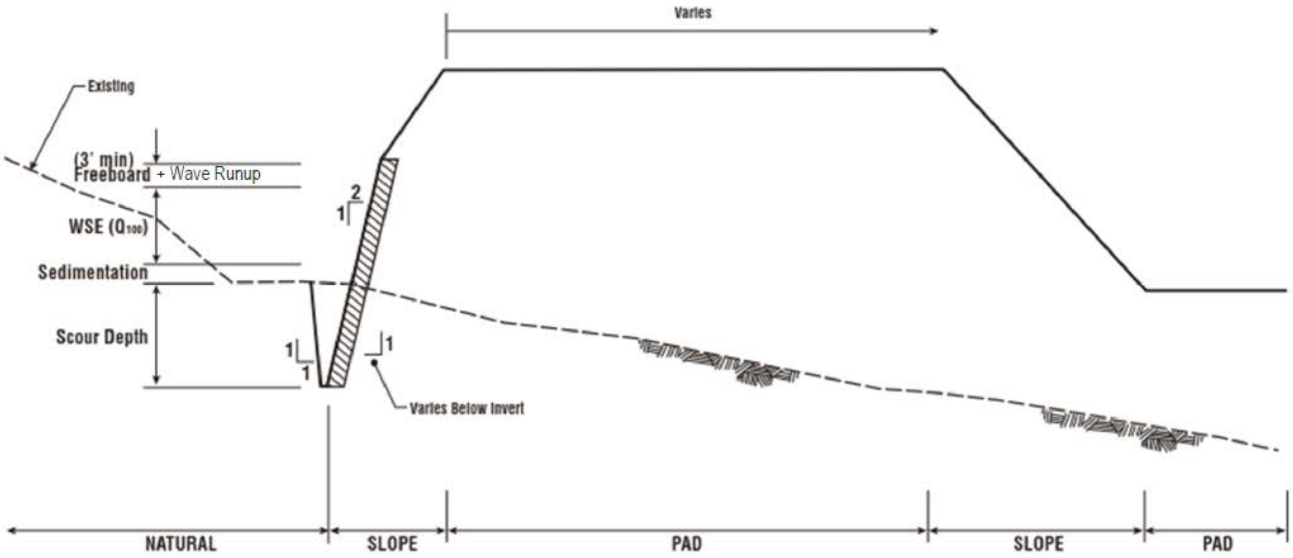
MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

FLOOD PROTECTION PLAN
TRAVERTINE
EXHIBIT 4.10-1



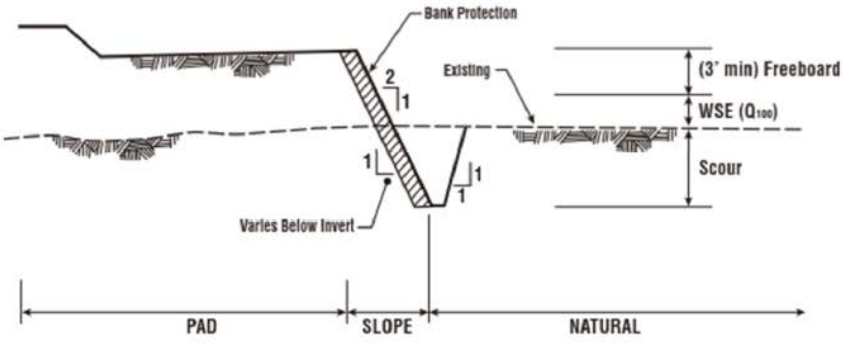
Guadalupe Dike

SECTION A-A



West Edge

SECTION B-B



South Edge

SECTION C-C

Source: Drainage Master Plan, Q3

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

FLOOD PROTECTION PLAN
TRAVERTINE
EXHIBIT 4.10-1

Storm Event Criteria

This analysis includes various references to the one-hundred-year (100-year) storm event, primarily when denoting the requirements and basis for sizing the project's storm drain design and stormwater retention capacity. Based on the Federal Emergency Management Agency (FEMA) and United States Geological Survey (USGS) literature, the 100-year storm is a rainfall event, the intensity and duration of which has a reoccurrence interval (or probability of return) of 100 years, which is equivalent to a one-percent chance of being equaled or exceeded during any given year. The 100-year or 1-percent storm event determines the base flood conditions for purposes of FEMA flood zone designations, including those deemed to be at higher risk, like Special Flood Hazard Areas (SFHA). For hydrology purposes, the "controlling" 100-year storm event is one with the intensity and duration capable of generating the maximum stormwater volume. For purposes of analyzing the proposed Project, the 100-Year 24 Hour Storm was used to model project runoff. and serves as a basis for properly sizing the storm drain facilities, including inlets, pipes, outlets, and retention basins. As required by the City, the National Oceanic and Atmospheric Administration Atlas 14 (NOAA Atlas 14) was used as the basis for determining 100-year storm event rainfall quantities and durations.

4.10.3 Regulatory Setting

As previously introduced, hydrology and stormwater management controls for land development activities are regulated under mandates at the federal, state, regional, and local level. The applicable requirements are aimed at preventing land development from causing impacts to the chemical, physical, and biological integrity of receiving streams, rivers, and water bodies. These regulations apply at different stages of development, including planning, design, construction and post-construction, such that physical land disturbance, vegetation clearing, earth movement, grading, construction activities, and facility operations would not be permitted to occur without demonstrating compliance with the local, regional, and state permitting regulations. Local hydrologic requirements are also manifested as City engineering standards, such as those found in Title 13 (Subdivision Regulations) in the La Quinta Municipal Code and Engineering Bulletin #06-16 (Hydrology and Hydraulic Report Criteria for Storm Drain Systems) discussed below.

Federal

Federal Clean Water Act

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. As part of the NPDES program, subsequent amendments to the CWA established a framework for regulating non-point source discharges from urban land runoff and other diffuse sources that were also found to contribute to runoff pollution. Under CWA, the Environmental Protection Agency

(EPA) delegated the NPDES permit program 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 pertinent sections of the CWA regulatory structure are summarized below:

Section 102 requires the planning agency of each state to prepare a basin plan to set forth regulatory requirements for protection of surface water quality, including designated beneficial uses for surface waterbodies, and specified water quality objectives to protect those uses. The applicable plan to the project area is the Water Quality Control Plan for the Colorado River Basin Region, effective January 8, 2019.

Section 303(d) requires each state to provide a list of impaired surface waters that do not meet or are expected not to meet state water quality standards as defined by that section.

Section 402 requires that all point-source discharges, including but not limited to, construction-related runoff discharges to surface waters and some post-development dischargers, be regulated through the NPDES program. Project sponsors must obtain an NPDES permit from the State Water Resources Control Board (SWRCB).

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) serve as the basis for identifying potential hazards and determining the need for and availability of federal flood insurance. As mandated by the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973, FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized federal flood insurance to residents of communities where future floodplain development is regulated. FEMA has developed FIRMS to determine the need for and availability of federal flood insurance. FIRM maps rely on a variety of flood risk information based on historic, meteorological, hydrologic and hydraulic data, as well as existing development, open space and topographic conditions within an area. FEMA mapping also incorporates the results of engineering studies to delineate Special Flood Hazard Areas (SFHAs), which are considered at higher risk of inundation and flood-related hazards.

State and Local

Porter-Cologne Water Quality Control Act

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, thus effectuating 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.

To regulate and protect water quality pursuant to NPDES and to exercise rulemaking and regulatory activities, the Porter-Cologne Act established the SWRCB and nine California Regional Water Quality Control Boards (RWQCBs). In this context, the Project site and Coachella Valley are located within Region 7, Colorado River Basin Regional Water Quality Control Board.

Another mechanism of the Porter-Cologne Act is the requirement to adopt water quality control plans containing the guiding policies of water pollution management in the state. Under this framework, the Colorado River Basin Water Quality Control Plan (Basin Plan) serves as the applicable 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. The Basin Plan is the guiding document that outlines the Colorado River Basin Water Board's plan for preserving and enhancing water quality in the region for the protection of beneficial uses for present and future generations. The Basin Plan contains the region's beneficial uses for groundwaters and surface waters, water quality objectives for protection of beneficial uses, and implementation programs to achieve water quality objectives.

NPDES Stormwater General Permit for Construction Activities

Under the federal CWA, discharges of stormwater from construction sites must comply with the conditions of a National Pollutant Discharge Elimination System (NPDES) permit. The SWRCB has adopted the Construction General Permit that applies to projects resulting in 1 or more acres of soil disturbance. These requirements occur under the state's most current Construction General Permit (CGP), Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-006-DWQ. Compliance with the CGP involves the development and implementation of 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. As applicable, the SWPPP is required to provide limits of temporary disturbance and will indicate the specific locations where storm water Best Management Practices (BMPs) will be implemented. Storm water BMPs refer to a schedule of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent, eliminate, or reduce the pollution of receiving waters. BMPs are standardized in a handbook made available by the California Stormwater Quality Association (CASQA). Consistent with Section XIV of the CGP, the required SWPPP must also specify the necessary recordkeeping, relevant good site housekeeping requirements, proper waste management, proper handling and storage within the allowable construction limits. Also, as a requirement, the SWPPP must be prepared by a registered Qualified SWPPP Developer (QSD) and implemented by a Qualified SWPPP Practitioner to ensure that the proper expertise is applied toward these plans.

Whitewater River Watershed Municipal Separate Storm Sewer System

In 1987, Congress amended the Federal Clean Water Act (CWA) to require public agencies which serve urbanized areas with a population greater than 100,000 to obtain permits to discharge urban stormwater runoff from municipally owned drainage facilities including streets, highways, storm drains and flood control channels. In November 1990, the United States Environmental Protection Agency (USEPA) promulgated enforceable regulations establishing Municipal Separate Storm Sewer System (MS4) Permit requirements under its National Pollutant Discharge Elimination System (NPDES) Program. In California, USEPA has delegated its NPDES permitting authority to the California State Water Resources Control Board (CSWRCB), which issues and enforces NPDES MS4 Permits through its nine designated regions.

As previously introduced, the Whitewater River Region MS4 Permit applies to an area of approximately 367 square miles, which generally corresponds to the urbanized portions of the watershed and Coachella Valley. The MS4 Permit compliance programs are administered by Riverside County Flood Control and Water Conservation District, (RCFC&WCD,) CVWD, and the incorporated Coachella Valley cities, including La Quinta. The objective of the MS4 regulations is in part to reduce potential pollutants in urban runoff from land development construction, municipal, commercial, and industrial areas to the maximum extent possible.

Subbasin Sustainable Groundwater Management Act

The Coachella Valley groundwater basin is the primary groundwater source for the project region, with CVWD being the domestic water purveyor serving the project site. Based on a 1964 estimate by 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. In 1964, DWR estimated that the Indio Subbasin contained approximately 29.8 million AF of water in the first 1,000 feet below the ground surface, or approximately 76 percent of the total groundwater in the Coachella Valley Groundwater Basin. CVWD works with other local water agencies and Coachella Valley stakeholders to implement water conservation, water reuse, and groundwater recharge strategies to ensure water availability and system capacity to meet the needs of the Coachella Valley.

In 2002, recognizing that continued overdraft was a threat to the economy and quality of life in the Coachella Valley, CVWD developed the *2002 Coachella Valley Groundwater Management Plan* in collaboration with other local stakeholders. The 2002 plan focused on reducing overdraft, preventing groundwater level decline, protecting groundwater quality, and preventing land subsidence. In 2010, the *2010 Coachella Valley Groundwater Management Plan Update* was prepared to document the accomplishments in reducing overdraft and address changed conditions since 2002.

In 2014, the California Legislature signed a three-bill legislative package into law, collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA allows local agencies to manage groundwater resources in a sustainable manner, with management efforts tailored to the resources and needs of their specific communities. Groundwater management is described as the planned and coordinated monitoring, operation, and administration of a groundwater basin's sustainability. SGMA requires 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. Basin prioritization is based on a variety of factors such as population, number of wells, and other information determined to be relevant by DWR. SGMA requires that a Groundwater Sustainability Agency (GSA) be established to manage the basin and develop the plan. The GSP or Alternative Plan must explain how the groundwater basin will be kept in balance, to achieve long term sustainability. DWR evaluates each GSP or Alternative Plan in how well it will achieve basin sustainability. 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 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.

CVWD collaborates with the operation and maintenance of three replenishment facilities serving the Indio Subbasin: Whitewater River Groundwater Replenishment Facility, the CVWD Thomas 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 to date. In the central part of the Coachella Valley, groundwater recharge is provided by the recently constructed first phase of the Palm Desert Groundwater Replenishment Facility, operated by CVWD. According to the CVWD web site, this facility is expected to add up to 25,000 acre-feet of Colorado River water annually into the aquifer. Combined with water conservation and efficiency requirements, individual development projects can contribute to groundwater sustainability by implementing the required stormwater runoff retention and infiltration facilities.

2018 Coachella Valley Integrated Regional Water Management and Stormwater Resources Plan

This 2018 Coachella Valley Integrated Regional Water Management (IRWM)/Stormwater Resource (SWR) Plan serves as a combined plan which addresses the requirements of the California Department of Water Resources (DWR) Proposition 1 2016 IRWM Grant Program Guidelines and the State Water Resources Control Board (SWRCB) 2015 Stormwater Resource Plan (SWRP) Guidelines. The plan is managed by five water purveyors and one wastewater agency of the Coachella Valley.

The IRWM program is a local water resources management approach directed by California Department of Water Resources (DWR), aimed at securing long-term water supply reliability within California by first recognizing the inter-connectivity of water supplies, and then encouraging the development and implementation of projects that yield combined benefits for water supplies, water quality, and natural resources. The IRWM Plan and Stormwater Resource Plan (SWRP) have been combined into one document because of the regional approach, overlap of stakeholder interests and existing stakeholder network, and similar grants and project scoring processes for the two plans. SWRP development focuses on stormwater and dry weather runoff capture. Following the passage of Senate Bill (SB) 985, any stormwater or dry weather runoff capture project receiving funding from any bond approved after January 1, 2014, must be included in a SWRP. The intent of SB 985 is to encourage the use of stormwater and dry weather runoff as a resource to improve water quality, reduce localized flooding, and increase water supplies for beneficial uses and the environment. The SWRCB provides guidance for the development of SWRP's through the SWRCB 2015 SWRP Guidelines and manages the associated Stormwater Grant Program (SWGP).

City of La Quinta Municipal Code

Chapter 8.70 Surface Water Management and Discharge Controls

The intent of this chapter is to protect public health, safety, and the environment through prohibiting non-stormwater discharges into the MS4, reducing pollutants in urban runoff, establishing minimum requirements for surface runoff management, and protecting and enhancing the quality of surface waters consistent with the federal Clean Water Act. This intent is achieved through the regulation of non-stormwater discharges to the municipal separate storm drain; control of the discharge to municipal separate storm drains from spills, dumping or disposal of materials other than stormwater; and reduction pollutants in stormwater discharges to the maximum extent practicable.

Chapter 13.24.120 Drainage

This section sets forth the design parameters for establishing stormwater management for subdivisions, noting that the hydrologic and hydraulic design of drainage facilities shall be based on the storm event having a frequency of occurrence once every 100 years, also referred to as the controlling 100-year storm event. The design of such facilities is subject to approval by the City engineer.

City of La Quinta Engineering Bulletin #06-16 (Hydrology and Hydraulic Report Criteria for Storm Drain Systems)

The requirements for the project-specific hydrology design and reporting are represented in the City's Engineering Bulletin #06-16 (Hydrology and Hydraulic Report Criteria for Storm Drain Systems), with a revised effective date of October 5, 2020. This resource establishes storm drain design specifications and general guidelines to be followed by a California Registered Civil Engineer in this practice. Regarding drainage, this bulletin indicates the requirement to provide adequate retention capacity to intercept and percolate the entire 100-year storm event. Retention requirements are also established in Section 13.24.120 (Drainage) of the La Quinta Municipal Code. Bulletin #06-16 also asserts the requirement for a Project-Specific Water Quality Management Plan (WQMP0 to be implemented in accordance with the Whitewater River Watershed, Municipal Separate Storm Sewer System (MS4) Permit.

2035 La Quinta General Plan

The subject of Flooding and Hydrology forms part of Chapter IV, Environmental Hazards of the 2035 La Quinta General Plan. As part of the strategy to proactively plan for and protect development areas from significant flooding, the General Plan calls for the continued enforcement of requirements for on-site retention facilities. Specifically, Program FH-1.3.a calls for new development to construct on-site retention/detention facilities and other necessary stormwater management facilities that are capable of managing 100-year stormwater flows. In general, these provisions are consistent with the established mandates at the regional, state and federal level cited above.

4.10.4 Project Impact Analysis

Thresholds of Significance

The following standards and criteria have been drawn from Appendix G: Environmental Checklist Form of the CEQA Guidelines. Development of the Travertine Specific Plan site would have a significant effect on hydrology and water quality if it is determined that the project would:

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:
    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?

Methodology

As previously introduced, the relevant findings throughout this Hydrology and Water Quality section rely in part on three key technical studies: *Travertine Development Drainage Master Plan* (DMP), prepared by Q3 Consulting on June 10, 2021; *Travertine Project Preliminary Hydrology Study*, prepared by Proactive Engineering Consultants, Inc. in November of 2021 (Hydrology Study); and the *Travertine Project Water Quality Management Plan* (WQMP), prepared by Proactive Engineering Consultants, Inc. in September 2021. The DMP and the Hydrology Study identify the drainage design and infrastructure and flood protection devices that are needed to provide flood protection and adequate drainage onsite. The Hydrology Study and the WQMP also recommend water quality management infrastructure and practices. As discussed in the Project Description section of the DEIR, the recommendations of the DMP, the Hydrology Study and the WQMP have been incorporated into the Project design.

The scope of the DMP, completed by March of 2023, was to provide a watershed assessment, including regional and local hydrology, flood hazard analysis, and hydraulics as a basis for identifying the grading, drainage and infrastructure recommendations for the proposed development. Specifically, the DMP identifies the flood protection for surrounding uses, on-site facilities, and CVWD facilities to establish consistency with the requirements and guidelines instituted by the City of La Quinta, CVWD, and the U.S. Bureau of Reclamation (Dike No. 4) in the event of a one percent annual chance 100-year storm and flood event. In establishing parameters for control and protection from the off-site drainage conditions, the DMP allowed for the development of a hydrology design under a separate plan that solely focused on the on-site conditions.

The scope of the Preliminary Hydrology Study was to develop a preliminary internal drainage plan that would provide the project site with adequate drainage and flood protection from a 100-yr storm event without adversely impacting the adjacent properties and improvements. The Hydrology Study identifies the baseline drainage conditions and on-site watershed areas to determine the preliminary location and size of proposed drainage facilities, required to ensure post-development stormwater conditions are equivalent to predevelopment conditions. The recommended drainage design is sized for a peak flowrate from a one percent chance 100-year storm event, consistent with the Riverside County Flood Control District Hydrology Manual. The rainfall values used for the Hydrology Study were obtained from the National Oceanic and Atmospheric Administration Atlas 14, which is appended to the Hydrology Study.

Like the DMP, the Preliminary Hydrology Study considers project baseline conditions, including the existing local and regional flood protection infrastructure corresponding to off-site flows, but differs from the DMP by focusing on the on-site development conditions.

The Project-specific WQMP complies with the most current standards of the *Whitewater River Region Water Quality Management Plan for Urban Runoff* and the *Whitewater River Watershed MS4 Permit.* It identifies a strategy of site design and source controls with a mandated operation and maintenance program to address post construction stormwater runoff quantity and quality requirements. In particular, the WQMP provides that the Project has been designed to contain and infiltrate runoff through the on-site drainage and flood management facilities described below and through use of landscaping and irrigation system design, and protected slopes and channels. In addition, the WQMP provides that water quality will be maintained through non-structural best management practices, including education for property owner, operators, tenants, occupants, and employees, activity restrictions, irrigation system and landscape maintenance, common area litter control, street sweeping of private streets, and drainage facility inspection and maintenance. The WQMP assumes the drainage conditions identified in the Hydrology Study and provides recommendations consistent with those assumptions to ensure compliance with the MS4 Permit. The WQMP is intended to inform the terms of the Stormwater Management/BMP Facilities Agreement that will be entered into by the developer and the City to mandate the proper maintenance and operation of the Project's stormwater facilities, which agreement will also allow City entry for inspection and enforcement.

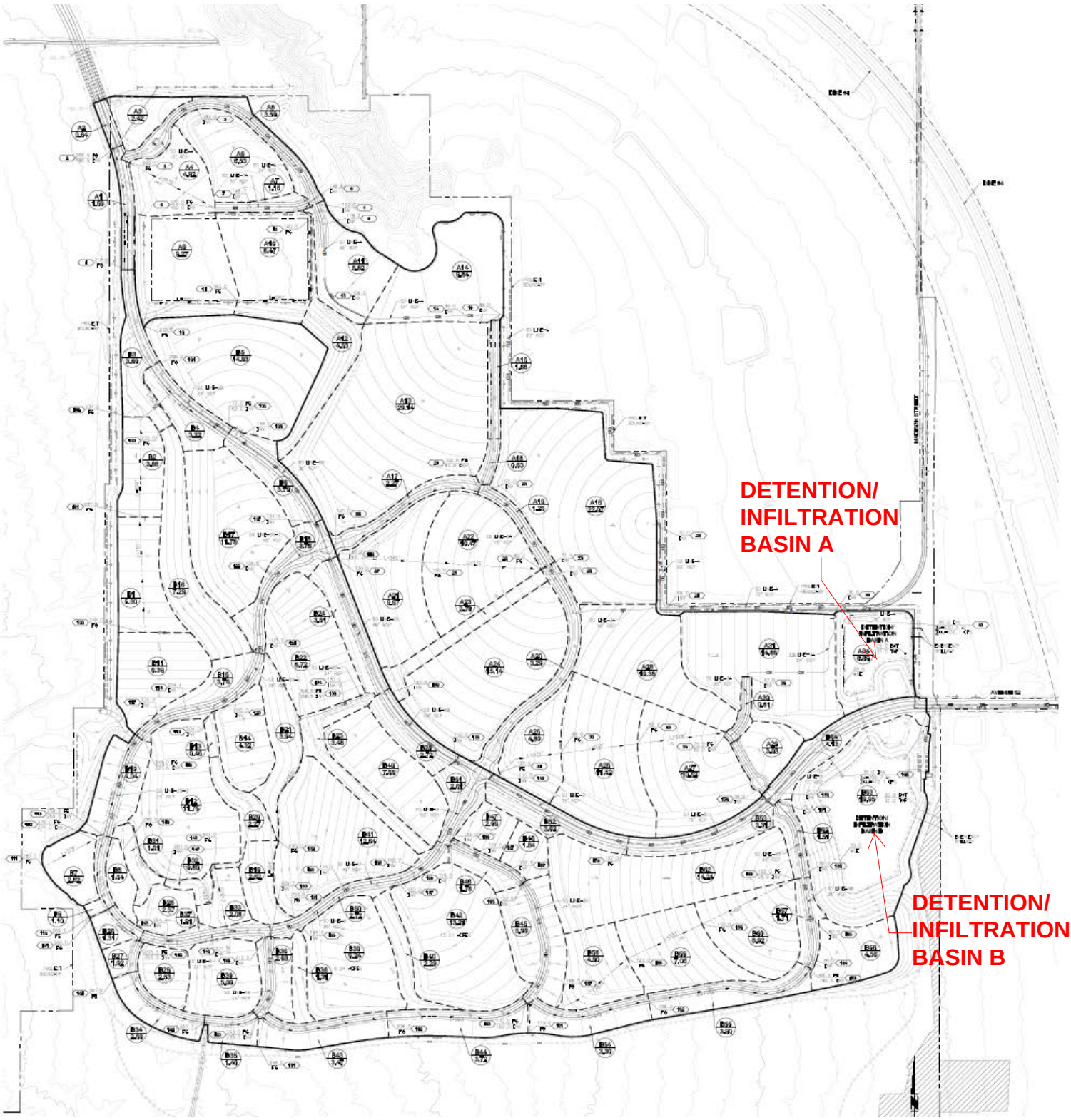
Proposed Stormwater Infrastructure

Off-Site Drainage and Flood Management Facilities

Consistent with the recommendations of the DMP, the Project proposes stormwater management infrastructure to provide regional flood protection through perimeter embankments and drainage swales along the western and southern boundaries of the Specific Plan development area and improvements to the Guadalupe Creek Diversion Dikes located to the north of the Project site. As illustrated in **Exhibit 4.10-1**, the proposed perimeter embankments would consist of grade differentials and swales along the Project's western boundary (west edge protection) to reorient the off-site unconfined alluvial flows from Devil Canyon and Middle Canyon Area that currently flow easterly across the Project site around the development and toward the north side of the Project site and into the existing Guadalupe Creek Diversion Dikes. The configuration/routing of the Guadalupe Creek Diversion Dike system will be maintained. Proposed improvements are meant to fortify the existing system to handle increased flows associated with the diverted flows that currently transverse the Project site. The off-site runoff from the Middle North and South, and Rock Avalanche Canyons would be intercepted along the southern development boundary by a perimeter embankment that will convey flows easterly along the southern development boundary to Dike No. 4 to ultimately meet at the existing impoundment area

On-Site Drainage and Flood Management Facilities

The Hydrology Report recommends a system of underground storm drains and catch basins to intercept, convey, and infiltrate stormwater runoff within the Project site to ensure equivalence between pre- and post- development conditions. Specifically, stormwater will be conveyed down the Project site gradient and into two primary surface basins (Basin A and Basin B) located at the east-end of the Project site. As is discussed in the Hydrology Report, the on-site storm flow volume difference between the pre- and post- development conditions (32.6 ac-ft) will be retained and infiltrated in the two basins that occupy a combined area of approximately 26.7 acres. As is shown in the Hydrology Report, the basins are sized and located in such a manners so as to ensure that the stormwater flow rates and volumes resulting from the developed condition are equal to or less than the pre-development condition, therefore preventing hydromodifications, such as increases in the total stormwater volume, runoff velocity, or peak discharge outside the Project site. Through the on-site detention and infiltration function, these basins and associated infrastructure would be subject to the City's hydrologic requirements as set forth in Engineering Bulletin #06-16 (Hydrology and Hydraulic Report Criteria for Storm Drain Systems) and water quality (MS4) requirements. Engineering Bulletin #06-16 includes detailed criteria commensurate with final engineering design to which storm drain systems are held prior to final approval by the City's Public Works Department. The WQMP identifies the structural (retention basins) and non-structural controls and best management practices with a draft Operation and Maintenance (O&M) Plan that will be implemented during the life of the Project to protect water quality. This is achieved through a required Agreement completed in the Final WQMP and recorded against the property to ensure site maintenance and periodic City inspection of the private storm drain facilities.



Source: Drainage Master Plan, Q3

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PROPOSED ONSITE HYDROLOGY CONDITIONS

TRAVERTINE
EXHIBIT 4.10-2

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality

Construction Phase Storm Water Pollution Prevention Plan

During the period of construction, compliance with waste discharge requirements will be achieved through the permit registration and coverage process under the *NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities*, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-006-DWQ. This permit is otherwise known as the Construction General Permit (CGP), applicable to any construction or demolition, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than one acre. The proposed project's extent of land disturbance is greater than one acre and therefore triggers the CGP coverage requirement and the associated plan implementation process. Failure to obtain coverage under the CGP would be a violation of the CWA and the California Water Code. Therefore, the project's permit registration process, associated plans, and measures are not considered mitigation.

The proposed clearing, grading, and construction activities have the potential to result in temporary surface impacts primarily from erosion, sedimentation, and management of construction-related materials. Compliance with the CGP requires the development and implementation of a project specific SWPPP, to prevent potential adverse impacts to surface water quality during the entire period of construction and for all disturbed land surface areas, including those associated site preparation, mobilization, grading, and vertical construction activities through completion and final stabilization. CGP coverage and compliance may occur under one permit or under multiple permits depending on the scope and timing of construction-related activities, but must account for all forms of land disturbance.

The SWPPP is required to identify a strategy of storm water Best Management Practices (BMPs) in accordance with Section XIV (SWPPP Requirements) of the CGP. Storm water BMPs refer to a schedule of activities, prohibitions, practices, maintenance procedures, and other management practices to prevent, eliminate, or reduce the pollution of the receiving waters, primarily focused on preventing erosion, siltation, illicit discharge, and contamination to downstream facilities, such as those operated by CVWD. In the case of the proposed project, BMPs will be established in the SWPPP, and consistent with the WQMP include such measures as storm drain inlet protection, erosion control, perimeter and onsite runoff control including linear sediment barriers, proper waste management, and proper material storage. The SWPPP must be prepared concurrently with final engineering design as a requirement of the City's grading permit checklist. In this context, BMPs are standard requirements established by the California Stormwater Quality Association (CASQA), rather than mitigation. Due to the amount of construction logistics information, final engineering design, and contractor's input, a SWPPP is prepared concurrently with final engineering design as a requirement of a grading permit. Compliance with the State's CGP during construction is regulated and enforced as part of the Colorado River Regional Water

Quality Control Board (RWQCB Region 7) inspection and audit authority indicated in Section 13267 of the Porter-Cologne Water Quality Control Act. The City of La Quinta will also provide enforcement oversight through its MS4 implementation and in accordance with La Quinta Municipal Code, Section 8.70.020.

During all stages of construction, the project will also be required to comply with South Coast Air Quality Management District's (SCAQMD) Rule 403 and 403.1 and the City's Fugitive Dust Control Ordinance. Implementation of Fugitive Dust Control Plans primarily pertains to air quality, but also supports water quality protection through the requirement of soil stabilization practices aimed at preventing sediment erosion and track-out by implementing such measures as stabilized construction entrances/exit points equipped with gravel pads and track-out plates and the corresponding daily maintenance. Soil stabilization is achieved through temporary watering or an environmentally friendly (EPA approved) soil binding agent treatment of disturbed areas that become disturbed during construction. The enforcement of dust control plan implementation, including verification that the field actions are consistent with the City-approved plans, is performed by South Coast AQMD and by the City of La Quinta. The concurrent implementation of the required SWPPP and Dust Control Plan plans will establish measures to prevent the potential construction-related impacts to surface water quality, including instances of erosion and siltation, at the site and its surroundings.

Therefore, during the period of construction, less than significant impacts are anticipated pertaining to violations of any water quality standards, waste discharge requirements, or degradation of surface or ground water quality.

Post-Construction Water Quality Management Plan

The project site is unique because it is located upstream behind CVWD dike #4 Groundwater Recharge Facility. Therefore, the design intent of the on-site storm drain design has been to provide adequate detention and infiltration capacity to protect downstream conditions, including the offsite discharge of contaminants, erosion, and siltation as it relates to water quality. One hundred percent of the pre- and post-development drainages are contained behind the dike where they are retained and infiltrated. The two proposed infiltration basins within the project site are water quality basins designed to capture and infiltrate the 2-yr. storm event. Additionally, the 100 year 24-hr runoff volume delta between the existing and proposed condition will infiltrate through the proposed basins. Peak flows will be allowed to outlet at or below existing condition peak flows. Emergency overflow spillways have been designed at the east edges of the basins to route flows in a controlled condition to the area behind Dike #4 as in the existing condition. Project stormwater management measures will be implemented throughout construction and operations to protect the existing CVWD recharge basins. Onsite stormwater collection facilities and perimeter controls for all Project activities will be reviewed and approved by the City.

During the life of the project, water quality standards and waste discharge requirements will be met and demonstrated through the compliance of the NPDES permit program for post-construction conditions.

In accordance with the *Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer System (MS4) within the Whitewater River Watershed* (Order No. R7-2013-0011), the proposed project, as a priority development project, is required to develop and implement a project-specific Water Quality Management Plan (WQMP) to comply with the most current standards of the *Whitewater River Region Water Quality Management Plan for Urban Runoff* and the *Whitewater River Watershed MS4 Permit*, both of which are programs under the NPDES and CWA framework. The WQMP requirement is also stated in City of La Quinta Municipal Code, Section 8.70.070, which indicates that no proponent of a priority development project shall commence any land disturbing activities in connection with such proposed project without first submitting and obtaining the City's approval of a WQMP for such project.

The Travertine Project Water Quality Management Plan (WQMP), dated September 2021, has been prepared for this project by Proactive Engineering Consultants, Inc. The project specific WQMP addresses post construction stormwater runoff quantity and quality requirements by relying on the proposed storm drain and infiltration facilities with a mandated operation and maintenance program to meet the Low Impact Development (LID) Site Design 100 percent measurable goal criteria. This WQMP strategy centers around the use of two retention basins (Basin A and B) as the primary method of LID and MS4 compliance. As currently configured, Basin A occupies approximately 6.7 acres and Basin B covers approximately 20.0 acres, proportional to the respective on-site tributary area. The overall maintenance of the private storm drain system will be covered by a final WQMP Operation and Maintenance (O&M) agreement. The Preliminary WQMP O&M covers implementation, inspection, maintenance and frequency guidelines for education for property owners, tenants and occupants; activity restrictions; common area landscape management and efficient landscape design; common area litter control; contractor/employee training; common area catch basin inspection; street sweeping of private streets and parking lots; storm drain system stenciling and signage; trash and waste storage areas to reduce pollutant introduction.

According to the Preliminary Hydrology Study, each retention facility is sized to contain the incremental increase (delta) in stormwater volume and flow rate between the pre-development and post-development condition for the 100-year, 24-hour storm, such that project implementation does not incur an increase in those hydrology parameters. The combined volume capacity of the basins is 32.6 acre-feet over a combined area of approximately 26.7 acres, a quantity which will be retained and infiltrated at those locations. Peak flows will be allowed to outlet at or below existing condition behind Dike #4 via a proposed 66-inch diameter pipe.

The use of stormwater retention facilities in conformance with the local retention requirements is considered categorically by the MS4 guidance to meet 100 percent of the LID and Site Design measurable requirements. Concurrent with the hydrology report, grading, and engineering improvement plans, the WQMP will be subject to review and approval by the City engineer prior to the issuance of a grading permit. During the life of the project, this plan is implemented through a site-specific Stormwater

Management/BMP Facilities Agreement, which mandates the proper maintenance and operations of the project's stormwater facilities and allows for City entry for inspection and enforcement.

The existing Dike No. 4 ultimately prevents offsite flows from entering the public storm drain system or the Coachella Valley Stormwater Channel to the east of the project and Dike. The proposed site plan and physical improvements will prevent the discharge of point source or diffused sources of pollution from the project property. Therefore, surface water quality impairments will be prevented.

In summary, during construction and operation (life of the project), implementation of the proposed development will be required to comply with CWA, NPDES, state, and local regulations 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. Impacts are less than significant.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

The Project will rely on groundwater resources as a source of domestic and construction water supplies. As discussed above, the Project also has the project has the potential to alter existing drainage and infiltration and groundwater quality. Accordingly, the impact analysis addresses Project impacts on groundwater supply, recharge and groundwater management.

Groundwater Supply

A Water Supply Assessment and Water Supply Verification (WSA/WSV) for Travertine Specific Plan was prepared for and approved by CVWD on June 16, 2021, with an approved revision on March 13, 2018 that is valid through June 24, 2026. The purpose of the WSA/WSV was to document the sufficiency of the local water supply to meet the demand of development that could occur under the proposed project. This WSA/WSV provides an assessment and verification of the availability of sufficient water supplies during normal, single-dry, and multiple-dry years over a 20-year projection to meet the projected demands of the Project, in addition to existing and planned future water demands of CVWD, as required by Senate Bill 610 (SB 610), SB 221, and SB 1262. This WSA/WSV also includes identification of existing water supply entitlements, water rights, water service contracts, or agreements relevant to the identified water supply for the project and quantities of water received in prior years pursuant to those entitlements, rights, contracts, and agreements.

The *Water Supply Assessment/Verification for the Travertine Specific Plan Project* (WSA/WSV) has been prepared to address the projected water demand and supply conditions associated with full buildout of the proposed project. As a standard requirement, the WSA/WSV provided an assessment of the project's anticipated water demand and verification of the availability of sufficient water supplies during normal, single-dry, and multiple-dry years over a 20-year projection, considering the existing and planned future

demands of the Coachella Valley Water District (CVWD). The CVWD Board of Directors approved the project's WSA/WSV on November 22, 2006 and an update on March 13, 2018 (2018 WSA/WSV). On June 16, 2021, the proponent submitted information to CVWD with the amendment to the project and the associated water demand estimates. CVWD reviewed the 2018 WSA/WSV and the updated water demand estimates and determined that an update of the approved WSA/WSV was not required and extended the 2018 WSA/WSV validity through June 24, 2026.

The 2018 WSA/WSV estimated a total project water demand of 1,225.13 acre-feet per year (AFY). The updated project information submitted to CVWD on June 16, 2021 estimated an amended water demand of 867.47 AFY. For purposes of EIR analysis, the calculated Project water demand is cited herein and throughout as 867.47 acre-feet. A complete analysis of the project's domestic water impacts is provided in the Utilities and Service Systems section of this document.

Based on the information, analysis, and findings documented in the WSA/WSV with approval by CVWD, substantial evidence was produced to support a determination that there will be sufficient water supplies to meet the demands of the proposed project, and future demands of the project, plus all forecasted demands in the next 20 years. This is based on the volume of water available in the aquifer, CVWD's State Water Project and Colorado River contract supplies, water rights and other water supply contracts, and CVWD's commitment to eliminate overdraft and reduce per capita water use in CVWD's service area. CVWD has committed sufficient resources to further implement utilization of imported water supplies, purchase of additional water supplies, water conservation, and source substitution.

For analysis purposes, the proposed project is consistent with the primary option (Plan A) of the adopted WSA as a residential community of up to 1,200 units with resort uses. Specifically, the Project under the Plan A Option would use approximately 1,255.13 acre-feet per year (AFY) or, 1.43 acre-feet (AF) per acre. Plan A water demand represents approximately 1.09 percent of the total water supply number (114,600 AFY) for 2020, and approximately 0.64 percent of the total water supply number (194,300 AFY) for 2035. The water supply number represents the amount of water resources estimated for those years, based on CVWD's water planning assumptions. For reference, the secondary option (Plan B) analyzed in the WSA is residential-only gated community and is not relevant to the current proposed project or analysis. It is anticipated that the Project will incorporate elements of CVWD's water conservation plan as required by SBx7-7. These include conservation elements for indoor and outdoor use for single- family residential, mixed-use composed of commercial with residential land uses, and community and neighborhood park uses. This may further reduce the ultimate Project demands.

Therefore, the result of the water demand and verification analysis undertaken to obtain the initial and updated WSA approval by CVWD support less than significant impacts by the proposed project pertaining to groundwater supplies.

Groundwater Quality

Stormwater flows and resultant surface water are infiltrated through an existing system of subsurface soils and rock formations to regional groundwater basins. Existing natural groundwater treatment (infiltration) will be protected from urban runoff created by the proposed Project through pretreatment of surface runoff to remove contaminants prior to discharge to groundwater. Pretreatment includes implementing project BMPs for the removal of sediments and other prohibited contaminants from surface water that have the potential to impact groundwater quality. The project includes a storm drain system allowing project runoff to be intercepted and conveyed along engineered storm drain lines toward a system of on-site detention and retention basins, sized to meet the City's hydrologic requirements and water quality objectives under a required WQMP. The storm drain and basin system will be privately operated, monitored and maintained during the life of the project per a required WQMP agreement to be entered between the project proponent and the City. In doing so, the project's on-site infrastructure will be managed in perpetuity to prevent the discharge of untreated runoff. The proposed storm drain and retention infrastructure will be consistent with Chapter 13.24.120 (Drainage) of the La Quinta Municipal Code and with the City's Engineering Bulletin #06-16 (*Hydrology and Hydraulic Report Criteria for Storm Drain Systems*), requiring on-site retention/detention basins and other necessary stormwater management facilities that are capable of managing the 100-year stormwater flows.

The WQMP includes non-structural and structural source controls to prevent pollutants from entering the storm drain system and impacting groundwater. Non-structural source control measures consist of site operations, activities, and/or programs described in the WQMP and implemented by the project operator to educate site managers, employees, and residents to prevent potential pollutants from being produced, coming into contact with the storm drain system, and impacting groundwater.

The required non-structural source control measures are as follows:

1) Education and training for property owners, operators, or employees to understand the importance of pollution prevention. This measure is typically fulfilled in the WQMP by referencing the educational resources from the Riverside County Watershed Protection partnership program.

2) Activity restrictions, such as prohibiting littering, debris discharge into storm drain inlets, and any form of pollution.

3) Irrigation system and landscape maintenance to upkeep the system effectiveness and minimize the amount of irrigation-related runoff.

4) Common area litter control to prevent trash accumulation or improper disposal that could impair the on-site storm drain system.

5) Street sweeping private streets and parking lots on a routine basis to properly collect dust and debris from the privately operated paved areas.

6) Drainage facility inspection and maintenance to ensure the proper operation of the storm drain system, including privately operated inlets, lines, outlets, and basin facilities.

Structural source control measures consist of facility design standards to prevent direct contact between potential pollutants and stormwater runoff. The required structural source control measures are as follows:

1) Storm drain inlet stenciling and signage at each storm drain inlet with a brief statement prohibiting dumping of improper non-stormwater materials into the storm drain system.

2) Landscape and irrigation system design involving water efficient fixtures and associated maintenance to prevent nuisance runoff.

3) Retention basin slope protection via routine inspection and maintenance of the facility groundcover.

4) Properly maintained trash enclosures and bins to prevent improper handling and disposal in common areas.

The required non-structural and structural source control measures, including associated maintenance, will be applicable during the life of the project. The Project is therefore not expected to violate or interfere with the groundwater quality. Regarding ground water quality, less than significant impacts are anticipated.

Groundwater Recharge

As previously introduced, the project site is located west of the CVWD Thomas Levy Groundwater Replenishment Facility and the US Bureau of Reclamation Dike No. 4. Based on the CVWD web site, the Groundwater Replenishment Facility was completed in 2009. This recharge facility is hydrologically separated with berms and grade separations from stormwater surface drainage patterns conveyed to Dike No. 4. The recharge facility percolates piped imported Colorado River water (and minimal direct rainfall) into the Indio/Whitewater Subbasin of the Coachella Valley aquifer. This facility replenishes an estimated 40,000 acre-feet of water annually into the aquifer. This amount of water is approximately what is used each year by 40,000 households. It is also estimated that in 30 years, the groundwater level in the deep aquifer in the eastern Coachella Valley will be 25 to 105 feet higher than it would have been had CVWD not built this facility. This system is hydrologically separated from stormwater surface drainage patterns conveyed to the retention system for Dike No. 4. The groundwater replenishment facilities are protected by a system of earthen berms, dikes, and concrete channels designed to convey drainage along the westerly and southerly facility limits toward Dike No. 4. As such, these flood control facilities establish a physical separation between the recharge ponds and the dike's retention areas. Replenishment facilities require protection from surface runoff that carries sediment and other debris that would impact the infiltration capabilities and efficiencies established by the design (including the slope and bed surfaces) of the basins.

The proposed development will establish new flood protection embankments along the west and south project limits to convey off-site runoff in a similar pattern and direction as the existing improvements established to protect the recharge facilities. Off-site runoff will be conveyed northerly and easterly toward Dike No. 4. Meanwhile, on-site project runoff will be conveyed via storm drain lines to the on-site detention/retention basins. As a result of these infrastructure improvements designed to handle surface runoff and protect on- and off-site conditions, the project is not expected to result in a reduction or interference with the existing replenishment operations. Less than significant impacts are anticipated pertaining to interference with groundwater recharge.

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:

ci. Result in substantial erosion or siltation on- or off-site

The project setting and its surroundings have been modified by various existing flood control systems to address the offsite alluvial drainages that may affect the site. These include the Guadalupe Creek Diversion Dike that separates the Coral Canyon development site to the north and the subject property. Dike No. 4 provides flood protection for agricultural and urbanizing lands to the east. Two separate systems of earthen barriers currently direct off-site flows from impacting the onsite agricultural land and the offsite Thomas Levy Groundwater Replenishment Facility, respectively. For the agricultural land, the earthen flood protection is established along the western and southern boundaries to divert and convey off-site flows easterly along the unimproved alignment of Avenue 62 and northerly along the unimproved alignment of Jefferson Street toward Dike No. 4. For the CVWD Thomas Levy Groundwater Replenishment Facility, the flood control improvements are designed to establish a hydrologic separation between surface runoff and the recharge ponds that receive piped inflow. This is similarly achieved by earthen berms, dikes, and concrete channels also designed to convey off-site runoff in a northerly and easterly direction toward the receiving Dike No. 4 flood control facilities.

Based on the project-specific Drainage Master Plan, the proposed development will follow a similar yet fortified approach to the existing facilities by establishing flood control improvements and additional protection along the western and southern Project edges to continue conveying the off-site drainage northerly toward the Guadalupe system and easterly toward Dike No. 4. The destination of the existing off-site flows would remain unchanged, being the Dike No. 4 impound. Both the Project and the adjacent downstream recharge basins will be protected from westerly alluvial discharge and bulking by these enhanced improvements. The diversion of off-site flows would result in potentially significant off-site siltation and erosion impacts at the western embankment. Mitigation measure HWQ-1 includes provisions to monitor and remove sediment along the west bank to maintain pre-project conditions and will reduce off-site siltation and erosion impacts to below a level of significance.

Within the Project, runoff from impervious surfaces, such as structures, hardscape, and roads will be conveyed to a private storm drain system connected to two on-site basins sized to infiltrate the incremental increase in stormwater volume resulting from the controlling 100-year storm event while also preventing an increase in flow rate compared to the pre-development condition. Only stormwater in excess of the on-site retention basin capacity would be conveyed into a designated emergency spillway location respective to each basin. As an engineered drainage facility, the spillway facility would be a stabilized surface conveyance and designed to control outflows while maintaining the flow depth and freeboard conditions. Therefore, within the hydrologic sizing parameters and engineering controls, the project would not modify any aspects of the existing replenishment facilities located down gradient.

Proposed On-Site Controls

Within the development area, the proposed land uses will result in an increase in impervious land cover through the introduction of structures, hardscape and streets. Absent of engineering controls, such land use changes would traditionally result in an increase in total stormwater runoff volume, an increase in runoff velocity, and a greater peak discharge. However, as is required through the City's engineering standards for land subdivision and development, and as identified in the Preliminary Hydrology Study, the project will incorporate on-site infrastructure to properly intercept, convey, and detain stormwater runoff resulting from the project development.

On-Site Stormwater Facilities

As proposed, the overall on-site grading and drainage pattern of the project will continue to emulate existing topography. Project stormwater runoff will be intercepted at and carried along the private street curb and gutter conveyances to multiple catch basins connected to a network of storm drain lines sized to confluence and outlet into the respective detention/infiltration basin (A and B). The outlet points in the basins will include rip-rap treatment as a form of energy dissipation to slow flows and reduce erosion to facilities. By conveying project runoff along engineered flow lines (pipes, surface swales, curb and gutter), instances of substantial erosion or siltation will be prevented as an inherent function of the private storm drain facilities. The on-site pervious areas of the project, which include open space and common areas, will be stabilized in accordance with approved landscaping plans. All on-site impervious and pervious land cover resulting from project implementation, including the storm drain system and surface basins, will be subject to proper operation and maintenance during the life of the project, as mandated by the governing covenants, conditions, and restrictions, and by the WQMP agreement that will be required of this project prior to issuance of a grading permit. Therefore, onsite project improvements are expected to prevent conditions of substantial on-site erosion or siltation.

Proposed Off-Site Controls

To address off-site drainage conditions that interface with and currently pass through the Project site, the proposed improvements include a series of engineered and fortified embankments and channels. The

design of this system is identified in detail as a flood protection system in the DMP, which calls for flood control barriers to direct off-site ephemeral drainage in a northerly and easterly direction respectively as it interfaces with the western and southern edges of the project. The summary of impacts and controls from the Drainage Master Plan are provided below:

Existing Dike No. 4: The proposed Project will have little to no impact on the runoff volumes generated from the total watershed tributary to the Dike No. 4. The net bulked volume for the controlling 100-year storm event is effectively equal in the existing and Project conditions. As proposed, on-site runoff will be impounded on site, pretreated to remove sediment, and percolated into the ground. There will be a controlled discharge of some pretreated stormflows as approved by CVWD. The increase in clear-water runoff volume associated with the site development is effectively neutralized by the resultant reduction in sediment yield associated with the development.

The project will include the extension of Avenue 62 and Madison Street (as EVA access, as well as service and emergency access, only) over Dike No. 4, and a minor re-direction of flow from the unnamed canyon to the Guadalupe Dikes. These project elements will have a minor impact on the maximum flood stage profile (volume of impounded storm runoff) along Dike No. 4. During the 24-hour, 100-year storm event, the maximum water surface depth increases from 15.18 to 15.53 feet, resulting in a minimum freeboard of 11.75 feet (between the projected waterline and top of Dike No. 4). The increased depth for the "controlling" 100-year storm event will result in an excess of freeboard when compared to the current requirement which is 4-feet. Relative to the "standard" project flood, increased depth results in a minimum freeboard of 3.15 feet, which far exceeds the prior one-foot criteria adopted by CVWD. In this context, the term "exceedance" pertains to freeboard capacity, rather than an exceedance of capacity. The structural integrity and functionality of Dike No. 4 (relative to protecting downstream properties from storm flows, erosion and siltation) is maintained by design measures that ensure appropriate freeboard.

Existing Guadalupe Creek Diversion Dikes: The existing Guadalupe dikes were constructed in 1968. No documentation for the design was available; however, it is reasonable to assume that the facility was designed to handle the total flow from the Devil Canyon watershed calculated at that time. Proposed conditions upstream of the Jefferson Street Road channel crossing are expected to reflect similar flow depths and velocities along the northern dike as existing. Conditions are expected to be similar for both the existing and proposed project conditions north of the Guadalupe Dike north bank.

The construction of the proposed project will result in additional flow, approximately 5 percent, from the unnamed canyon being diverted to the Guadalupe dikes. The impacts to the dike from increased storm flows are generally located south of the north bank of the proposed Jefferson Road crossing, where the flow diversion occurs. The Guadalupe Creek Diversion Dikes downstream of the diversion are proposed to be improved as a part of the project to convey the new flow rates with the freeboard and scour protection as required by CVWD, and in accordance with Federal standards for levee certification.

The north and south Guadalupe Creek Diversion dikes shall be designed to meet FEMA requirements as stipulated in Title 44, Code of Federal Regulations, Chapter 1, Section 65.10 (44CFR65.10) and all current engineering manuals and engineering technical letters of the USACE related to levee design and construction that are referred to in the Federal Code.

Proposed West and South Bank Protection: The west and south banks are subject to active and inactive alluvial fan flows that will be reoriented according to the DMP analysis. The maximum flood depths and velocities to potentially interface with the proposed west and south embankments were calculated in the DMP based on the worst-case 1-percent (100-year) annual chance flood condition. The embankments could interface with potential depths of 12 to 15 feet and velocities of 15 feet per second at the higher ranges. The dynamics of this flow diversion will protect the proposed on-site development, but may also result in off-site material deposition from the erosion and siltation process which is assumed to be potentially significant. Therefore, the final design of these facilities will incorporate scour analysis to establish the appropriate toe-down protection. Accordingly, the proposed flood protection banks will take into account the natural erosion and deposition process inherent to the alluvial fan activity. The South Bank is subject to flows from the Middle Canyons and Rock Avalanche Canyon. The bank is proposed to be roughly parallel to the direction of flow and will be designed as a standard channel bank. The top of bank will provide a minimum of 3 feet of freeboard above the controlling 100-year storm event.

Proposed Jefferson Street and Avenue 62 Bridge Crossings: The Jefferson Street and Avenue 62 roadway extensions into the project site will require crossings of the Guadalupe Creek Diversion Dikes and Dike No. 4. The bridge configuration and sizing shall be determined during the final design and incorporated into the hydraulic models. The final design shall address freeboard and scour calculations to ascertain the proper engineering controls. During the life of the project, the proposed flood control infrastructure will be subject to the operation and maintenance actions stipulated in Mitigation Measure HWQ-1 to ensure that the required conveyance and freeboard conditions are held to design standard.

Phase 1 Improvements: The Travertine Development *Drainage Master Plan* identified regional flood protection improvements based on the full build-out of the project. Phased development will require some level of interim flood protection improvements based on the location and extent of the improvements.

The anticipated first phase of development is proposed to be located on the south side of the development site and include the Avenue 62 crossing of Dike No. 4. As such the south edge protection and the Avenue 62 culverts as shown on the Flood Protection Plan will be required to provide flood protection and conveyance that protects onsite and offsite areas from erosion and sedimentation. In addition, interim bank protection will be required along the western and northern edges of the phased development due to potential flow path uncertainty and high flow velocities associated with runoff from the Devils Canyon and Middle Canyon drainage areas. Rock riprap is proposed to be placed along these western and northern banks to provide the required protection. Riprap allows the water to slow and

sediments to drop out of runoff. The size of the riprap should be based on the flood depths and flow velocities in the surrounding areas. Native rock should be selectively stockpiled during the grading operations and used for the riprap protection. Various rock sizes should be combined to comply with standard riprap gradations based on the size of the riprap needed.

Ownership and maintenance of the levees is a CVWD responsibility. The engineer shall consult and as necessary secure approvals from CVWD, BLM, BOR and any other responsible agency prior to preparation of the final design and technical studies. Maintenance of the proposed embankment along the Projects western boundary will be the responsibility of the project proponent. This will include removal of accumulated sediment and debris associated with large storm events.

In summary, the proposed project and associated flood control improvements will result in a potential redirection of the off-site flow path, resulting in foreseeable sediment deposition along the west bank of the project site. Therefore, off-site siltation impacts are potentially significant and **Mitigation Measure HWQ-1** would be implemented to monitor and maintain the west bank to the required conveyance and freeboard conditions. With the proposed flood control improvements, design sequence in the Project Design Features, and **Mitigation Measure HWQ-1,** designed to account for runoff conveyance around the project while taking into consideration the natural erosion and deposition process associated with the active alluvial fan, less than significant impacts are expected pertaining to substantial erosion or siltation, on- or off-site.

cii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

On-Site Controls

The proposed land uses will result in an increase in impervious land cover through the introduction of structures, hardscape and streets. The Project will incorporate private on-site infrastructure that will serve all developed portions of the subject property to intercept, convey, and detain stormwater runoff resulting from the project development and under the conditions of the design or controlling storm (24-hour, 100-year). In-street catch basins and other inlet points will capture street and area runoff in pipes that outlet to two on-site detention basins to be located on the eastern, low-elevation portion of the development area and in proximity of the Dike 4 impound area. Retention basins will be sized to handle the incremental increase in runoff volume and flow rate resulting in 100-year design storm event. The on-site storm drain system will be private and require proper operation and maintenance during the life of the project, as mandated by the governing covenants, conditions, and restrictions, and by the WQMP agreement that will be required of this project prior to issuance of a grading permit. As a result of the on-site storm drain infrastructure, the project will not result in an increase in the rate or amount of surface runoff in a manner that would result in on-site flooding.

Off-Site Controls

The Drainage Master Plan prepared for the Project performed the hydrologic analysis necessary to determine the engineering controls to address the naturally occurring off-site alluvial fan drainage interfacing with the project. The proposed concept would primarily establish bank protection along the western and southern project edges to direct flows toward the receiving Dike No. 4 facilities. The Drainage Master Plan found that the infrastructure improvements would result in minimal changes ("little to no impact") on the offsite volumes being conveyed along the banks toward the receiving system. Instead, the system would simply redirect the flows in a similar manner that the existing berms have been established to protect the agricultural fields or off-site groundwater replenishment facilities. As a result, the off-site improvements would not result in an increase in the surface runoff in a manner that would result in flooding on- or off-site. Less than significant impacts are anticipated.

Phase 1 Improvements: As mentioned previously, the anticipated first phase of development is proposed to be located on the south side of the development site and include the Avenue 62 crossing of Dike No. 4. South edge protection and the Avenue 62 culverts as shown on the Flood Protection Plan will be required to provide flood protection and conveyance. Interim bank protection will be required along the western and northern edges of the phased development due to potential flow path uncertainty and high flow velocities associated with runoff from the Devils Canyon and Middle Canyon drainage areas. Rock riprap is proposed to be placed along these western and northern banks to provide the required protection.

ciii. 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

The Whitewater River MS4 guidance documentation has categorized the potential pollutants generated by various land uses, including residential, commercial, and parking lots, among others. The general categories associated with urban runoff from the land uses relevant to the project are sediment and turbidity; nutrients; toxic organic compounds; trash and debris; bacteria and viruses; and oil and grease. The objective of the project's WQMP is in part to demonstrate how the potential runoff pollutant categories are addressed via source control and low impact development measures to prevent the runoff discharge in a condition that would result in changes to the downstream hydrologic regime or add to the pollutant impairments. This objective is also achieved through relying on the proposed on-site retention facilities, which will contain project runoff up to the design capacity, instead of resulting in direct release into surrounding areas. Therefore, with the hydrologic retention controls, the project would not involve a direct release of runoff or associated pollution contribution that would need to be accepted and handled by public stormwater drainage systems.

As previously introduced and discussed, runoff from the incremental increases in runoff resulting from the conversion of undeveloped (pervious) to developed (impervious) land cover, will be intercepted, conveyed, and retained/detained on-site in accordance with the City's engineering requirements and

following the City approval of the final engineering plans (grading, hydrology, street, storm drain, utilities). CVWD is responsible for the review and approval of offsite improvements. The on-site retention will result in minimal pretreated discharge as approved by CVWD and contribution of runoff quantities above those observed from the undeveloped setting will be minimal. The capture and retention of urban runoff, in accordance with the WQMP site design and source control measures, will prevent a contribution of additional sources of pollution.

As discussed previously, relative to groundwater quality and stormwater debris loads, the proposed development will incorporate on-site storm drain system improvements designed to capture and infiltrate stormwater runoff through retention facilities corresponding to each of the two on-site drainage management areas. Approved release of limited flows offsite will be pretreated by drainage system BMPs. Off-site ephemeral flows will be conveyed around the project area toward the existing Dike No. 4 impound without incurring any substantial increases in volumes or other hydrologic modifications capable of impairing the existing levee infrastructure. Pertaining to runoff pollution, the on-site storm drain system's detention system will capture project area runoff in accordance with the Project specific Water Quality Management Plan (WQMP), preventing uncontrolled release into any public MS4 facilities. Dike No. 4 will continue to protect properties to the east of the levee from impacts associated with water quality and quantity impacts. Therefore, the project will not result in stormwater runoff conditions which would burden the City's existing MS4 capacity, 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.

civ. Impede or redirect flood flows?

Project implementation would involve flood protection facilities designed to convey or redirect alluvial fan drainage around the project to the existing receiving facilities, being the Guadalupe dikes to the north and Dike No. 4 to the east. The conceptual design of this infrastructure is the result of the detailed hydrologic analysis performed as part of the *Drainage Master Plan*. The project would contribute to the necessary improvements of CVWD facilities. As described previously, offsite alluvial flows from the west will be intercepted by the proposed embankment at the Project's western boundary. After reaching the embankment, flows will be directed either north or east around the Project. Approved upgrades to the existing Guadalupe dike system will largely maintain the existing route and configuration, while improving the structural protections for the Project and offsite areas. Storm flows will ultimately terminate at their existing location, impounded near Dike #4. The proposed facilities would not impede or hinder flood flows, but rather redirect them in an engineered manner as previously discussed in this section. As a result, less than significant impacts are anticipated. The matter of off-site siltation impacts due to the redirection of off-site flows is potentially significant and covered under its respective discussion and finding.

The proposed west and south banks will be subject to active and inactive alluvial fan flows. The volume and peak flow rates tributary to these boundaries have been determined as a part of the hydrology and hydraulic analysis as provided in the DMP. With the proposed flood control infrastructure in accordance with the Project Design Features and implementation of **Mitigation Measure HWQ-1,** less than significant impacts are anticipated.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation

Based on the most current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM No. 06065C2900H), effective April 19, 2017, the entire project site is located in Zone D, a FEMA designation which applies to areas where there are possible but undetermined or unmapped flood hazards. As currently designated, the site is not mapped as a Special Flood Hazard Area (SFHA). FEMA Zone A designations are mapped for a portion of the Guadalupe dike and Dike No. 4 containment areas, found north and east of the project respectively. In part due to the alluvial fan conditions observed in the project setting, the project-specific Drainage Master Plan serves as the reference document for identifying the existing drainage conditions and necessary flood control measures. The proposed infrastructure will include adequate flood protection to address the local alluvial fan conditions, while protecting the project site from ephemeral drainages without resulting in hydromodifications. With the proposed flood control infrastructure in accordance with the Project Design Features and implementation of **Mitigation Measure HWQ-1,** less than significant impacts are anticipated pertaining to flood hazards.

Tsunami: The project is not located near any coastal areas and therefore is not prone to tsunami hazards. No impacts are associated with this aspect.

Seiche Zone: A seiche is primarily defined by free or standing wave oscillations on the surface of water, the causes of which may be wind, atmospheric changes, or seismic activity. The project site is not located in a mapped seiche zone or is located near a large body of water that would pose an unmapped risk. Reservoir design standards include measures to prevent potential rocking or destabilization associated with seismic activity. The proposed retention basins include the required emergency overflow spillways designed to convey controlled stormwater flows beyond the design capacity toward the retention area in Dike No. 4. Less than significant impacts are anticipated with this aspect.

Risk Release of Pollutants: Due to the BMPs incorporated into the Project design through the WQMP and proposed land uses, the proposed land uses and facilities are not expected to involve the storage or handling of substantial amounts of chemicals, petroleum products or other hazardous materials, such that pollutant release would occur in the event of inundation. Project runoff will be conveyed to an on-site storm drain system with surface detention basins and associated bio-remediation functions that as part of their function will prevent ponding or other uncontrolled drainage conditions that could allow for pollutant releases. Therefore, the impact is less than significant.

e. Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan

As discussed previously, 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 Water Quality Management Plan for Urban Runoff, Whitewater River Watershed MS4 Permit. Moreover, the project's storm water retention facilities will ensure that urban runoff is recharged into the ground via infiltration. As discussed previously, the design of stormwater facilities will protect the CVWD recharge basins from intrusion of surface flows which can impact the functionality of the basins by introducing excess sedimentation or other contaminants.

The WSA/WSV prepared for this project compiled sufficient evidence for approval by CVWD. The findings of this document determined that there will be sufficient water supplies to meet the demands of the proposed project, and future demands of the project, plus all forecasted demands in the next 20 years. Further discussion of domestic water is found in the Utilities and Public Services sections of this DEIR. As such, project implementation is not expected to conflict with the regional groundwater management strategies or with the Indio Subbasin Sustainable Groundwater Management Plan.

Pertaining to conflicts with a water quality control plan or sustainable groundwater management plan, less than significant impacts are anticipated.

4.10.5 Cumulative Impacts

Project implementation would result in physical changes to the project setting in the form of grading and permanent construction improvements, including flood protection designed to serve the proposed community and to work with the existing drainage conditions and receiving facilities. The proposed project will be required to implement stormwater management through the implementation of NPDES permit and City engineering standards. Drainage conditions resulting from the increase in impervious surfaces created by the project will be controlled through a system of private drainage pipes, catch basins and retention facilities designed to control the 100-year storm on-site, consistent with City requirements. Cumulative impacts would occur when existing development, the proposed project and future development allowed by the General Plan combine to create water quality and flooding hazards. However, the City implements the same requirements for water quality management and on-site retention for all projects, in order to prevent cumulative hydrology impacts. Additionally, downgradient properties are protected from project flows by Dike No. 4. Therefore, because of the standards implemented by the City, CVWD and other responsible agencies, cumulative impacts associated with hydrology and water quality will remain less than significant for the cumulative projects under General Plan buildout because all such projects will also be required implement stormwater management respectively.

4.10.6 Mitigation Measures

HWQ-1: The Operations and Maintenance (O&M) plan shall include provisions to monitor and remove sediment along the west bank to maintain the required conveyance and freeboard conditions. Other aspects of the bank maintenance shall be identified based on the final design configuration of the systems. A Flood Control Facilities Operations and Maintenance Manual for the proposed improvements shall be prepared and submitted to CVWD for review and approval. The manual shall meet the requirements of Section 5.8.9 of the Development Design Manual.

4.10.7 Level of Significance After Mitigation

With implementation of the proposed mitigation measures and regulatory compliance, less than significant impacts are anticipated.

4.10.8 References

1. *Travertine Development Drainage Master Plan* (Drainage Master Plan), Q3 Consulting, November 10, 2020
2. *Travertine Project Preliminary Hydrology Study for Tentative Tract Map 37387*, Proactive Engineering Consultants, Inc., November 2021
3. *Travertine Project Water Quality Management Plan* (WQMP), Proactive Engineering Consultants, Inc., September 2021
4. *Water Supply Assessment/Verification for the Travertine Specific Plan Project*, The Altum Group, February 2018.
5. City of La Quinta Master Drainage Plan, March 2009
6. City of La Quinta General Plan 2017, Flooding and Hydrology Section of the Environmental Hazards Element (Chapter 4), February 2013
7. Oasis/Valley Floor Area Stormwater Master Plan, part of the Eastern Coachella Valley Stormwater Master Plan, April 2015
8. Federal Clean Water Act (CWA), Environmental Protection Agency, https://www.epa.gov/laws-regulations/summary-clean-water-act
9. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06065C2900H, effective April 19, 2017
10. Indio Subbasin Sustainable Groundwater Management Act (SGMA) Plan.
11. Water Quality Control Plan for the Colorado River Basin Region (Basin Plan), January 2019.

12. Whitewater River Region Water Quality Management Plan for Urban Runoff and the associated Whitewater River Watershed MS4 Permit, effective June 20, 2013.
13. 2018 Coachella Valley Integrated Regional Water Management and Stormwater Resources Plan, December 2018.

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4.11 Land Use and Planning

4.11.1 Introduction

This section of the Draft EIR addresses potential impacts associated with land use and planning that may occur with implementation of the proposed Travertine Project. The Project history related to land use, existing conditions, development, and land use designations within the property are described in this section along with potential land use impacts relating to development of the Project. The proposed *Travertine Specific Plan Amendment* ("Project"), the *City of La Quinta General Plan*, the *Coachella Valley Multiple-Species Habitat Conservation Plan*, and the Southern California Association of Government's *Regional Transportation Plan/Sustainable Communities Strategy* were utilized in the analysis of this land use and planning section.

4.11.2 Existing Conditions

The Project property is located within the Travertine Specific Plan (SP) area, which occupies approximately 909 acres in the southern portion of City of La Quinta corporate limits. The Travertine Specific Plan was approved in 1995 by the La Quinta City Council, with the submittal of the Travertine Specific Plan and Green Specific Plan Environmental Impact Report. The Travertine and Green Environmental Impact Report analyzed the Travertine SP area, along with the Green SP area, located north of the Travertine site. The 1995 Travertine SP proposed Very Low Density Residential, Medium Density Residential, Medium High Density Residential, Neighborhood Commercial, Tourist Commercial, and Golf Course Open Space land uses. The 1995 Plan allows for 2,300 residential dwelling units, 10 acres of commercial uses, 500-room resort/hotel, a 36-hole golf course, and a tennis club on 909 acres.

The Project property is generally bounded by the Coral Mountain rock outcropping and undeveloped downslope land to the north; the extension of Avenue 62 and Madison Street (as an emergency access route) and the BOR/CVWD Dike No. 4 levee and related stormwater impoundments to the east; Martinez Mountain and the Martinez Rockslide to the south; and vacant and undisturbed land to the west. **Table 4.11-1, *Surrounding Land Uses,*** lists the surrounding land uses in greater detail.

The majority of the Project property is undeveloped, lying on broad gently sloping alluvial fans, with shrubs, boulders, and rocks scattered throughout the site. Approximately 220 acres of the Project property was previously developed and operated as a vineyard, occupying a central portion of the property. The vineyard has been abandoned since 2007.

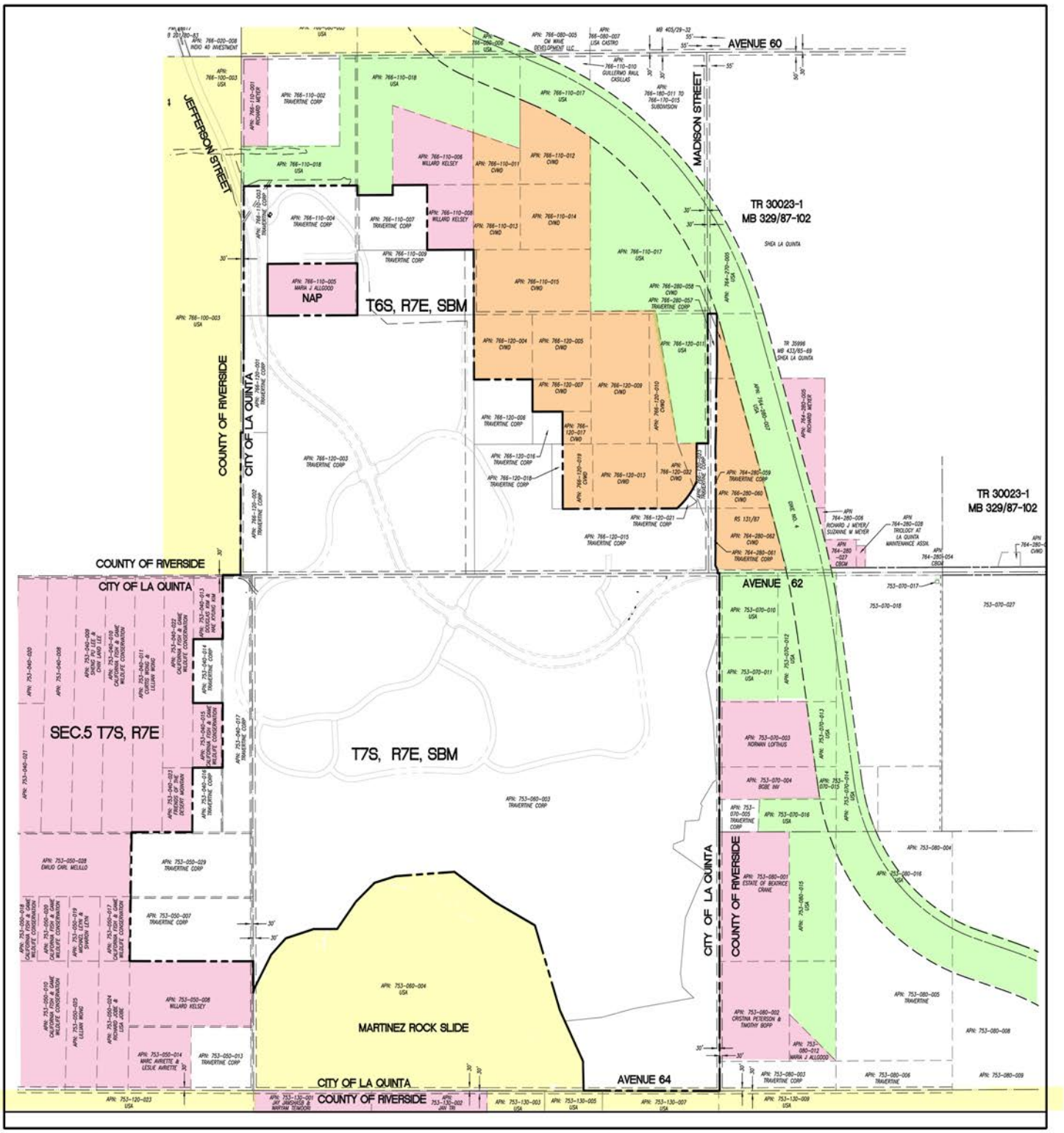
Surrounding Land Uses

As stated previously, the Travertine Specific Plan property is surrounded by vacant land, Santa Rosa Mountain ranges, and lands owned by the Coachella Valley Water District (CVWD), US Bureau of

Reclamation (BOR) and the US Bureau of Land Management (BLM). CVMSHCP Conservation Areas are located west and south of the Project. **Table 4.11-1, *Surrounding Land Uses***, further describes the surrounding land uses.

Table 4.11-1 Surrounding Land Uses

Location	Exiting Use
North	• Guadalupe Channel, owned by BLM and BOR, maintained by CVWD • Lake Cahuilla County Park and Lake Cahuilla, approximately 1-mile north • Golf course communities including Andalusia and PGA West, approximately 1-mile north
South	• BLM (Martinez Slide) – Open Space/Wilderness Area • CVMSCHCP Santa Rosa and San Jacinto Mountains Conservation Area
East	• Vacant Land owned by: BOR and CVWD • Private vacant lands • Trilogy Golf Club at La Quinta
West	• Vacant, private lands • BLM lands, including Open Space/Wilderness and CVMSHCP Santa Rosa and San Jacinto Mountains Conservation Area • Other BOR-owned land



BUREAU OF LAND MANAGEMENT

BUREAU OF RECLAMATION

CVWD

PRIVATE

Source: TRG Land, Inc.

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

OWNERSHIP MAP
TRAVERTINE
EXHIBIT 4.11-1

Project Site History

In 1988-1989 the Project property was part of a land exchange, known as the Toro Canyon Land Exchange, between the BLM, Berkey and Associates and the Nature Conservancy, to dispose of public lands that would be more suitable for development in exchange for private land to the south that provides important habitat for Peninsular bighorn sheep. As part of the land exchange, the Travertine Project property would be developable in accordance with land use planning designations established by the County of Riverside, as the land use authority for the site at that time. The exchange consisted of the following:

- Five sections of land within the Santa Rosa Mountains, four sections owned by Travertine property owners and one section owned by the Nature Conservancy; together comprising 3,207 acres within the Santa Rosa Mountain National Scenic Area, were offered to the BLM.
- One section of land owned by the BLM comprising approximately 639 acres was offered to the Travertine property owners.
- Upon approval of the Toro Canyon Land Exchange, the approximately 639 acres were combined with approximately 270 acres of adjacent acres to create the Travertine project site for a total of approximately 909 acres of developable land.

The County of Riverside included the Travertine Project property within its Eastern Coachella Valley Community Plan (ECVCP) area, a subarea of the County General Plan. The ECVCP land use designation for the site's lower elevation – the flatter portions of the property – was "Planned Residential Reserve". This designation was intended to allow for large scale, self-contained resort communities. The steeper portions of the site were designated as "Mountainous Areas" in the ECVCP. Land uses permitted in areas covered by this designation include Open Space, limited recreational uses, limited single family residential, landfills, and resource development.

Once the Toro Canyon Land Exchange was approved, the City of La Quinta began annexation proceedings for the Travertine Project property. The annexation was complete in 1993 with the Project property designated for Low Density Residential (LDR, 2 to 4 dwelling units per acre) and Open Space (1 dwelling units per acre) land uses.

As previously stated, the Travertine Specific Plan was approved in 1995, with the certification of the Travertine Specific Plan and Green Specific Plan Environmental Impact Report by the City of La Quinta City Council by the adoption of Resolution 95-38 and 95-39, subject to conditions of approval and a Mitigation Monitoring and Reporting Program (MMRP). Along with the Travertine Specific Plan, the corresponding General Plan Amendment and Change of Zone were also approved.

In June 1999, the La Quinta Planning Commission re-approved the Specific Plan for the Travertine Project property to allow for an extension of time by adoption of Resolution 1999-061.

In June 2004, a request was submitted to the BLM and BOR to the US Fish and Wildlife Service (USFWS) to initiate consultation under Section 7 of the federal Endangered Species Act (ESA) regarding potential impacts to Peninsular bighorn sheep and designated critical habitat from implementation of the Approved 1995 Specific Plan. A Biological Assessment (BA) was completed in 2004 and a Biological Opinion (BO) was completed by USFWS in December 2005. The BO was supported by an Environmental Assessment (EA) prepared under the National Environmental Policy Act (NEPA), and concluded that the conservation measures proposed, including setbacks from habitat and the types of vegetation allowed near the southern and western property lines, would be appropriate for the preservation of any critical habitat that existed in the area and that development of the site would not interfere with bighorn sheep or their critical habitat.

Implementation of the approved Specific Plan also required acquisition of additional right-of-way along the major roadways (Jefferson Street, Madison Street, and Avenue 62) from the BLM and BOR. This resulted in the need for a federal EA to be prepared and circulated. This EA was certified in 2006. Archaeological/paleontological surveys, jurisdictional delineation, hydrology study, and a Biological Assessment were completed as part of this EA process to evaluate the impacts of Project development. Consultation with the resource agencies resulted in development of additional conservation measures to avoid, minimize, and mitigate potential impacts to Peninsular bighorn sheep. The Applicant also worked with the Coachella Valley Association of Governments (CVAG) to ensure that proposed land uses would be compatible with the CVMSHCP. It was concluded that development of the Project property is a "Covered Activity" pursuant to the CVMSHCP provided that all conservation measures are implemented. These conservation measures are further discussed in **Section 4.4, *Biological Resources*.**

Existing General Plan Land Use and Zoning Designations

The existing General Plan and Zoning designations of the Project property are those that were approved by the City as part of the 1995 Travertine and Green Specific Plan. The Approved Specific Plan established site-specific standards and guidelines for the Project and identified a number of land uses. The City's 1995 approvals included a General Plan Amendment and Zone Change which established the existing site land use designations.

Existing General Plan Land Use Designations (2035 GP)

Low Density Residential (Up to 4 units per acre)

The Low Density Residential designation is appropriate for single-family residential development, whether attached or detached. The density of individual parcels is further refined in the Zoning Ordinance. These lands are typically developed as subdivisions, country club developments, or master planned communities. Clustered housing projects, providing common area open space, appropriately scaled commercial development serving the project or amenities are also allowed under this designation, with the approval of a specific plan.

Medium/High Density Residential (Up to 16 units per acre)

The Medium/High Density Residential designation is designed to accommodate a broad range of residential land uses, including small-lot subdivisions, duplex, condominium and apartment projects. Specific plans may be appropriate for clustered development in the lower density zones, but are not required. Small retail stores that provide neighborhood conveniences, are less than 5,000 square feet, and on parcels of up to one acre, may be allowed of a Conditional Use Permit.

General Commercial

The General Commercial designation applies to the majority of commercial land in the City of La Quinta. The full range of commercial uses can occur within this designation, ranging from supermarkets and drugstores in a neighborhood shopping, 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 projects.

Tourist Commercial

The Tourist Commercial land use designation is specifically geared to tourism-related land uses, such as resort hotels, hotels and motels, and resort commercial development, such as conference centers, restaurants, resort-supporting retail and services (including day spas and similar personal services). Time share, fractional ownership or similar projects may also be appropriate in this designation, with the approval of a Conditional Use Permit.

Recreational Open Space

The Recreational Open Space designation applies to parks, recreation facilities (such as driving ranges, club houses and athletic facilities), and public and private golf courses.

Natural Open Space

The Natural Open Space designation is applied to areas of natural open space, whether owned by private parties or public entities. With the exception of limited trail or trailhead development, little development is permitted in this designation.

Major Community Facilities

This land use designation has been assigned to existing or planned municipal, educational or public facilities, such as City and School District facilities and buildings, utility facilities and buildings, fire stations, and public parking lots and similar uses.

Exhibit 4.11-2, Existing *General Plan Land Use Designations*, illustrates the existing General Plan land use designations.

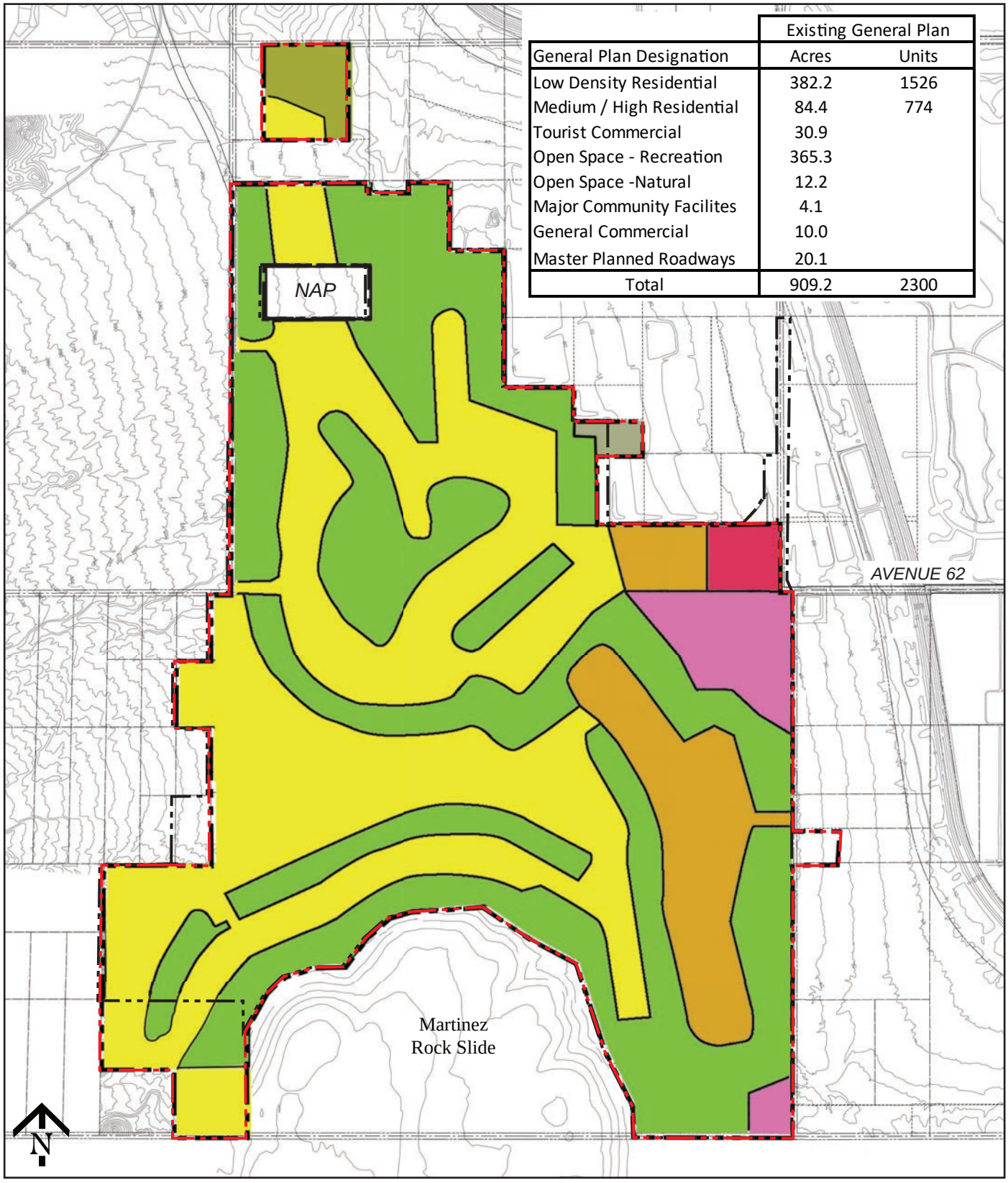
Proposed Land Use Designations

A General Plan Amendment will amend the current General Plan land use designations from Low Density Residential, Medium/High Density Residential, General Commercial, Tourist Commercial, Major Community Facilities, and Recreational Open Space to Low Density Residential, Medium/High Density Residential, Tourist Commercial, Recreational Open Space, and Natural Open Space. This is illustrated in **Exhibit 4.11-3, *Proposed General Plan Land Use Designations.***

Compared to the existing land use designations, the Project proposes to remove the Major Community Facilities and General Commercial land use designations. This is indicated in **Table 4.11-2** below.

Table 4.11-2 Existing and Proposed Land Use Designations

Land Use	Approved Specific Plan (Existing)	Proposed Specific Plan
Low Density Residential	382.2 acres	318.0 acres
Medium/High Density Residential	84.4 acres	60.8 acres
Tourist Commercial	30.9 acres	84.5 acres
Recreational Open Space	365.3 acres	55.9 acres
Natural Open Space	12.2 acres	301.2 acres
Major Community Facilities	4.1 acres	--
General Commercial	10.0 acres	--



General Plan Designation	Existing General Plan Acres	Existing General Plan Units
Low Density Residential	382.2	1526
Medium / High Residential	84.4	774
Tourist Commercial	30.9	
Open Space - Recreation	365.3	
Open Space -Natural	12.2	
Major Community Facilites	4.1	
General Commercial	10.0	
Master Planned Roadways	20.1	
Total	909.2	2300

LEGEND

- Low Density Residential
- Medium/High Density Residential
- General Commercial
- Tourist Commercial
- Open Space - Recreation
- Open Space - Natural
- Major Community Facilities
- Proposed Specific Plan Boundary
- Existing Specific Plan Boundary

Source: TRG Land, Inc.

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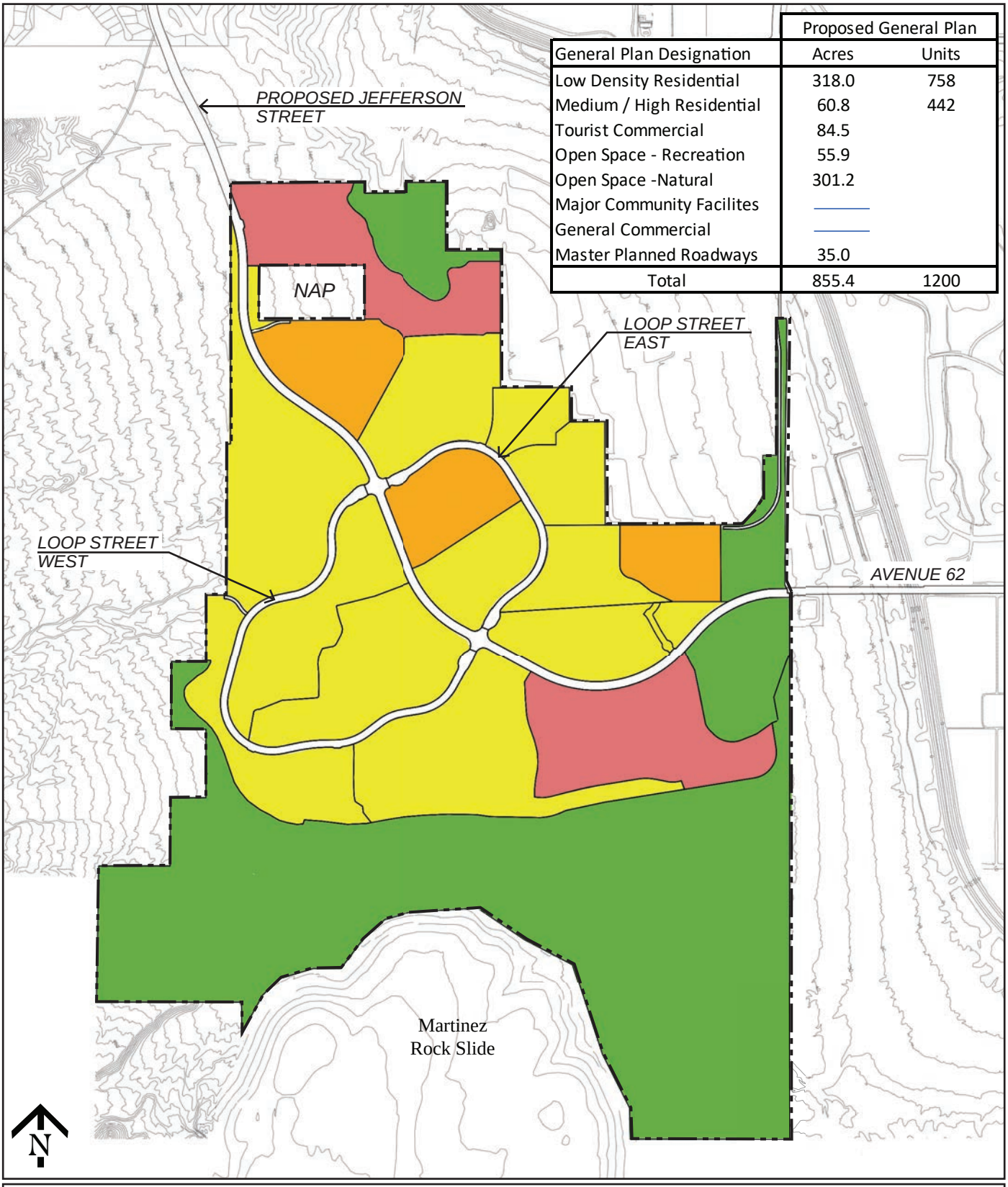
EXISTING GENERAL PLAN

TRAVERTINE
EXHIBIT 4.11-2



	Proposed General Plan	
General Plan Designation	Acres	Units
Low Density Residential	318.0	758
Medium / High Residential	60.8	442
Tourist Commercial	84.5	
Open Space - Recreation	55.9	
Open Space -Natural	301.2	
Major Community Facilites	———	
General Commercial	———	
Master Planned Roadways	35.0	
Total	855.4	1200

LEGEND

- Low Density Residential
- Medium / High Density Residential
- Tourist Commercial
- Open Space - Recreation
- Open Space - Natural
- Proposed Specific Plan Boundary

Source: TRG Land, Inc.

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> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

PROPOSED GENERAL PLAN

TRAVERTINE
EXHIBIT 4.11-3

Existing Zoning Designations (Title 9 LQMC)

Low Density Residential (RL)

RL districts provide for the development and preservation of low-density neighborhoods (2 to 4 units per acre) with one- and two-story single-family detached dwellings on large or medium size lots and/or, subject to a specific plan, projects with clustered smaller dwellings, such as one- and two-story single-family attached, townhome or condominium dwellings, with generous open space.

Medium High Density Residential (RMH)

RMH districts provide for the development and preservation of medium-high density neighborhoods (8 to 12 units per acre) with one- and two-story single-family detached dwellings on small lots, one- and two-story single-family attached dwellings, and one- and two-story townhome and multifamily dwellings.

Neighborhood Commercial (CN)

CN districts provide for the development and regulation of small-scale commercial areas located at the intersections of arterial highways as shown on the general plan. The CN district is intended to provide for the sale of food, drugs, sundries, and personal services to meet the daily needs of a neighborhood area.

Tourist Commercial (CT)

CT districts provide for the development and regulation of a narrow range of specialized commercial uses oriented to tourist and resort activity, located in areas designated on the general plan.

Golf Course (GC)

GC districts provide for the protection and preservation of golf course open space areas in the City.

Open Space (OS)

OS districts provide for the protection and preservation of sensitive environmental areas such as areas with significant cultural resources, threatened or endangered plant and wildlife species habitat, scenic resources, and significant topographical constraints.

Exhibit 4.11-4, *Existing Zoning Designations*, shows the existing zoning designations established by the Approved Specific Plan.

Proposed Zoning Designations

The Zone Change will modify the zoning designation of the development to include the following: Low Density Residential, Medium Density Residential (MDR), Tourist Commercial, and Open Space. This is illustrated in **Exhibit 4.11-5, *Proposed Zoning Plan.***

Compared to the existing zoning designations, the Project proposes the removal of the Medium High Density Residential and Neighborhood Commercial zones, and the addition of the Medium Density Residential zone. This is displayed in **Table 4.11-3, *Existing and Proposed Zoning Designations***, below. Medium Density Residential districts provide for the development and preservation of medium density neighborhoods (4 to 8 units per acre) with single-family detached dwellings on medium and small size lots and/or, subject to a specific plan, projects with clustered smaller dwellings, such as one- and two-story single-family attached, townhome, or multifamily dwellings, with open space.

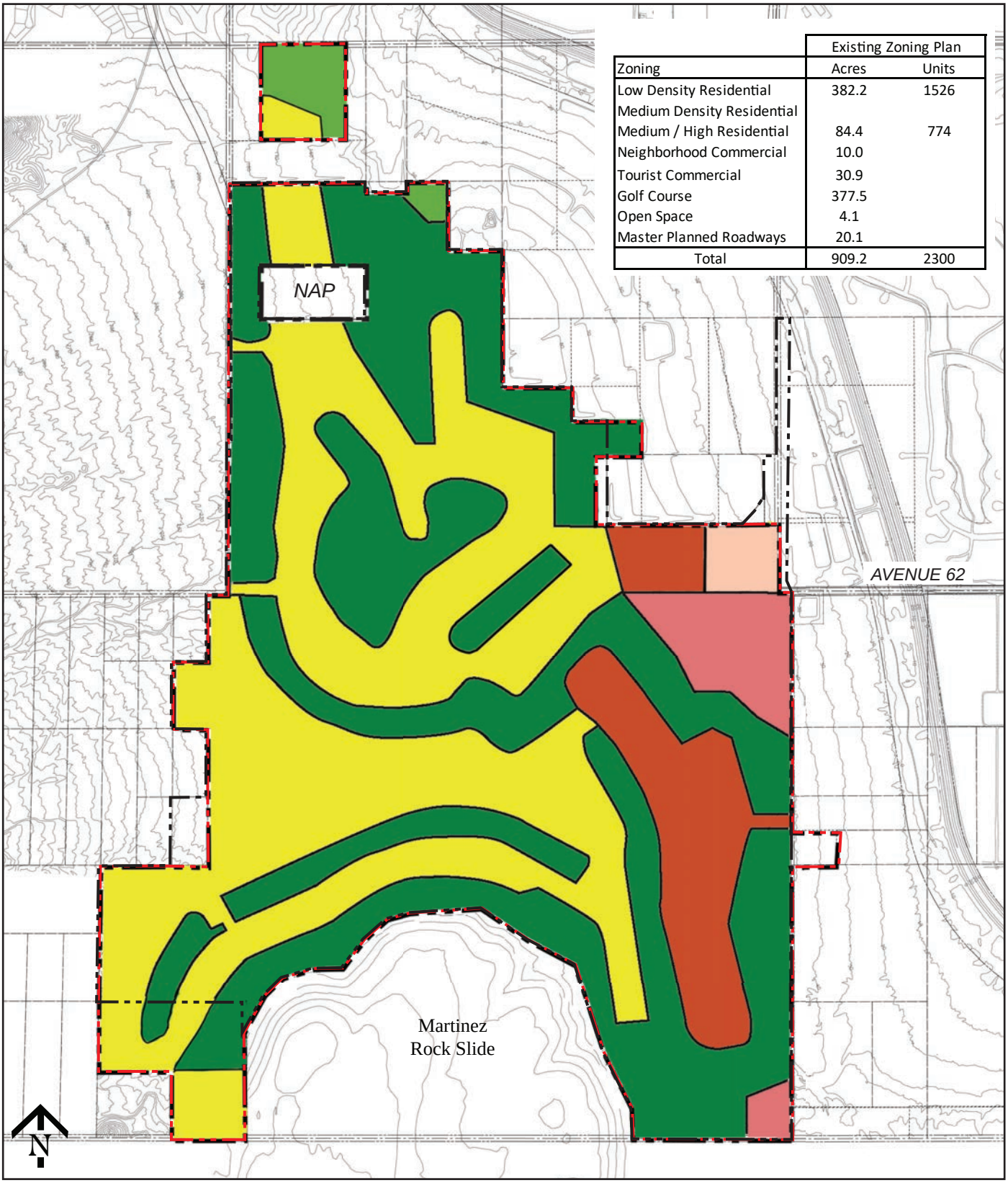
Table 4.11-3 Existing and Proposed Zoning Designations

Zone	Approved Specific Plan	Proposed Specific Plan
Low Density Residential	382.2 acres	318.0 acres
Medium High Density Residential	84.4 acres	--
Medium Density Residential	--	60.8 acres
Neighborhood Commercial	10.0 acres	--
Tourist Commercial	30.9 acres	84.5 acres
Golf Course	377.5 acres	--
Open Space	4.1 acres	357.1 acres

Source: Travertine Specific Plan Amendment Table 3, Zoning Plan Comparison

Compared to the existing Specific Plan, the Travertine Specific Plan Amendment:

- Preserves 35 percent of the project area as permanent open space.
- Reduces the number of dwelling units by 1,100 residences, or 52 percent.
- Reduces the acreage of golf uses from 363 acres to 46.2 acres, or 79 percent.
- Reduces the number of resort rooms from 500 to 100, or 80 percent.



	Existing Zoning Plan	
Zoning	Acres	Units
Low Density Residential	382.2	1526
Medium Density Residential		
Medium / High Residential	84.4	774
Neighborhood Commercial	10.0	
Tourist Commercial	30.9	
Golf Course	377.5	
Open Space	4.1	
Master Planned Roadways	20.1	
Total	909.2	2300

LEGEND

RL	Low Density Residential	CT	Tourist Commercial		Proposed Specific Plan Boundary
RMH	Medium High Density Residential	GC	Golf Course		Existing Specific Plan Boundary
CN	Neighborhood Commercial	OS	Open Space		

Source: TRG Land, Inc.

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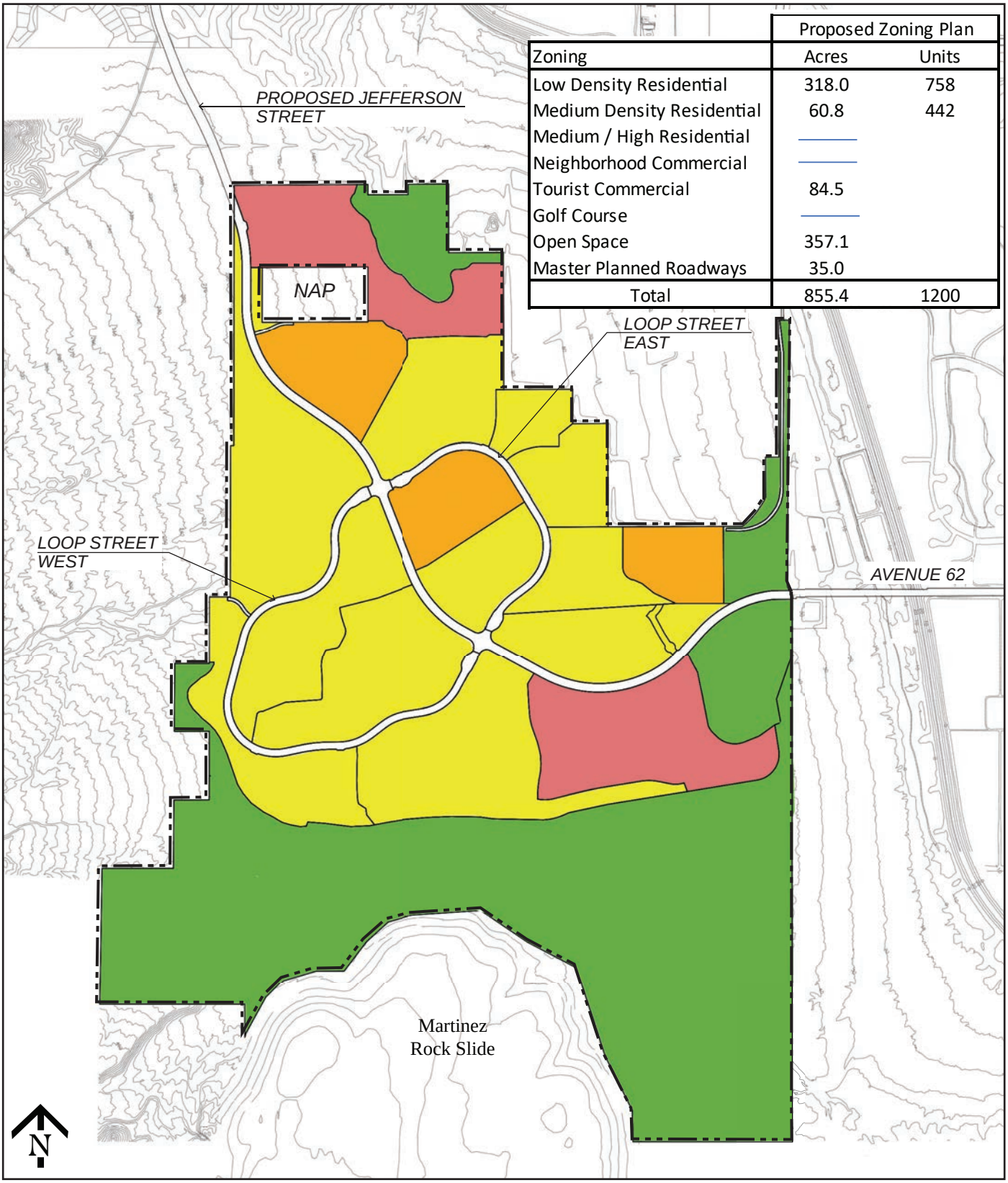
EXISITING ZONING
TRAVERTINE
EXHIBIT 4.11-4



Zoning	Proposed Zoning Plan Acres	Units
Low Density Residential	318.0	758
Medium Density Residential	60.8	442
Medium / High Residential	———	
Neighborhood Commercial	———	
Tourist Commercial	84.5	
Golf Course	———	
Open Space	357.1	
Master Planned Roadways	35.0	
Total	855.4	1200

LEGEND

- RL — Low Density Residential
- MDR — Medium Density Residential
- CT — Tourist Commercial
- OS — Open Space
- Proposed Specific Plan Boundary

Source: TRG Land, Inc.

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PROPOSED ZONING

TRAVERTINE

EXHIBIT 4.11-5

4.11.3 Regulatory Setting

Federal

Federal Endangered Species Act

The purpose of the federal Endangered Species Act (FESA) is to provide a program for the conservation of endangered and threatened species. The Act establishes protections for fish, wildlife, and plants that are listed as threatened or endangered; provides for adding species to and removing them from the list of threatened and endangered species, and for preparing and implementing plans for their recovery. The Act also provides for interagency cooperation to avoid take and listed species and for issuing permits for otherwise prohibited activities; provides for cooperation with States, including authorization of financial assistance; and implements the provisions of the Convention on International Trade in Endangered Species of Wild Flora and Fauna (CITES). The lead federal agencies for implementing the FESA is the U.S. Fish and Wildlife Service (USFWS) and the U.S. National Oceanic and Atmospheric Administration (NOAA). The USFWS maintains a worldwide list of endangered species including birds, insects, fish, reptiles, mammals, crustaceans, flowers, grasses, and trees. Critical Habitats for species listed under the FESA were reviewed during the preparation of the Biological Report (**Appendix D.1**).

Federal Land Use Policy Management Act

The Federal Land Policy Management Act of 1976 (FLPMA) states that federal land should remain under federal ownership and established a regulatory system for the BLM to manage federal lands. The Act sets out a multiple use management policy for the Bureau of Land Management (BLM) in which the agency would balance its management of the land to meet diverse needs, including recreation, grazing, timber and mineral production, fish and wildlife, protection, and oil and gas production. The FLPMA is implemented by the Visual Resource Management (VRM) program.

California Desert Conservation Area

The California Desert Conservation Area (CDCA) is a 25-million-acre expanse of land in Southern California designated by Congress in 1976 through the FLPMA. The CDCA includes the Death Valley National Park to the north and extends south to the California-Mexico border. The goal of the CDCA Plan is to provide for the use of the public lands and resources, including biological, economic, educational, scientific, and recreational uses, in a manner which enhances, whenever possible, the environmental, cultural, and aesthetic values of the Desert and its productivity. The Santa Rosa and San Jacinto Mountains National Monument is located within the CDCA. The CDCA is implemented by the VRM program and outlined in the FLMPA.

State

Government Code Title 7, Division 1, Planning and Zoning Law

California's Planning and Zoning Law enables cities and counties in California to form planning commissions and to prepare, adopt, and amend comprehensive plans and zoning regulations. Individual sections address provisions and requirements for regional planning districts (Sections 65060-65069.5), local planning (Sections 65100-65763), and zoning regulations (Sections 65800-65912). Cities and counties are required to prepare and adopt general plans (Section 65300). City and county zoning ordinances are required to be consistent with the general plan (Section 65860).

Government Code Title 7, Division 1, Chapter 3, Article 8, Specific Plans

Sections 65450 to 65457 of the Government Code addresses the implementation of specific plans. After the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan.

Per Government Code Section 65451(a), a specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

California Endangered Species Act

The purpose of the California Endangered Species Act (CESA) is to conserve and protect plant and animal species at risk of extinction, specifically in the State of California. CESA was originally enacted in 1970, repealed and replaced in 1984, and amended in 1997. Approximately 250 species are currently listed under CESA. The California Department of Fish and Wildlife (CDFW) implements CESA and works with agencies, organizations, and other interested persons to study, protect, and preserve CESA-listed species and their habitats.

Natural Community Conservation Planning Act

Beginning in 1991, the Natural Community Conservation Planning Act (NCCP) identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economy activity for the protection and perpetuation of biological diversity. CDFW and the USFWS provides support, direction and guidance during the development of the NCCP. The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) is an approved plan under the NCCP.

Senate Bill 375

Senate Bill (SB) 375 directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions. In order to achieve reduction targets, SB 375 (1) uses the regional transportation planning process, (2) offers CEQA incentives to encourage projects that are consistent with a regional plan that achieves GHG reductions, and (3) coordinates the regional housing needs allocation (RHNA) process with the regional transportation process while maintaining local authority over land use decisions.

Regional

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (also known as "Connect SoCal") is a plan for mobility, accessibility, sustainability, and a high quality of life in the region. It is first and foremost, a transportation plan that integrates land use planning into its framework to improve mobility and access to transportation options in response to Senate Bill (SB) 375. The goals within the RTP/SCS are meant to provide guidance for the project within the context of regional goals and polices. Therefore, the goals in the RTP/SCS may be pertinent to the proposed Project.

The Goals and Guiding Policies set forth in RTP/SCS are listed below. Most of the goals can be adapted and implemented at the local level by the City of La Quinta such as maximizing mobility and accessibility for all people and goods. This is being achieved by the City's commitment to good roads where intersections can accommodate round-abouts instead of 4-way stops or traffic signals where vehicles stop and idle; and where streets can be designed to accommodate motor vehicles and non-motorized vehicles such as bicycles and golf carts/neighborhood electric vehicles.

2020-2045 RTP-SCS Goals

RTP/SCS G1 Encourage regional economic prosperity and global competitiveness.

RTP/SCS G2 Improve mobility, accessibility, reliability, and travel safety for all people and goods.

RTP/SCS G3 Enhance the preservation, security, and resilience of the regional transportation system.

RTP/SCS G4 Increase person and goods movement and travel choices within the transportation system.

RTP/SCS G5 Reduce greenhouse gas emissions and improve air quality.

RTP/SCS G6 Support healthy and equitable communities.

RTP/SCS G7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.

RTP/SCS G8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

RTP/SCS G9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.

RTP/SCS G10 Promote conservation of natural and agricultural lands and restoration habitats.

Riverside County General Plan

The Land Use Element in the Riverside County General Plan (RCGP) acts as a guide to planners, the general public, and decision makers as to the ultimate pattern of development. The Element also identifies and defines land uses throughout the County and land use compatibility with adjacent uses. The following RCGP policies are related to land use compatibility are provided below.

The following policies pertain to land use compatibility:

LU 7.1 Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.

LU 7.2 Notwithstanding the Public Facilities designation, public facilities shall also be allowed in any other land use designation except for the Open-Space Conservation and Open Space – Conservation Habitat land use designations. For purposes of this policy, a public facility shall include all facilities shall include all facilities operated by the federal government, the State of California, the County of Riverside, any special district governed by or operating within the County of Riverside or any city, and all facilities operated by any combination of these agencies.

Coachella Valley Association of Governments

The Coachella Valley Association of Governments (CVAG) is the regional planning agency coordinating government services in the Coachella Valley. CVAG is composed of several departments, including an Energy and Environmental Resources Department and Transportation Department. The Energy and Environmental Resources Department promotes sustainable use of natural resources and the preservation of the natural heritage of the Coachella Valley by implementing plans relating to energy and air quality, waste management, water, habitat conservation, and trails.

Coachella Valley Multiple Species Habitat Conservation Plan

The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) is a regional multi-agency conservation plan that provides for the long-term conservation of ecological diversity in the Coachella Valley. The CVMSHCP includes an area of approximately 1.1 million acres in the Coachella Valley. The CVMSCHP ensures the conservation of the covered species and conserved natural communities in perpetuity.

The Coachella Valley Conservation Commission (CVCC) is a joint powers authority comprised of members of the Riverside County Board of Supervisors, an elected official from each of the cities, and a member of the Board of Directors of the Coachella Valley Water District, Imperial Irrigation District, and Mission Springs Water District. Implementation of the Coachella Valley Multiple Species Habitat Conservation Plan is overseen by the CVCC. The CVCC provides policy direction for the plan, and opportunities for public participation in the decision-making process. Additional CVCC responsibilities include overseeing the Monitoring Program Administration, establishing a Reserve Management Unit, participating in the Joint Project Review Process, and preparing an Annual Report.

Land Use Adjacency Guidelines

The Land Use Adjacency Guidelines were established by the CVMSHCP for projects adjacent to conservation areas. The purpose of the Guideline is to avoid or minimize indirect effects from development adjacent to or within the Conservation Areas. Such indirect effects are commonly referred to as edge effects, and may include noise, lighting, drainage, intrusion of people, and the introduction of non-native plants and non-native predators such as dogs and cats. The following Land Use Adjacency Guidelines will aid in minimizing edge effects and shall be implemented where applicable.

4.5.1 Drainage

Proposed Development adjacent to or within a Conservation Area shall incorporate plans to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the adjacent Conservation Area.

4.5.2 Toxics

Land uses proposed adjacent to or within a Conservation Area that use chemicals or generate bioproducts such as manure that are potentially toxic or may adversely affect wildlife and plant species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in any discharge to the adjacent Conservation Area.

4.5.3 Lighting

For proposed Development adjacent to or within a Conservation Area, lighting shall be shielded and directed toward the developed area. Landscape shielding or other appropriate methods shall be incorporated in project designs to minimize the effects of lighting adjacent to or within the adjacent Conservation Area in accordance with the guidelines to be included in the Implementation Manual.

4.5.4 Noise

Proposed noise generating land uses with the potential to affect adjacent conservation lands shall incorporate setbacks, berms or walls to minimize the effects of noise on wildlife pursuant to applicable rules, regulations, and guidelines related to land use noise standards.

4.5.5 Invasives

Projects adjacent to conservation lands shall avoid the use of invasive plant species in landscaping.

4.5.6 Barriers

Land uses adjacent to or within a Conservation Area shall incorporate barriers in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in a Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls and/or signage.

Local

La Quinta General Plan

The La Quinta General Plan (LQGP) is a guiding policy document for the City, written in compliance with applicable State and Federal legislation, as it has been since the City's first General Plan. California Government Code Section 65302 establishes seven mandatory elements of the General Plan: Land Use, Circulation, Housing, Conservation, Open Space, Safety, and Noise. The General Plan includes all the required elements, as well as additional elements specifically tailored to the City's needs.

The Land Use Element in the LQGP, impacts the City's growth and provides the greatest guidance in the City's vision for its buildout. The Land Use Element includes the Land Use Map, which is the long-term guide to development and redevelopment in the City, as well as providing policies and programs that define and shape high quality residential, commercial, industrial, and institutional development in the City. Land Use goals and policies relevant to the proposed Project are provided in discussion 4.11.4.b of this Land Use and Planning Section.

La Quinta Municipal Code

The La Quinta Municipal Code (LQMC) acts as a regulatory guideline, compliant with state and federal laws, for the City of La Quinta. The LQMC regulates businesses, zoning, animals, vehicles and traffic, peace and morals, health and sanitation, and more. Regulations regarding land use and zoning are

discussed in great detail within Title 9, Zoning, in the LQMC. The purpose of the Zoning Code within the LQMC is to promote the public health, safety, and general welfare pursuant to Section 5 of Article XI of the California Constitution, the State Planning and Zoning Law, the California Environmental Quality Act (CEQA), and other applicable state laws. The Zoning Code classifies and designates different land uses and structures in appropriates places as designed in the general plan, and to regulate such land uses and structures in order to serve the needs of residential neighborhoods, commerce, recreation, open space, and other purposes.

Per LQMC, Section 9.240.010, Specific Plan Review, a specific plan is a detailed plan covering a selected area of the city for the purpose of implementation of the general plan. Section 9.240.010 states that the following required findings shall be made by the City Council prior to approval of any specific plan or specific plan amendment:

1. Consistency with General Plan: The plan or amendment is consistent with the goals, objectives, and policies of the general plan.
2. Public Welfare: Approval of the plan or amendment will not create conditions materially detrimental to the public health, safety, and general welfare.
3. Land Use Compatibility: The specific plan is compatible with zoning on adjacent properties.
4. Property Sustainability: The specific plan is suitable and appropriate for the subject property.

4.11.4 Project Impact Analysis

Thresholds of Significance

The City utilizes the recommended thresholds of significance in Appendix G to the State CEQA Guidelines to analyze the significance of project impacts on land use. The City's application of the recommended thresholds of significance are informed by Section 15064 of the CEQA Guidelines. Pursuant to Appendix G, the project may have a potentially significant impact to land use if it:

a. Physically divides an established community; or
b. Causes 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.

Methodology

The determination of the Project's consistency with applicable land use plans and policies is based upon a review of the previously identified planning documents that regulate land use or guide land use decisions at and around the Project property. The land use development standards set out in the Travertine Specific Plan Amendment (SPA) were considered in determining the Project's consistency with applicable land use plans. The Specific Plan Amendment is intended to guide future development within the project boundary in a manner that is consistent with the La Quinta General Plan while maintaining flexibility to respond to changing conditions that factor in any long-term development.

Project Design Features

The approximately 855-acre Project property proposes a high quality, master planned residential community comprised of a Resort/Spa, varied residential uses, golf practice facilities, and various open space and recreational uses. Travertine will offer a variety of housing and recreational amenities. The housing sizes and styles will be designed to meet the needs of all age groups. The recreational amenities will include a 5-mile-long public trail that will be developed around the perimeter of the Project property; a central private spine trail that bisects the residential areas of the property; on-street bike paths; preservation of natural open space; additional private parks located within the development area; a skills golf course and golf academy; and a resort and spa with restaurants, shops and activities. **Table 4.11-4** identifies the overall land use summary proposed for the property.

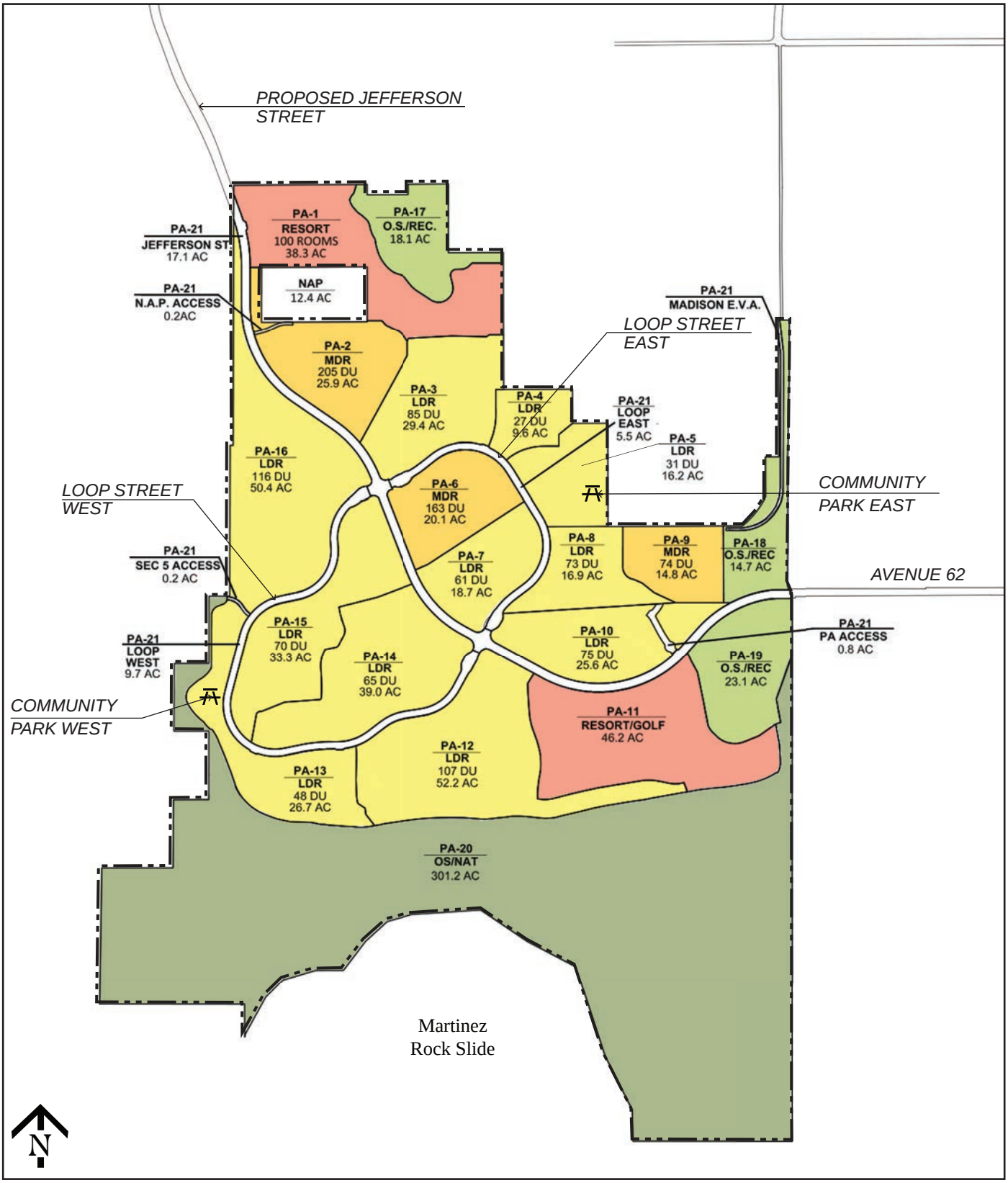
Table 4.11-4 Land Use Summary

Land Use	Acres	Percent
Residential	378.8	44.3
Resort/Golf Club Facilities	84.5	9.9
Open Space Uses	357.1	41.7
Master Planned Roadways	35.0	4.1
Total	**855.4 ac.**	**100%**

*The change from 909.0 acres in the original approval to 855.4 acres is due to the revision of the project boundary along the west and south sides of the site. 31 acres of the previously approved project site has been set aside as a Resources Protection Area for Cultural Resources and is no longer part of the proposed Specific Plan planning area.

The Project has reduced its development area from 909 (1995 SP) to 855.4 acres to avoid potential impacts to biological and cultural resources. These areas are designated for restricted open space and natural open space. See Project Site History above.

Exhibit 4.11-6, *Planning Area Map,* illustrates the proposed planning areas.



LEGEND

- Low Density Residential - 318 Ac
- Medium Density Residential - 60.8 Ac
- Resort - Golf Club - 84.5 Ac
- Open Space / Recreational - 55.9 Ac
- Open Space / Natural - 301.2 Ac
- Master Planned Roadways - 35.0 Ac

Total Acreage: 855.4 Ac

Source: TRG Land, Inc.

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

PLANNING AREA MAP
TRAVERTINE
EXHIBIT 4.11-6

Residential

The Travertine Specific Plan Amendment Project proposes a maximum of 1,200 dwelling units based on range of lot sizes, resulting in an overall average density for the Project of 1.4 dwelling units per gross-acre (du/ac). Residential Planning Areas would vary in density from 1.5 du/ac to 8.5 du/ac. Six residential types are proposed:

- Estate Homes
- Single Family Luxury Homes
- Single Family Mid Homes
- Single Family Entry Homes
- Patio Homes
- Single Family Attached Units

There will also be two community parks (in Planning Areas 5 and 13) combined totaling approximately 13.5 acres. Within individual residential tracts, there will also be the opportunity for local pocket parks as an amenity subject to future tract designs. Community and pocket parks will only be accessible to the future residents of the Project.

General Plan Low Density Residential

Single Family Detached – Low Density Residential category will occupy Planning Areas 3, 4, 5, 7, 8, 10, and 12 to 16, and will be characterized by larger, single-family residential lots (6,300 to 9,600 square feet) with the opportunity for custom homes. These homes will have the largest setbacks in the development, as well as the smallest maximum lot coverage. The Project proposes approximately 758 low density residential dwelling units consistent with the General Plan land use designation.

General Plan Medium/High Density Residential

Medium/High Density Residential, located within Planning Areas 2, 6 and 9, reflect the transition between the lower density golf, residential housing and open space development and the resort/spa development. This area is intended to provide medium/high density single-family residential products to accommodate residents seeking lots ranging from 4,000 to 5,775 square feet in size. The Project proposes up to 442 medium/high density residential units consistent with the General Plan land use designation.

Tourist Commercial

Tourist Commercial uses are proposed in Planning Areas 1 and 11 and planned to be a part of the Resort and/or Golf use. Facilities will include up to 100 resort villas, and wellness spa, and a golf training facility. Site Development Permits, as well as building permits for any structures associated with the resort,

hospitality and villas will be submitted as needed by the future developers of the Resort planned areas including Fractional Ownership options.

Resort Planning Area 1

Planning Area 1 is intended to include a luxury resort and wellness spa, with resort-related amenities including restaurants, small shops, spa facilities, lounge and activity rooms, outdoor activities, such as tennis, yoga, and walking and hiking trails.

Table 4.11-5 PA 1 Indoor Area

Proposed Uses	Estimated Indoor Area (Square Feet)
Resort Facility (Registration, concierge, shops, fitness center, event space, and 175-seat restaurant)	45,000
Resort Villas	97,500
Spa and Wellness	8,700

Resort/Golf Planning Area 11

Planning Area 11 would include a golf club with related practice and training facilities, and entertainment/banquet facility for both the residents and guests.

Table 4.11-6 PA 11 Indoor Area

Proposed Uses	Estimated Indoor Area (Square Feet)
Banquet Facility Restaurant (500-seat capacity)	10,000
Golf Clubhouse	1,000
Golf Academy	5,500

Open Space

Approximately 357.1 acres of the Project property is designated as open space.

General Plan Recreational Open Space

Recreational Open Space uses will occupy approximately 55.9 acres of the proposed Project property, including Planning Areas 17, 18, and 19. It is designed to offer both passive and active oriented recreational opportunities that include picnic tables, golf facilities, and staging facilities for the regional interpretive trail open to the public.

General Plan Natural Open Space

Natural Open Space uses will occupy approximately 301.2 acres of the property, identified as Planning Area 20. This Planning Area is located along the eastern, southern, and western boundaries of the property, and are restricted from development due to various environmental constraints including

biological, geological, and cultural resources. These areas will remain undisturbed to preserve these resources. The only uses that will be allowed in this area are trails and limited infrastructure. Infrastructure and access related to the CVWD reservoir site will be located within the western portion of this Planning Area. Access to the proposed water reservoirs will be provided from a gated private roadway that extends from the Project internal loop road into Planning Area 20 Natural Open Space area.

Master Planned Roadways

The development of Travertine would include the southerly extension of Jefferson Street as a private Modified Secondary Arterial and the westerly extension of Avenue 62 as a Modified Secondary Arterial. Loop roads will branch perpendicularly northeast and southwest of the Jefferson Street spine road via two roundabout intersections.

Off-Site Utility Field

In addition to the proposed onsite facilities, the Project also proposes an off-site utility field to support the site, including a substation, and five wells. The off-site substation is proposed to occupy a 2.5-acre area, located within a two-mile radius of the Project property. The substation would be developed in coordination with IID and adhere to IID standards and guidelines when development is required. The location of the substation is undetermined. Future analysis, review, and approval will be required to occur when a substation location is determined.

Up to five off-site wells will be required for the Project. The well sites would be identified and developed in compliance with CVWD standards and guidelines. The locations of the five wells have not been determined at this time; however, this DEIR analyzes the well sites and substations in a programmatic manner. Site-specific environmental review of the future well sites and substation would be conducted by CVWD and IID, respectively.

Project Impacts

a. Division of an established community

Implementation of the proposed Project would not physically divide an established community. As discussed above in Section 4.11.2, *Existing Conditions*, the majority of the Project property is currently vacant land, void of any physical structures and consists of broad gentle sloping alluvial fans, with shrubs, boulders and rocks scattered throughout the site. Man-made improvements are found on land adjacent to the Project property including the BOR/CVWD Dike No. 4 and CVWD groundwater recharge basins abutting the Project to the east. Golf course communities (Andalusia, Trilogy and PGA West) lie approximately one mile to the north and northeast. The remaining land surrounding the Project property is vacant. The City has previously approved the development of a master planned community on the Project property through the adoption of the 1995 Specific Plan and the proposed Project sets forth the

development of a master-planned residential and resort community of a reduced footprint relative to the previously approved Specific Plan. For all of the above reasons, implementation of the proposed Project would not result in the division of an established community.

Off-Site Utility Field

The proposed off-site utility field will host the development of up to five well sites and a 2.5-acre electric power substation. The exact locations of these off-site utility field facilities has not been determined; however, based upon consultations with the local water and power providers (CVWD and IID) they are proposed to be located east of the Project property and Dike 4, generally between Avenue 58 on the north, Avenue 64 on the south, Calhoun Street on the east, and Jefferson Street on the west (see **Exhibit 3-4** in **Chapter 3.0, *Project Description***). Most of the proposed sites occur on vacant land or land used for agriculture. The proposed sites must meet utility provider requirements which do not require large development footprints. Therefore, the development of the off-site utility field will not physically divide an established community since the proposed off-site properties are not yet developed. Less than significant impacts are anticipated.

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 and environmental effect

The Project proposes the development of a mixed-use property including low and medium density residential, open space, and resort uses on a currently vacant site. The existing General Plan land designations include Low Density Residential, Medium/High Density Residential, General Commercial, Tourist Commercial, and Open Space Recreation. As a part of the Project, a General Plan Amendment (GPA) and Zone Change (ZC) will be processed. The GPA will amend the current General Plan land use designations to Low Density Residential, Medium/High Density Residential, Tourist Commercial, Recreational Open Space, and Natural Open Space. The ZC will revise the existing zoning of the Specific Plan area from Low Density Residential (RL), Medium High Density Residential (RMH), Neighborhood Commercial (CN), Tourist Commercial (CT), Golf Course (GC), and Open Space (OS) to RL, Medium Density Residential (MDR), CT, and OS.

Along with the GPA and ZC, the Project is requesting approval of a Specific Plan Amendment (SPA), a Tentative Tract Map (TTM), and Development Agreement (DA). The SPA is a land use planning document which, if adopted by the City of La Quinta, would serve as the site-specific zoning document for the Project. Specifically, the SPA provides for the distribution of land uses, location and sizing of supporting infrastructure, as well as development standards and regulations for uses within the Project property. The TTM subdivides the property into smaller lots for subsequent development into lots suitable for the development of the uses permitted for these areas under the SPA. The DA establishes an agreement between the developer and the City regarding the development of the Project property.

Implementation of the proposed Project would be in accordance with applicable local and state land use regulations and would not conflict with any established Land Use Plan, Policy, or Regulation. The following discussion analyzes the land use consistencies of the proposed Project in relation to the City of La Quinta General Plan, the La Quinta Municipal Code, the existing 1995 Approved Specific Plan, the Coachella Valley Multiple Species Habitat Conservation Plan, and the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS). See **Appendix K** for associated tables.

La Quinta General Plan Consistency Analysis

The City of La Quinta utilizes a Land Use Map and Zoning Designation Map to identify the land use and zoning designations within the City boundaries. As previously stated, the Project site is currently vacant with both undisturbed desert land, and approximately 220 acres of abandoned vineyard. The General Plan land use designation for the Project property is currently defined as Low Density Residential, Medium High Residential, General Commercial, Tourist Commercial, Recreational Open Space, and Natural Open Space.

As outlined previously, Project entitlements include a GPA and SPA. The approval of the General Plan Amendment and Specific Plan Amendment would modify the land use designations from Low Density Residential, Medium/High Density Residential, General Commercial, Tourist Commercial, Recreational Open Space, and Natural Open Space to Low Density Residential, Medium/High Density Residential, Tourist Commercial, Recreational Open Space, and Natural Open Space.

The Low Density Residential, Medium/High Density Residential, Tourist Commercial, Recreational Open Space, and Natural Open Space land uses proposed for the project are consistent with the current General Plan land use designations, and do not represent a substantial change to the character of the area as envisioned in the General Plan. A detailed analysis of applicable goals, policies and programs contained in the General Plan was conducted to determine the Project's consistency with the existing plan. The findings are summarized in **Table 1, *City of La Quinta General Plan Consistency Analysis,*** in **Appendix K**. The analysis contained in **Table 1** concludes that with approval of the proposed Travertine Specific Plan Amendment, the Project would remain consistent with the City's General Plan. Therefore, implementation of the Project would not result in significant land use impacts due to inconsistency with the General Plan. Impacts would be less than significant.

La Quinta Zoning Consistency Analysis

The existing zoning designations for the Project site includes Low Density Residential, Medium/High Density Residential, Neighborhood Commercial, Tourist Commercial, Golf Course, and Open Space.

As previously determined, along with the GPA and SPA, the Project applicant will be applying for a Zone Change (ZC). Approval of the ZC and SPA will modify the zoning designations of the development to include the following zones: Low Density Residential, Medium Density Residential, Tourist Commercial,

and Open Space. The proposed Zone Change would result in the modification of the existing zoning designations at the Project property as previously outlined in **Table 4.11-3, *Existing and Proposed Zoning Designations*.** The table is included below for reference.

Table 4.11-3 Existing and Proposed Zoning Designations

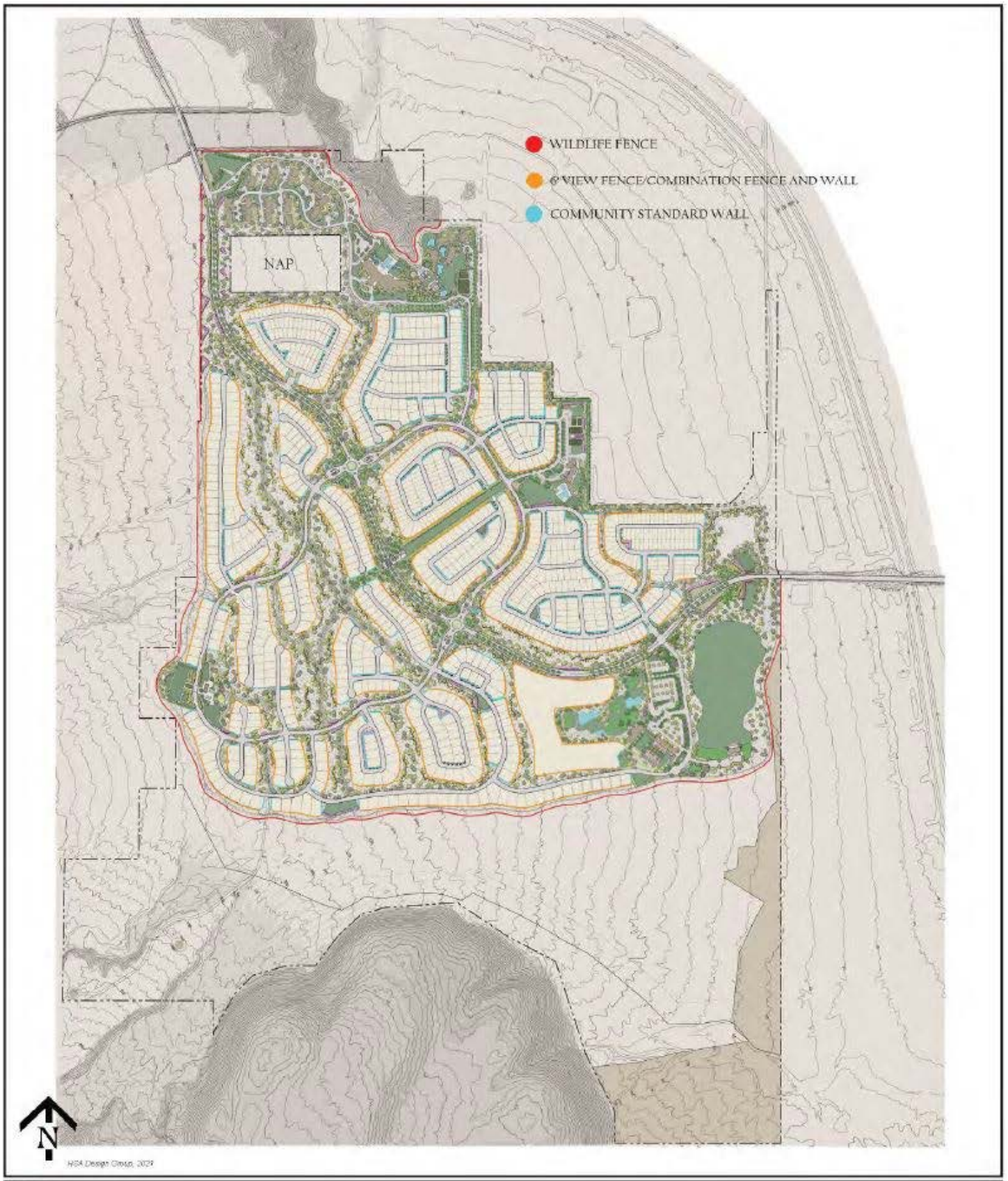
Zoning Designation	Approved Specific Plan (Existing)	Proposed Specific Plan
Low Density Residential (RL)	382.2 acres	318.0 acres
Medium High Density Residential (RMH)	84.4 acres	--
Medium Density Residential (RM)	--	60.8 acres
Neighborhood Commercial (CN)	10.0 acres	--
Tourist Commercial (CT)	30.9 acres	84.5 acres
Golf Course (GC)	377.5 acres	--
Open Space (OS)	4.1 acres	357.1 acres

Per **Table 4.11-3**, the Project will remove the Medium/High Density Residential, Neighborhood Commercial Zoning Designation, and Golf Course from the property and include Medium Density Residential. This change in zone is due to the decreased dwelling units proposed by the Project and the reduced Project area.

The proposed SPA would supersede the current zoning designations on the Project property and set forth the planning areas, land use policies, development standards, and design guidelines for the Project. All development on the Project property shall adhere to the standards and requirements set forth in the SPA. Additionally, any changes to the Specific Plan shall be processed pursuant to California State Government Code Section 65453 and will be subject to the requirements of Section 9.240.010 (Specific Plan Review) of the La Quinta Zoning Ordinance. The review and approval of the proposed Zone Change would not result in significant impacts since the proposed zoning designations decrease land use density and intensity and are compliant with the proposed General Plan uses.

Coachella Valley Multiple Species Habitat Conservation Plan Consistency Analysis

As noted and discussed at length in other sections of this DEIR (ref. **Section 4.4, *Biological Resources***), the City is located within the boundaries of the Coachella Valley MSHCP (CVMSHCP), to which the City is a "Permittee". The La Quinta Municipal Code Chapter 3.34, CVMSHCP/Natural Community Conservation Plan Mitigation Fee requires the City to collect development impact fees to fund acquisitions, manage conservation lands. Please refer to **Section 4.4, *Biological Resources***, of this Draft EIR for a comprehensive discussion of Project consistency with the CVMSHCP.



LEGEND

- Wildlife Fence
- 6' View Fence / Combination Fence and Wall
- Community Standard Wall

Source: TRG Land, Inc.

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

CONCEPTUAL WALL PLAN

TRAVERTINE
EXHIBIT 4.11-7

SCAG RTP/SCS Consistency Analysis

The Southern California Association of Governments (SCAG) provided the City of La Quinta with a letter on April 1, 2020, in response to a Notice of Preparation (NOP). The NOP was circulated from March 9, 2020 to April 8, 2020. Comments from SCAG were related to the Project's consistency with SCAG's Regional Transportation Plan-Sustainable Communities Strategy (RTP/SCS) document and how to evaluate the Project. Analysis regarding the proposed Project's consistency, inconsistency, or inapplicability to SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals, listed in Section 4.11.3, is summarized in **Table 3** in **Appendix K.** The consistency analysis determined that the proposed Project is consistent with the applicable goals in the RTP/SCS. The Project proposes a mixed-use development that will construct infrastructure supporting the Project and employment opportunities. Multi-use roadways proposed for the Project would allow accessibility through the various land uses onsite. The development of multi-modal paths will create an efficient and accessible roadway system and allows reliable and safe travel throughout the site. These are consistent with RTP/SCS Goals 1 – 3 and 5 – 8. RTP/SCS Goals 4 and 9 are associated with the regional transportation system and therefore are not applicable to the Project.

Per **Table 3,** ***SCAG 2020-2045 RTP/SCS Goals Consistency Analysis,*** (**Appendix K**) conducted for this Project, it will be consistent with all of the applicable goals of the RTP/SCS. Less than significant impact.

Surrounding Areas

Properties in proximity to the Project consist of a mix of developed and undeveloped lands. General Plan land uses surrounding the Project property include Low Density Residential to the north, east, south, and west, General Commercial to the east, Medium Density Residential to the east, Open Space Recreation to the north and east, Open Space Natural to the north, west, and south, and Major Community Facilities to the north and east (CVWD percolation ponds). The current zoning designations in the surrounding area include Low Density Residential (RL) to the north, east and west, Medium High Density Residential (RMH) to the east, Neighborhood Commercial (CN) to the east, Golf Course (GC) to the east, and Open Space (OS) to the west and east. RL properties east of the Project have an Equestrian Overlay, which allows the keeping of horses (stabling and riding) on these properties. The developed and undeveloped properties in proximity to the proposed Project property are zoned and designated for residential, commercial, and open space uses. The Project components (neighborhood commercial buildings, low density residential units, tourist commercial/resort, and recreational amenities) are compatible with the surrounding residential, open space, and neighborhood commercial land uses and designations as described above.

Based on the consistency analysis prepared for this Project, it will be consistent with the goals and policies of the La Quinta General Plan. Impacts will be less than significant.

Off-Site Utility Field

The proposed off-site utility field will host the development of up to five well sites and a 2.5-acre electric power substation. The exact locations of these off-site utility field facilities has not been determined; however, based upon consultations with the local water and power providers (CVWD and IID) they are proposed to be located east of the Project property and Dike 4, generally between Avenue 58 on the north, Avenue 64 on the south, Calhoun Street on the east, and Jefferson Street on the west (see **Exhibit 3-3** in **Chapter 3.0, *Project Description***). Most of the proposed sites occur on vacant land or land used for agriculture. The proposed sites must meet utility provider requirements and be available for purchase in order to develop the off-site utility field. The potential off-site utility field locations may occur within the City's jurisdictional boundaries, or within the incorporated areas of Riverside County. Per the City of La Quinta's Zoning Map, the off-site locations within the City's jurisdiction, are located within the zoning designations Low Density Residential (RL), Medium Density Residential (RM), and Neighborhood Commercial (CN) which allow for public utility facilities. Land use impacts associated with these future facilities are expected to be less than significant.

Utility substations and facilities are permitted within RM and RL zoning designations with the approval of a minor use permit. Water wells are permitted as a principal use within the CN zoning district. However, electrical substations are prohibited within this zone. Most of the off-site utility field area is situated outside of La Quinta's jurisdictional boundary. Off-site parcels are located within Riverside County's light industrial zone (A-1). A-1 zones allow public utility facilities with a plot plan approval. The plot plan approval may include conditions requiring fencing and landscaping of the parcel to assure that the use is compatible with the surrounding area.

4.11.5 Cumulative Impacts

This discussion of cumulative impacts analyzes the proposed Project as well as future projects involved with the buildout of the City General Plan. The geographic scope for this analysis includes the Project, future projects, and the immediate vicinity where adverse land use impacts could occur.

The proposed Project would not divide an established community and is consistent with land use policies of the City's General Plan and zoning standards in the City's Municipal Code. The proposed uses within the Project property would be consistent and compatible with existing and planned land uses surrounding the Project property, including the predominantly residential uses to the north, east, and southeast. The Project would create a cohesive community of residential, mixed-use, and resort uses on vacant and undeveloped land in La Quinta. Upon adoption of the Travertine Specific Plan Amendment, the Project would be consistent with applicable goals and policies in the City's General Plan and Zoning Code. The Project will provide residential uses in proximity to existing and proposed residential communities in the southern portion of the City. Residential homes in the Project property will be consistent with the existing gated-residential communities in the surrounding area. The resort and resort amenities are consistent with the City's policy to support and encourage the expansion of the resort

industry (Policy LU-6.3) and will be located on the interior of the Project, and will not affect the residential character from public vantage points and streets or surrounding neighborhoods.

There are no potential project conflicts or inconsistencies with applicable adopted plans, policies, and regulations, and the Project would not combine with others to result in a substantial cumulative impact. Overall, there will be a less than cumulatively substantial effects on existing and planned land uses generated by this Project.

Development of the Project, in conjunction with other cumulative development in the area permitted by the City's General Plan, would not result in citywide and regional land use and planning impacts. As with the Project, related projects and other future growth would be subject to compliance with the local and regional plans reviewed in this section. Cumulative impacts would be less than significant, and the Project would not have a considerable contribution to potential land use conflicts or other impacts.

4.11.6 Mitigation Measures

No Mitigation Measures are required.

4.11.7 Level of Significance After Mitigation

Not applicable.

4.11.8 References

1. *Coachella Valley Multiple-Species Habitat Conservation Plan*, Land Use Adjacency Guidelines, 2016, available at https://cvmshcp.org/Plan-Documents/11-CVAG-MSHCP-Plan-Section-4-0.pdf
2. *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, Southern California Association of Governments, https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020

4.12 Noise

4.12.1 Introduction

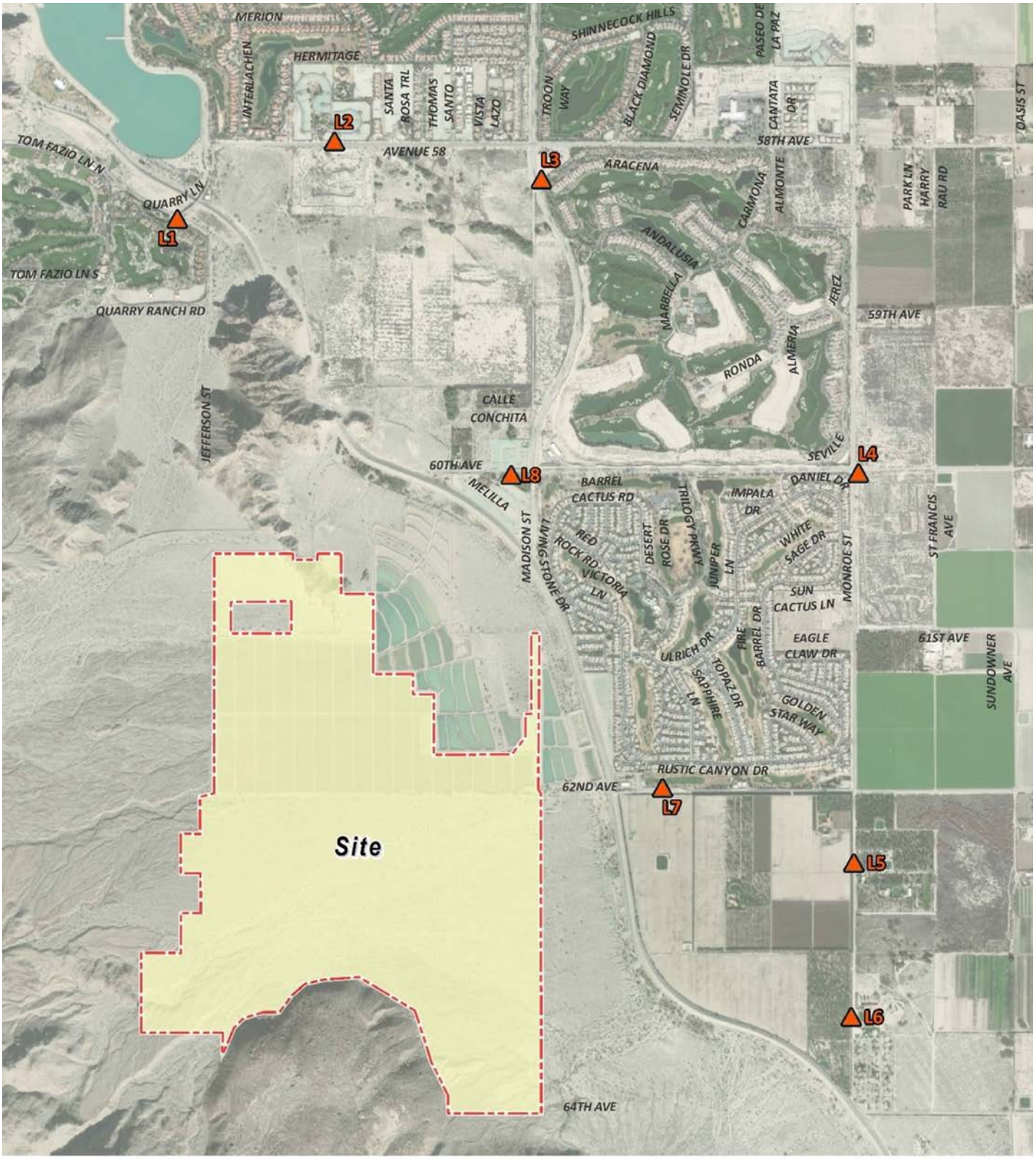
This section describes the existing noise environment at the Project site and in the vicinity, identifies the significance of the potential impacts on noise resulting from Project implementation, and proposes feasible mitigation measures to reduce any potentially significant noise impacts. Information for this section was obtained from the *Travertine Specific Plan Noise Impact Analysis ("*Noise Study*")*, prepared by Urban Crossroads, Inc., August 2021, for the Project property and off-site utility field (**Appendix L.1** and **Appendix L.2**), the *Travertine Specific Plan Traffic Impact Analysis*, also prepared by Urban Crossroads, in September 2021, (**Appendix M.1**), Chapter IV, Environmental Hazards, Noise Element of the La Quinta General Plan, and the City's Municipal Code.

4.12.2 Existing Conditions

Existing Noise Environment

The existing noise setting of the area surrounding the Project is dictated by the vacant open space north, west, and south of the Project, the CVWD groundwater recharge facilities and the BOR Dike 4 levee to the east, and golf course and residential communities to the north and east. To assess the existing noise level environment, eight 24-hour noise level measurements were taken at sensitive receiver locations near the Project (indicated in **Exhibit 4.12-1**, ***Noise Measurement Locations***).

The noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, August 16th, 2017. The noise measurements focus on the average or equivalent sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise level measurements at each location determined that daytime energy average noise levels (dBA L_{eq}) ranged from 42.9 dBA L_{eq} to 59.8 dBA L_{eq}; while the nighttime noise level ranged from 42.2 to 55.9 dBA L_{eq}. The noise environment is discussed in greater detail in Section 4.12.4, *Existing Noise Level Measurements*, of this Noise Section.



Source: Noise Study, Urban Crossroads, Inc.

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

NOISE MEASUREMENT LOCATIONS
TRAVERTINE
EXHIBIT 4.12-1

4.12.3 Regulatory Setting

The federal government, the State of California, various county governments, and most municipalities in the State have established standards and ordinances to control noise. Federal and State agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while local agencies regulate stationary sources.

State

State of California Building Standards

The State's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code (CBC). These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Construction of new residential buildings, schools, and hospitals must meet the acceptable interior noise limit of 45 dBA CNEL.

Regional and Local

Riverside County General Plan

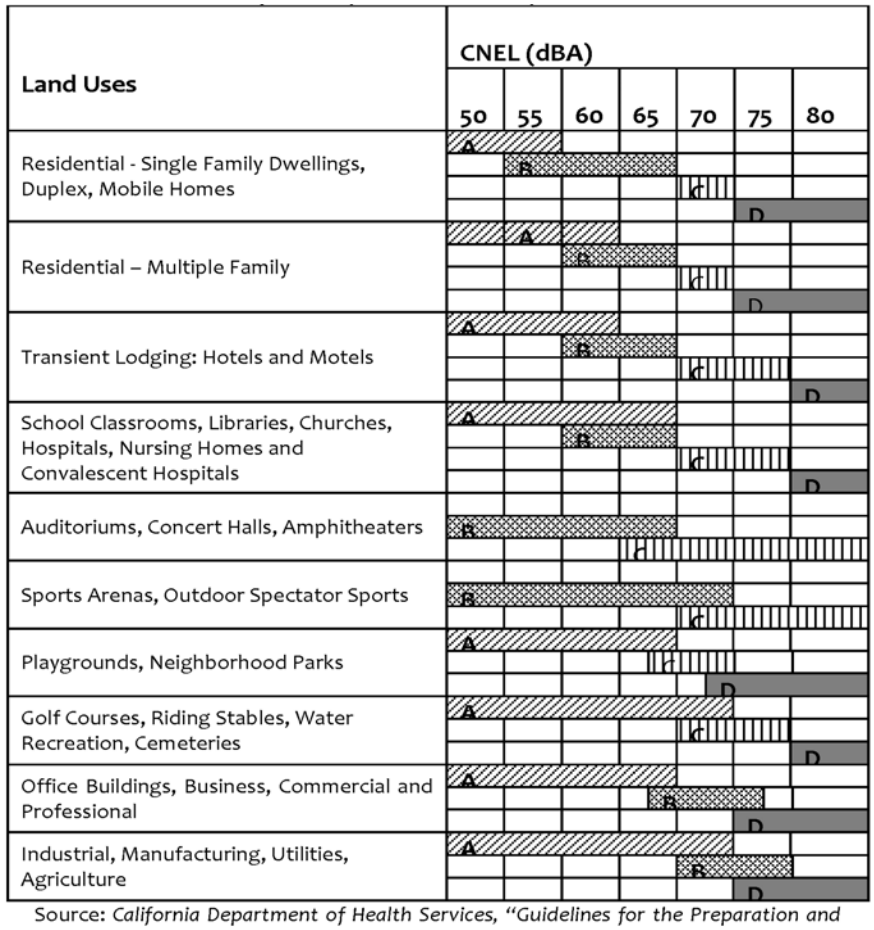
Since the City of La Quinta does not identify specific construction vibration level standards, Riverside County's General Plan Noise Element Policy N 16.3 vibration standards were used in the noise study to analyze construction vibration. Policy N 16.3 identifies a motion velocity perception threshold for vibration due to passing trains of 0.01 inches per second (in/sec) over the range of one to 100 Hz. Therefore, Riverside County identifies a vibration perception threshold of 0.01 in/sec. The Riverside County vibration standard was used in the analysis of project-generated construction vibration to assess the human perception of vibration levels.

City of La Quinta General Plan

The City of La Quinta adopted an Environmental Hazards Element (Chapter IV) of the General Plan (LQGP), which includes policies related to Noise, in February 2013. Chapter IV identifies areas where noise levels are expected to reach unacceptable levels for specified land uses as the City and surrounding lands continue to build out. It provides policies and programs which will assure that proposed development is compatible with the ambient noise levels of surrounding lands and uses. To

minimize noise impacts to noise-sensitive land uses, the Element includes Policy N-1.1, which provides that "Noise standards in the City shall be consistent with the Community Noise and Land Use Compatibility scale described in this Element" (**Table 4.12-1**). As is reflected in **Table 4.12-1**, for single family dwellings and duplexes, a CNEL of greater than 70 and below 75 dba is normally unacceptable and new construction is discouraged, but if construction does proceed, a detailed analysis of the noise reduction requirements must be made and need noise insulation features included in the design. Policy N-1.2 requires a noise study and any necessary mitigation measures for new developments along roadways where the noise levels exceed 65 dBA CNEL.

Table 4.12-1 Land Use Compatibility for Community Noise Environments



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.

The noise criteria identified in the City of La Quinta Noise Element are performance standards against which potential future impacts are to be evaluated, and include land use compatibility with transportation noise. The City uses the compatibility criteria to gauge the compatibility of land uses relative to existing and future exterior noise levels.

The Land Use Compatibility for Community Noise Environments is illustrated in **Table 4.12-1**. Noise-sensitive land uses, such as single-family residential, are considered normally acceptable with exterior noise levels below 60 dBA CNEL and conditionally acceptable with noise levels below 70 dBA CNEL. Hotel land uses are considered normally acceptable with exterior noise levels below 65 dBA CNEL and conditionally acceptable with exterior noise levels below 70 dBA CNEL.

CEQA requires an analysis of project impacts to the environment and does not require an analysis of impacts to the project. Although not required to be analyzed pursuant to CEQA, based on the City of La Quinta land use compatibility guidelines and Policy N-1.2, the Project-specific Noise Study was prepared to determine whether Project exterior noise levels of 65 dBA CNEL for residential uses can be achieved. The Noise Study also identified a conditionally acceptable exterior noise level of 70 dBA CNEL for hotel land uses, and an interior noise level of less than 45 dBA CNEL for both residential and hotel land uses. This information is also provided to demonstrate the Project's onsite traffic noise consistency with Policy N-1.2, Table 4.12-1 (Table IV-3 in the LQGP) above, and the State CBC.

La Quinta Municipal Code

The La Quinta Municipal Code (LQMC) established standards to regulate noise associated with construction and operational activities. To control noise impacts associated with construction, the City established limits to the hours of operation. These are summarized in **Table 4.12-2, *Construction Hours***, below.

Table 4.12-2 Construction Hours

LQMC Section	Permitted Hours of Construction Activity		Construction Noise Level Standards
6.08.050	**October 1st to April 30th** 7:00 a.m. to 5:30 p.m. Mondays to Fridays	**May 1st to September 30th** 6:00 a.m. to 7:00 p.m. Mondays to Fridays	n/a
	All Year: 8:00 a.m. to 5:00 p.m. Saturdays; no activity Sundays & holidays		

Section 9.100.210 of the LQMC implements General Plan Policy N-1.1, discussed above, by establishing noise standards from operational activities. The noise control standards set out in Section 9.100.210 apply to noise sensitive land uses, which include residential property, schools, hospitals, and churches, regardless of the land use district in which these uses are located. Section 9.100.210 also outlines the land use compatibility for community noise environments (as displayed in **Table 4.12-1,** above). Exterior noise standards are also established in Section 9.100.210 and indicated in **Table 4.12-3**, below.

Table 4.12-3 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 Nonresidential	75 dB(A)	7:00 a.m. – 10:00 p.m.
	65 dB(A)	10:00 p.m. – 7:00 a.m.

4.12.4 Project Impact Analysis

Thresholds of Significance

The State CEQA Guidelines' Appendix G Environmental Checklist, recommends the following thresholds of significance for analyzing project noise impacts.

a. Would the project result in the 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. Would the project result in the generation of excessive ground-borne vibration or ground-borne noise levels?
c. For a project located within the vicinity of a private airstrip or an airport land use plan, 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?

Methodology

Noise Fundamentals

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. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise sources and are adjusted to reflect only those frequencies which are audible to the human ear**. Table 4.12-4, *Typical Noise Levels,*** presents a summary of the typical noise levels and their subjective loudness and effects.

Range of Noise

Since the range of intensities that the human ear can detect is so large, the logarithmic scale (based on multiples of 10) is frequently used to measure intensity, while the scale for measuring intensity is the decibel scale. Each interval of 10 decibels represents a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. As shown in **Table 4.12-**

4 (below), the most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud) with a normal conversation at three feet being roughly 60 dBA. By comparison, jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort. Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

Table 4.12-4 Typical Noise Levels

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

*Source: Travertine Specific Plan Noise Impact Analysis, Exhibit 2-A, Urban Crossroads, August 2021 (**Appendix M.1**).*

Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous noise levels. The most commonly used figure is the equivalent sound level (L_{eq}). Leq is not measured directly; it is calculated from sound pressure levels typically measured in dBA. L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the "average" noise levels within the environment.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during evening hours (7 p.m. to 10 p.m.) and nighttime (sleeping) hours (10 p.m. and 7 a.m.). To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level, was developed. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City relies on the 24-hour CNEL level to assess land use compatibility.

Vibration

Per the Federal Transit Administration's (FTA) *Transit Noise Impact and Vibration Assessment*, vibration is the periodic oscillation of a medium or object. 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) and may be described by amplitude and frequency. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. PPV is most frequently used to describe vibration impacts to buildings**.**

Noise Impact Analysis

The Project-specific Noise Impact Analysis (herein referred to as "Noise Study") determined the noise exposure and the necessary noise mitigation for the development of the proposed Project. Project grading will take place in two phases. Grading Phase A will grade the southern half of the Project, while grading Phase B will grade the northern half of the Project. Rock crushing activities are proposed during grading of the site. Development of the Project site is proposed in four phases indicated as Phases: 1A, 1B, 2, and 3. The development phases are described below.

- Phase 1A encompasses the southern portion of the Project site and will include Planning Areas 10, 11, 12, 13, 14, 15A, 19, and 20. Phase 1A consists of open space areas, low density residential land uses, and the resort/golf land use.
- Phase 1B encompasses the area north of Phase 1A and will include Planning Areas 7, 8, 9, 15A, and 18. Phase 1B will develop low and medium density residential units and open space areas.
- Phase 2 includes Planning Area 4, 6, and 16, consisting of low and medium density residential.
- Phase 3 includes Planning Areas 1, 2, 3, and 17, consisting of open space, resort, and residential (low and medium density) land uses.

In order to determine Project-related construction noise impacts, the Noise Study evaluated construction of the Project in the grading and development phases described above. The Noise Study also evaluated at a programmatic level the construction of the off-site utility field, including the construction of the five well sites and 2.5-acre substation. The substation is anticipated to be constructed during development of Phase 1A.

To assess the off-site transportation CNEL noise level impacts associated with operation of the proposed Project, noise contours were developed based on the Project-specific *Traffic Impact Analysis*, also prepared by Urban Crossroads, Inc. (**Appendix M.1**).

Significance Criteria

The Noise Study utilized various resources to determine significance criteria for Project-related construction and operational activities. These resources are discussed below.

Noise-Sensitive Receivers

Per the Noise Study, Project-related noise level increases were evaluated at the closest sensitive receiver locations. Under CEQA principles and prevailing noise modeling standards, consideration should be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. An important way of determining a person's subjective reaction to a new noise is to compare it to the existing environment to which one has adapted – the so-called "ambient" environment.

Substantial Permanent Noise Level Increases

In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. The Federal Interagency Committee on Noise (FICON) developed guidance that consider the ambient noise level and Project-generated noise level increases. For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria is exceeded. Therefore, FICON identifies a readily perceptible 5 dBA or greater project-related noise level increase as a significant impact. Per FICON, in areas where the "without project" noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase appears to be appropriate for most people. When the "without project" noise level increase already exceeds 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact, since it likely contributes to an existing noise exposure exceedance. See **Table 4.12-5**.

Table 4.12-5 Significance of Noise Impacts at Noise-Sensitive Receivers

Without Project Noise Level	Potential Significant Impact
< 60 dBA	5 dBA or more
60 - 65 dBA	3 dBA or more
> 65 dBA	1.5 dBA or more

Source: Federal Interagency Committee on Noise (FICON), 1992.

The analysis of Project-generated noise level increases during operation is conservative because as the background ambient and cumulative noise volumes increase due to growth in the Project vicinity, the Project's incremental contribution to ambient noise will diminish over time.

Substantial Temporary or Periodic Noise Level Increases

Caltrans Traffic Noise Analysis Protocol's 12 dBA L_{eq} substantial noise level increase threshold was used to assess temporary noise level increases. If the Project-related construction noise levels generate a temporary noise level increase above the existing ambient noise levels of up to 12 dBA L_{eq}, then the Project construction noise level increases will be considered a potentially significant impact. Although the Caltrans recommendations were specifically developed to assess traffic noise impacts, the 12 dBA L_{eq} substantial noise level increase threshold is used in California to address noise level increases with the potential to exceed existing conditions.

Construction Noise Level Compliance Threshold

To evaluate whether the Project will generate potentially significant temporary construction noise levels at off-site sensitive receiver locations, a construction-related noise level threshold adopted from the FTA *Transit Noise and Vibration Impact Assessment Manual* is applied. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential uses.

Construction Vibration Standards

The Noise Study analyzed Project generated groundborne vibration and groundborne noise in order to determine whether impacts would be significant. The ground vibration levels associated with various types of construction equipment are summarized in **Table 4.12-6,** below.

Table 4.12-6 Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small Bulldozer	0.003
Jackhammer	0.035
Loaded Truck	0.076
Large Bulldozer	0.089
Hoe Ram (Breaker)	0.089

Source: Travertine Specific Plan Noise Impact Analysis, Table 10-11, Urban Crossroads, August 2021.

As noted above, the City does not provide construction vibration level standards; therefore, the Noise Study utilized the County of Riverside General Plan Noise Element Policy N 16.3 vibration standards to establish a threshold. Policy N 16.3 identifies a motion velocity perception threshold for vibration due to passing trains of 0.01 inches per second (in/sec) over the range of one to 100 Hz. For the purposes of this analysis, the perception threshold of 0.01 in/sec shall be used to assess the potential impacts due to the Project construction at nearby sensitive receiver locations.

Significance Criteria Summary

The significance criteria utilized in the Noise Study and this analysis are summarized in **Table 4.12-7.**

Table 4.12-7 Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic Noise	Noise-Sensitive[1]	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 – 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise Sensitive[2]	If ambient is < 70 dBA CNEL	≥ 5 dBA CNEL Project Increase	
		If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project Increase	
On-Site Traffic Noise[3]	Noise-Sensitive	Exterior Noise Level Criteria	65 dBA CNEL	
		Interior Noise Level Standard	45 dBA CNEL	
Construction[4]	Noise-Sensitive	October 1st to April 30th; 7 a.m. to 5:30 p.m.; Mondays to Fridays[4]	May 1st to September 30th; 6 a.m. to 7 p.m.; Mondays to Fridays[4]	
		All Year: 8:00 a.m. to 5:00 p.m. Saturdays; no activity Sundays and holidays		
		Exterior Noise Level Threshold[5]	80 dBA L_{eq}	n/a
		Noise Level Increase[6]	12 dBA L_{eq}	n/a
		Vibration Level Threshold[5]	0.01 in/sec RMS	n/a

[1] Source: FICON, 1992.
[2] Sources: City of La Quinta General Plan Noise Element Table IV-3.
[3] Sources: City of La Quinta Municipal Code, Ordinance 550, Section 9.100.210 (B) and GP Policy N-1.2.
[4] Sources: City of La Quinta Municipal Code Section 6.08.050 (Appendix 3.1).
[5] Sources: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[6]Threshold based on the substantial increase criteria in the Caltrans Traffic Noise Analysis Protocol, May 2011.
[7]County of Riverside General Plan Noise Element, Policy 16.3.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.; "n/a" = No nighttime construction activity is permitted, so no nighttime construction noise level limits are identified; "RMS" = root-mean-square

As is further discussed in the Project impact analysis, Project-generated noise during operation is consistent with the City Noise Ordinance 550, Section 9.100.210 (B) and General Plan Policy N-1.2, which identify absolute noise limits for interior and exterior noise. However, consistent with CEQA principles and prevailing noise modeling standards, the EIR and Noise Study also consider the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact.

Existing Noise Level Measurements

As discussed in Section 4.12.2 in this Noise section, eight, 24-hour noise level measurements were collected at sensitive receiver locations near the Project on Wednesday, August 16th, 2017 to assess the existing noise level environment (**Exhibit 4.12-1**, ***Noise Measurement Locations***).

The noise measurements presented in the Noise Study focus on the average or equivalent sound levels (L_{eq}). **Table 4.12-8** identifies the hourly daytime (7 a.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) noise levels at each noise level measurement location shown in **Exhibit 4.12-1**. **Table 4.12-7** provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with the arterial roadway network. The 24-hour existing noise level measurements shown in **Table 4.12-8**, present the existing ambient noise conditions.

Table 4.12-8 24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		CNEL
		Daytime	Nighttime	
L1	Located on Quarry Ranch Road north of the project site near existing residential homes.	59.8	49.1	60.5
L2	Located on Avenue 58 north of the project site near existing residential homes.	57.7	55.9	62.8
L3	Located south of Avenue 58 on Madison Street northeast of the project site near existing residential homes.	54.8	53.2	60.1
L4	Located on Avenue 60 east of the project site near existing residential homes.	55.6	52.8	60.2
L5	Located east of the project site on Monroe Street near existing residential homes south of Avenue 62.	42.9	42.2	49.0
L6	Located east of the project site on Monroe Street near and existing park, north of Avenue 64.	50.0	43.0	51.8
L7	Located near Avenue 62 east of the project site near existing residential homes.	49.8	48.2	55.2
L8	Located on Avenue 60, west of Madison Street, near existing residential homes and future residential use.	53.2	53.9	60.4

[1] See Exhibit 4.12-1 for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2 of Noise Study. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Noise Measurement Locations

Receivers represent the location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise. Six receiver locations in the vicinity of the Project site were identified. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade of the receiver locations, whichever is closer to the Project site. As demonstrated in **Exhibit 4.12-2,** the offsite Project receivers are indicated as R1 through R6. 24-hour noise level measurements were taken near each of the locations (at the closest "L" location listed in **Table 4.12-8,** above) to describe the existing ambient noise environment.

R1: Located approximately 4,517 feet north of the Project site, R1 represents existing residential homes on Quarry Ranch Road.

R2: Location R2 represents existing residential homes located approximately 6,872 feet north of the Project site on Avenue 58.

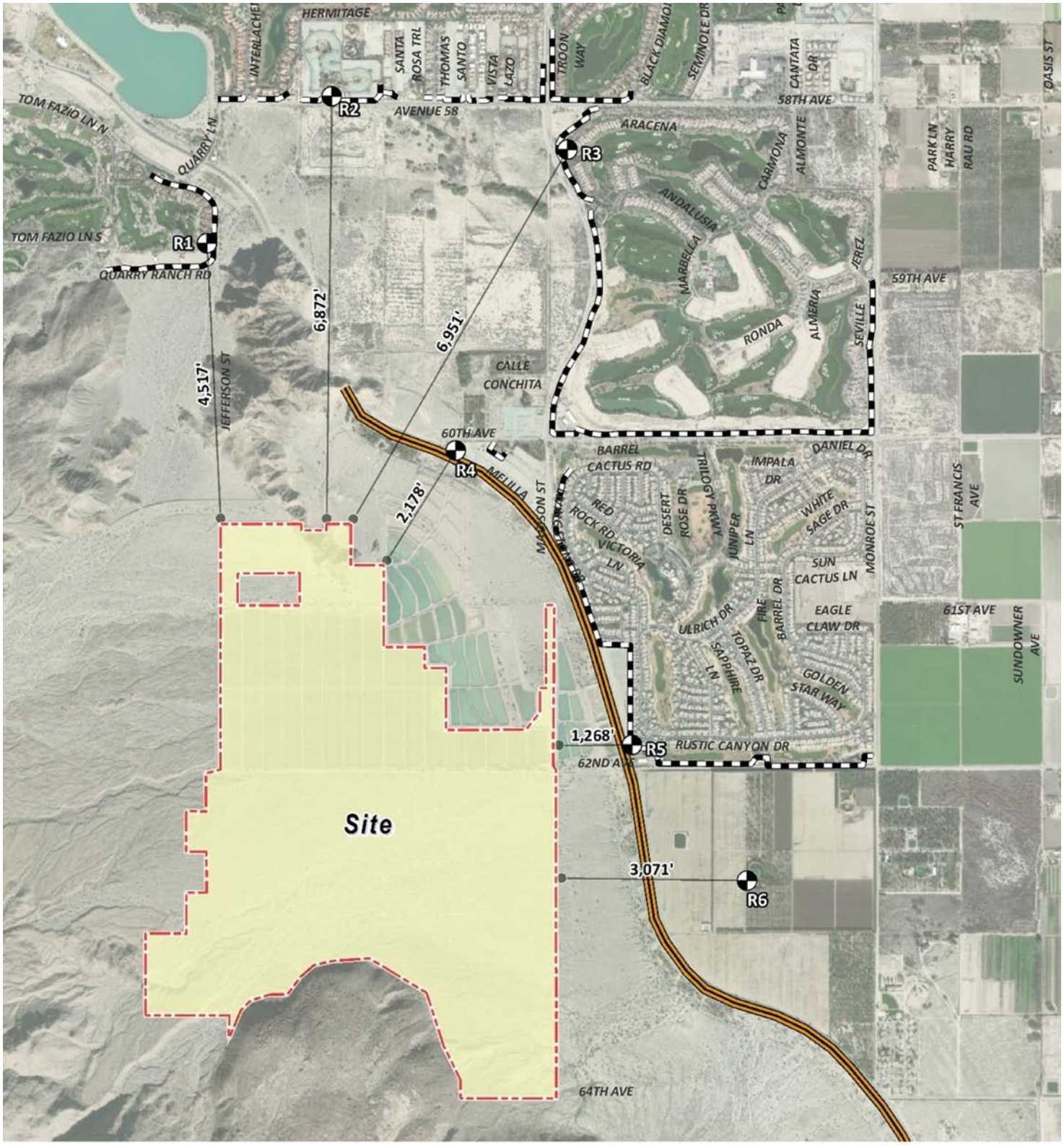
R3: Location R3 represents the existing residential homes located roughly 6,951 feet northeast of the Project site at the southeast corner of Madison Street and Avenue 58.

R4: Location R4 represents the existing residential homes located roughly 2,178 feet northeast of the Project site.

R5: Location R5 represents the existing residential community east of the Project site at roughly 1,268 feet.

R6: Location R6 represents the existing residential home and agricultural use located approximately 3,071 feet east of the Project site.

The nearest receptor where an individual can stay for a 24-hour period is represented by R5 at approximately 1,268 feet east of the Project boundary. Other sensitive land uses in the Project study area that are located at greater distances than those identified in the noise study will experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the Project boundary to each receiver location. **Exhibit 4.12-2** displays the receiver locations used in the Noise Study and explained below.



Source: Noise Study, Urban Crossroads, Inc.

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

NOISE SOURCE AND RECEIVER LOCATIONS

TRAVERTINE

EXHIBIT 4.12-2

Future Off-Site Traffic Noise Environment

The estimated roadway noise impacts from future vehicular traffic were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model-FHWA-RD-77-108. Details of the modeling procedures are provided in **Appendix L.1**. Consistent with the Project-specific Traffic Impact Analysis, the Noise Study provides off-site roadway segment analysis for the models described above under Section 6.2 (*Off-Site Traffic Noise Prediction Model Inputs*) of the Noise Study. The off-site roadway segments for the traffic scenarios include:

1. Existing Conditions
2. Existing Plus Ambient Growth Plus Cumulative Projects with Project buildout (Phase 3)
3. Phase 3 (2031) without Project
4. Phase 3 (2031) with Project
5. Year 2040 (General Plan Buildout) Conditions without Madison Street extension (GPA) and with Jefferson Street connection to Avenue 58. This includes:
    a. Termination of Madison Street as a General Plan roadway, south of Avenue 60
    b. Future Jefferson Street connection from Avenue 58 to Avenue 62
    c. Emergency vehicle access (EVA) is provided via Madison Street, from the northerly boundary of the Project's Planning Area 18 to Avenue 60.

Table 4.12-9, *Off-Site Roadway Parameters,* identifies the 11 study area roadway segments, the distance from the centerline to the adjacent land use based on the functional roadway classifications per the City of La Quinta General Plan Circulation Element, and the posted vehicle speeds. The average existing and future daily traffic (ADT) volumes used for this study are presented on **Table 4.12-10, *Average Daily Traffic Volumes***. **Table 4.12-11** provides the time of day (daytime, evening, and nighttime) vehicle splits, and **Table 4.12-12** presents the traffic flow distributions (vehicle mix) used for this analysis. The vehicle mix provides the hourly distribution percentages of automobile, medium trucks, and heavy trucks for input into the FHWA noise prediction model.

Table 4.12-9 Off-Site Roadway Parameters

ID	Roadway	Segment	Receiving Land Use[1]	Classification	Distance From Centerline To Nearest Land Use (Feet)[2]	Vehicle Speed (mph)
1	Av. 58	w/o Madison St.	LDR/MHDR/OS/GC	Secondary Arterial	44'	50
2	Av. 58	w/o Monroe St.	LDR/OS/GC	Secondary Arterial	44'	50
3	Av. 58	w/o Jackson St.	RR/MHDR/A	Secondary	50'	50
4	Madison St.	s/o Av. 56	LDR/OS/MHDR	Primary Arterial	43'	55
5	Av. 60	w/o Jackson St.	MDR/CR/A	Arterial	64'	55
6	Av. 62	w/o Monroe St.	OS/MCF/MHDR	Modified Secondary	42'	50
7	Av. 62	w/o Jackson St.	TL/A	Secondary	50'	50
8	Monroe St.	s/o Av. 60	LDR/MHDR/OS	Secondary Arterial	44'	50
9	Monroe St.	s/o Av. 58	GC/LDR/OS/MHDR	Primary Arterial	43'	55
10	Monroe St.	s/o Av. 56	GC/LDR/OS	Primary Arterial	43'	55
11	Jackson St.	s/o Airport Bl.	A/RR	Arterial	64'	55

[1] City of La Quinta General Plan Land Use Map Exhibit II-1, Eastern Coachella Valley Area Plan Land Use Plan Figure 3.
[2] Centerline Distance to Receiving Land Use based upon the right-of-way distances for each roadway classification provided in the General Plan Circulation Element.
"LDR"= Low Density Residential; "GC"= General Commercial; "OS"= Open Space; "MHDR"= Medium/High Density Residential; "A"= Agriculture; "RR"= Rural Residential; "TL"= Tribal Lands; "MCF"= Major Community Facilities

Table 4.12-10 Average Daily Traffic Volumes

ID	Roadway	Segment	Average Daily Traffic Volumes[1]					
			Existing		Phase 3 (2031)		2040	
			Without Project	With Project	Without Project	With Project	Existing GP[2]	With GPA[3]
1	Av. 58	w/o Madison St.	1,600	7,300	6,000	11,600	12,000	12,500
2	Av. 58	w/o Monroe St.	2,300	4,000	8,100	9,800	10,200	14,000
3	Av. 58	w/o Jackson St.	1,800	3,000	7,700	8,900	18,600	19,000
4	Madison St.	s/o Av. 56	6,700	10,100	20,500	23,900	35,600	34,000
5	Av. 60	w/o Jackson St.	1,200	1,800	6,100	6,700	12,000	15,000
6	Av. 62	w/o Monroe St.	600	6,300	1,800	7,500	9,600	13,000
7	Av. 62	w/o Jackson St.	1,700	4,000	6,700	9,000	19,800	19,000
8	Monroe St.	s/o Av. 60	1,600	5,000	8,200	11,600	19,000	25,000
9	Monroe St.	s/o Av. 58	2,700	5,500	12,100	14,900	26,000	27,000
10	Monroe St.	s/o Av. 56	3,400	6,800	12,500	15,900	25,000	26,000
11	Jackson St.	s/o Airport Bl.	2,400	3,500	10,400	11,500	28,400	29,000

Table 4.12-11 Time of Day Vehicle Splits

Vehicle Type	Time of Day Splits[1]			Total of Time of Day Splits
	Daytime	Evening	Nighttime	
Autos	75.55%	13.96%	10.49%	100.00%
Medium Trucks	48.91%	2.17%	48.91%	100.00%
Heavy Trucks	47.30%	5.41%	47.30%	100.00%

[1] Source: Typical Southern California vehicle mix.
"Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Table 4.12-12 Distribution of Traffic Flow by Vehicle Type (Vehicle Mix)

Classification	Total % Traffic Flow			Total
	Autos	Medium Trucks	Heavy Trucks	
All Roadways[1]	97.42%	1.84%	0.74%	100.00%

[1] County of Riverside Office of Industrial Hygiene Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures.

Future On-Site Traffic Noise Environment

The on-site roadway parameters, including the ADT volumes used for the Noise Study are presented in **Table 4.12-13,** below. To predict the future on-site noise environment at the Project site, parameters including the number of lanes and daily volume thresholds were obtained from the Project-specific Traffic Impact Analysis. The exterior noise level impacts were placed five feet above the finished floor elevation at the outdoor living areas and proposed building facades. Second-floor receivers were located 14 feet above the finished floor elevation.

Table 4.12-13 On-Site Roadway Parameters

Roadway	Lanes	Classification[1]	Average Daily Traffic Volume[1]	Speed Limit (mph)[2]	Site Conditions
Jefferson Street	2	Secondary Arterial	5,600	45	Soft
North Loop	2	Secondary Arterial	2,000	45	Soft
South Loop	2	Collector	2,700	45	Soft

[1] Source: The Travertine Specific Plan Traffic Impact Analysis General Plan Buildout (2040)

Project Impacts

a. Generation of 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

Most Project development will occur on lands that are physically removed and isolated from existing and reasonably foreseeable future development by the existing CVWD groundwater recharge basins and the Dike 4 flood control levee on the east and BLM lands and drainages to the north. The Project will include the construction of an off-site utility field, including the development of up to five water

wells and a 2.5-acre substation. The exact location of the off-site utility field has not been determined; however, they are proposed to be located within a 2-mile radius generally east and northeast of the of the Project site. Project-generated noise during short-term construction activities, and long-term operational activities are analyzed below.

Construction

The Project-specific Noise Study analyzed the potential impacts resulting from the short-term construction activities associated with the development of the Project. Noise generated by the Project construction equipment will include a combination of graders, excavators, haul trucks, compaction equipment, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages: (1) site preparation including grubbing, (2) grading and excavation, (3) building construction, (4) paving, and miscellaneous construction activities. Grading of the Project site will occur in two phases, which may overlap by approximately 6 months. This was taken into account in the Noise Study's analysis of construction noise.

Exterior Noise Level at Off-Site Receiver Locations

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 receiver locations. Receiver locations are indicated in **Exhibit 4.12-2**. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to 80 dBA when measured at 50 feet. Hard site conditions are assumed in the noise analysis which result in relatively conservative noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source (i.e., construction equipment). To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project boundary) to each of the off-site receiver locations. This is a conservative approach with the highest noise-level-producing equipment for each stage of construction operating at the perimeter of the Project to the nearby sensitive receiver locations. However, this scenario is unlikely during typical construction activities and overstates the construction noise levels that will be experienced at each receiver location.

To evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{eq} was used as a reasonable threshold to assess the daytime construction noise level impacts. As shown on **Table 4.12-14**, when observed from the nearby off-site receiver locations, the construction noise levels are expected to range from 28.9 to 58.7 dBA L_{eq}, with the highest levels ranging from 40.9 to 58.7 dBA L_{eq}. The construction noise analysis shows that the nearest off-site receiver locations will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during construction activities. Although the Project will not generate significant construction noise levels, **Mitigation Measures NOI-1** through

NOI-4 are set forth to minimize construction noise to the maximum extent practicable. Additionally, the City of La Quinta established construction hours of operation to lessen the impacts of construction noise within Municipal Code Section 6.08.050, as described in **Table 4.12-2, *Construction Standards***. Therefore, the construction noise impacts will be less than significant at all off-site receiver locations.

Table 4.12-14 Off-Site Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})							
	Site Prep	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]	Threshold[4]	Threshold Exceeded?[5]
R1	38.9	40.9	33.9	31.9	28.9	40.9	80	No
R2	-[3]	-[3]	-[3]	-[3]	-[3]	-[3]	80	No
R3	-[3]	-[3]	-[3]	-[3]	-[3]	-[3]	80	No
R4	52.5	54.5	47.5	45.5	42.5	54.5	80	No
R5	56.7	58.7	51.7	49.7	46.7	58.7	80	No
R6	52.2	54.2	47.2	45.2	42.2	54.2	80	No

[1] Noise receiver locations are shown on Exhibit 10-A.
[2] Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1.
[3] Existing topography blocks direct exposure to this receiver location.
[4] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[5] Do the estimated project construction noise levels exceed the construction noise level threshold?

Rock Crushing Activities

Rock crushing activities are anticipated to occur onsite during grading of the Project. No blasting is anticipated on the site. The crushed rock will be used on-site, and therefore no export activities are anticipated. The type of crusher will be a mobile unit, anticipated to consist of Sandvik QJ331, Anaconda TD516, or similar. The Noise Study utilized reference construction equipment noise levels from the Federal Highway Association's (FHWA) Roadway Construction Noise Model (RCNM). **Table 4.12-15** provides a summary of the reference average L_{eq} noise level used to describe rock crushing construction activities that include a hoe ram or breaker representing a percussion hammer fitted to an excavator for breaking rock.

Table 4.12-15 Rock Crushing Reference Noise Level

Construction Stage	Typical Equipment	Reference Noise Level @ 50 Feet (dBA L_{eq})[1]	Highest Reference Noise Level (dBA L_{eq})
Rock Crushing	Impact Hammer (hoe ram)	83	83
	Front End Loader	75	
	Dump Truck	72	

[1] FHWA's Roadway Construction Noise Model, January 2006.

Using the RCNM reference noise levels and the noise prediction model, Urban Crossroads calculated the noise levels from rock crushing activity operating the Project site boundary at each off-site receiver location. The calculations determined that rock crushing noise levels at these locations are expected to range from 44.9 to 62.7 dBA L_{eq}, as shown on the table below. Therefore, the rock crushing activities will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold at the nearest

off-site receiver locations. Noise impacts associated with on-site rock crushing will be less than significant impacts at all off-site receiver locations.

Table 4.12-16 Rock Crushing Noise Level Summary

Receiver Location[1]	Rock Crushing Construction Noise Levels (dBA L_{eq})		
	Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	44.9	80	No
R2	-[5]	80	No
R3	-[5]	80	No
R4	58.5	80	No
R5	62.7	80	No
R6	58.2	80	No

[1] Noise receiver locations are shown on Exhibit 10-A in Noise Study.
[2] Highest construction noise level operating at the Project site boundary, based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-2 in Noise Study.
[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?
[5] Existing topography blocks direct exposure to this receiver location.

Temporary Noise Increases

To determine whether Project construction will impact the existing ambient noise environment, the Project noise levels were combined with the existing ambient noise levels measurements at the off-site receiver locations. The difference between the combined Project-construction and existing ambient noise levels are used to determine the construction noise level contributions. A temporary noise level increase of 12 dBA is considered a potentially significant impact based on Caltrans substantial noise level increase criteria. This is used to assess significance of the Project-construction noise level increases.

Construction of the proposed Project would contribute unmitigated, typical construction noise level increases at nearby sensitive residences by up to 11.6 dBA L_{eq} during the daytime hours. This is indicated in the table below. Since the highest temporary noise level increase of up to 11.6 dBA L_{eq} during Project construction are below the 12 dBA L_{eq} significance threshold, the unmitigated construction noise level increases are considered less than significant noise impacts.

Table 4.12-17 Off-Site Construction-Related Temporary Noise Level Increases

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Typical Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	40.9	L1	59.8	59.9	0.1	12	No
R2	-[3]	L2	57.7	57.7	0.0	12	No
R3	-[3]	L3	54.8	54.8	0.0	12	No
R4	54.5	L8	53.2	56.9	3.7	12	No
R5	58.7	L7	49.8	59.2	9.4	12	No
R6	54.2	L5	42.9	54.5	11.6	12	No

[1] Noise receiver locations are shown on Exhibit 10-A.
[2] Highest construction noise level operating at the Project site boundary as shown on Table 10-2.
[3] Ambient noise level measurement locations as shown on Exhibit 5-A.
[4] Observed daytime ambient noise levels as shown on Table 5-1.
[5] Represents the combined ambient conditions plus the highest construction activities.
[6] The temporary typical construction noise level increase expected with the addition of the highest construction activities.
[7] Based on the 12 dBA temporary increase significance criteria as outlined in Section 4.

Off-Site Utility Field

As previously stated, the Project proposes an off-site utility field within which five off-site water wells, and a 2.5-acre substation will be constructed. The Noise Study analyzed the construction noise level impacts of the offsite improvements at a programmatic level.

Water Wells

The off-site wells will be limited to the confined aquifer and will not be located within 1,000 feet of any existing CVWD well site. The FHWA RCNM, reference noise level measurements suggest that well drilling construction noise levels will approach 78 dBA L_{eq} at 50 feet. Since the actual location of the off-site water well construction sites and potentially impacted nearby noise sensitive receivers are not known at this time, temporary noise barriers shall be required where well construction could result in potentially significant noise impacts to sensitive receptors. Where necessary, prior to drilling for the wells, the construction site shall provide a temporary 24-foot-high noise barrier to be used throughout the construction of the water well. The peak off-site water well construction noise levels (with the temporary 24-foot-high noise barrier) at 50 feet of the noise source (i.e., well site) are expected to satisfy the reasonable daytime exterior construction noise threshold of 80 dBA L_{eq} during temporary Project construction activities. The development of the wells will be constructed in compliance with CVWD standards regarding their facilities. Project-level environmental review of the wells will be conducted once site-specific locations of the infrastructure is available.

Substation

The 2.5-acre substation will be located within a 2-mile radius of the Project site and constructed during development Phase 1. The actual location of the substation is not known at this time, nor whether it will be located near noise sensitive receivers. However, construction of the substation is not expected to involve drilling that would exceed the 80 dBA L_{eq} threshold. All construction noise levels associated with substation construction are expected to satisfy the reasonable daytime exterior noise threshold during temporary substation construction activities. The development of the substation will be constructed in compliance with IID standards regarding their facilities. Project-level environmental review of the substation will be conducted once site-specific locations of the infrastructure is available.

Operations

Off-Site Traffic Noise

Traffic generated by the operation of the Project will contribute to the traffic noise levels in surrounding off-site areas. To quantify the traffic noise increases on the surrounding off-site areas, changes in traffic noise levels on 11 roadway segments surrounding the Project were calculated based on the change in the average daily traffic (ADT) volumes, and associated noise contours, both of which were provided in the Traffic Impact Analysis (**Appendix M.1**). The ADT volumes and noise contours calculations were used to determine whether the resulting noise levels would be consistent with standards set forth in **Table 4.12-7**. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for all phases of the Project, and for General Plan buildout conditions.

Existing Traffic Noise Level Contributions

Existing traffic (without Project conditions) CNEL noise levels range from 60.4 to 70.3 dBA CNEL at 50 feet from the roadway centerline, without accounting for any noise attenuation features such as noise barriers or topography. Existing traffic noise levels are shown in the table below.

Table 4.12-18 Existing Noise Contours

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Av. 58	w/o Madison St.	LDR/MHDR/OS/GC	63.6	RW	RW	77
2	Av. 58	w/o Monroe St.	LDR/OS/GC	65.2	RW	45	98
3	Av. 58	w/o Jackson St.	RR/MHDR/A	62.5	RW	RW	73
4	Madison St.	s/o Av. 56	LDR/OS/MHDR	70.3	45	97	209
5	Av. 60	w/o Jackson St.	MDR/CR/A	60.4	RW	RW	68
6	Av. 62	w/o Monroe St.	OS/MCF/MHDR	58.8	RW	RW	RW
7	Av. 62	w/o Jackson St.	TL/A	62.3	RW	RW	71
8	Monroe St.	s/o Av. 60	LDR/MHDR/OS	63.6	RW	RW	77
9	Monroe St.	s/o Av. 58	GC/LDR/OS/MHDR	66.3	RW	53	114
10	Monroe St.	s/o Av. 56	GC/LDR/OS	67.3	RW	62	133
11	Jackson St.	s/o Airport Bl.	A/RR	63.4	RW	RW	108

[1] City of La Quinta General Plan Land Use Map Exhibit 11-1, Eastern Coachella Valley Area Plan Land Use Plan Figure 3.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road. "LDR"= Low Density Residential; "GC"= General Commercial; "OS"= Open Space; "MHDR"= Medium/High Density Residential; "A"= Agriculture; "RR"= Rural Residential; "TL"= Tribal Lands; "MCF"= Major Community Facilities.

2031 Traffic Noise Level With and Without Project Buildout

As indicated in **Table 4.12-19**, exterior noise levels are expected to range from 63.5 to 75.2 dBA CNEL, at the nearest receiving land use, without the Project. **Table 4.12-20** presents the 2031 with Project buildout traffic and growth in background traffic conditions noise level contours, which are expected to range from 67.9 to 75.8 dBA CNEL, at the nearest receiving land use.

Table 4.12-19 2031 Roadway Noise Contours Without Project

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Av. 58	w/o Madison St.	LDR/MHDR/OS/GC	69.4	RW	86	185
2	Av. 58	w/o Monroe St.	LDR/OS/GC	70.7	49	105	226
3	Av. 58	w/o Jackson St.	RR/MHDR/A	68.8	RW	90	194
4	Madison St.	s/o Av. 56	LDR/OS/MHDR	75.2	95	204	440
5	Av. 60	w/o Jackson St.	MDR/CR/A	67.5	RW	94	202
6	Av. 62	w/o Monroe St.	OS/MCF/MHDR	63.5	RW	RW	72
7	Av. 62	w/o Jackson St.	TL/A	68.2	RW	82	176
8	Monroe St.	s/o Av. 60	LDR/MHDR/OS	70.7	49	106	228
9	Monroe St.	s/o Av. 58	GC/LDR/OS/MHDR	72.9	67	144	310
10	Monroe St.	s/o Av. 56	GC/LDR/OS	73.0	68	147	316
11	Jackson St.	s/o Airport Bl.	A/RR	69.8	RW	133	288

[1] City of La Quinta General Plan Land Use Map Exhibit 11-1, Eastern Coachella Valley Area Plan Land Use Plan Figure 3.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road. "LDR"= Low Density Residential; "GC"= General Commercial; "OS"= Open Space; "MHDR"= Medium/High Density Residential; "A"= Agriculture; "RR"= Rural Residential; "TL"= Tribal Lands; "MCF"= Major Community Facilities.

Table 4.12-20 2031 Roadway Noise Contours With Project

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Av. 58	w/o Madison St.	LDR/MHDR/OS/GC	72.2	62	134	288
2	Av. 58	w/o Monroe St.	LDR/OS/GC	71.5	55	119	257
3	Av. 58	w/o Jackson St.	RR/MHDR/A	69.4	RW	99	213
4	Madison St.	s/o Av. 56	LDR/OS/MHDR	75.8	105	226	487
5	Av. 60	w/o Jackson St.	MDR/CR/A	67.9	RW	100	215
6	Av. 62	w/o Monroe St.	OS/MCF/MHDR	69.7	RW	87	187
7	Av. 62	w/o Jackson St.	TL/A	69.5	RW	100	215
8	Monroe St.	s/o Av. 60	LDR/MHDR/OS	72.2	62	134	288
9	Monroe St.	s/o Av. 58	GC/LDR/OS/MHDR	73.8	77	165	356
10	Monroe St.	s/o Av. 56	GC/LDR/OS	74.0	80	172	371
11	Jackson St.	s/o Airport Bl.	A/RR	70.2	66	143	308

[1] City of La Quinta General Plan Land Use Map Exhibit 11-1, Eastern Coachella Valley Area Plan Land Use Plan Figure 3.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road. "LDR"= Low Density Residential; "GC"= General Commercial; "OS"= Open Space; "MHDR"= Medium/High Density Residential; "A"= Agriculture; "RR"= Rural Residential; "TL"= Tribal Lands; "MCF"= Major Community Facilities.

2031 Traffic Noise Level Increases With and Without Project Buildout

According to the Project Noise Study, 2031 Project and background traffic will generate noise level increases ranging from 0.0 to 6.2 dBA CNEL on the study area roadway segments, as indicated in the table below. Based on the significance criteria, the Project would result in traffic noise level increases that exceed the noise increase threshold along three roadway segments:

- Avenue 58 west of Madison Street (Segment #1)
- Avenue 62 west of Monroe Street (Segment #6)
- Monroe Street south of Avenue 60 (Segment #8)

It should also be noted that Project-related noise along the Madison Street EVA will be less than significant since it would be utilized by emergency vehicles and the infrequent use of CVWD maintenance equipment operating on their facilities. Emergency vehicle activities are exempt from the provisions of the City of La Quinta Noise Control Ordinance (9.100.210[E]), and due to the infrequent nature of this activity, the potential emergency vehicle noise level impacts are considered less than significant.

Table 4.12-21 2031 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	Phase 3 CNEL at Receiving Land Use (dBA)[2]			Noise Level Increase Significance Criteria[3]	
				Without Project	With Project	Project Increase	Criteria	Exceeded?
1	Av. 58	w/o Madison St.	LDR/MHDR/OS/GC	69.4	72.2	2.8	1.5	**Yes**
2	Av. 58	w/o Monroe St.	LDR/OS/GC	70.7	71.5	0.8	1.5	No
3	Av. 58	w/o Jackson St.	RR/MHDR/A	68.8	69.4	0.6	1.5	No
4	Madison St.	s/o Av. 56	LDR/OS/MHDR	75.2	75.8	0.6	1.5	No
5	Av. 60	w/o Jackson St.	MDR/CR/A	67.5	67.9	0.4	1.5	No
6	Av. 62	w/o Monroe St.	OS/MCF/MHDR	63.5	69.7	6.2	3.0	**Yes**
7	Av. 62	w/o Jackson St.	TL/A	68.2	69.5	1.3	1.5	No
8	Monroe St.	s/o Av. 60	LDR/MHDR/OS	70.7	72.2	1.5	1.5	**Yes**
9	Monroe St.	s/o Av. 58	GC/LDR/OS/MHDR	72.9	73.8	0.9	1.5	No
10	Monroe St.	s/o Av. 56	GC/LDR/OS	73.0	74.0	1.0	1.5	No
11	Jackson St.	s/o Airport Bl.	A/RR	69.8	70.2	0.4	1.5	No

[1] City of La Quinta General Plan Land Use Map Exhibit 11-1, Eastern Coachella Valley Area Plan Land Use Plan Figure 3.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an off-site transportation related noise level increase exceeding the significance criteria (Table 4.12-7 in this Section and Table 4-2 in the Noise Study)?
"LDR"= Low Density Residential; "GC"= General Commercial; "OS"= Open Space; "MHDR"= Medium/High Density Residential; "A"= Agriculture; "RR"= Rural Residential; "TL"= Tribal Lands; "MCF"= Major Community Facilities.

The three roadway segments projected to experience potentially significant noise level impacts due to Project-related traffic contributions are discussed subsequently.

<u>Avenue 58 west of Madison Street (Segment #1):</u>

This roadway segment represents the future southerly extension of South Jefferson south of Avenue 58 and west of Madison Street near The Quarry at La Quinta community and immediately south of Lake Cahuilla County Park. The noise analysis indicated that the closest noise sensitive residential receivers in The Quarry community may be impacted by future Project traffic noise from Avenue 58, without accounting for existing barrier attenuation. However, when considering the existing barrier attenuation, it appears that most of these noise sensitive residential homes benefit from an existing 6-to-8-foot-high berm/noise barrier. Consistent with the City of La Quinta Noise Element, the barrier was constructed to mitigate the future long-range General Plan Roadway network and will provide

the noise attenuation needed to satisfy the 65 dBA CNEL exterior noise requirements. Therefore, the Project related off-site traffic noise increases over time are considered less than significant for this segment.

Avenue 62 west of Monroe Street (Segment #6):

A detailed review of this roadway segment shows that the noise sensitive Trilogy La Quinta residential community is located north of Avenue 62. This segment has the highest noise level increase since it represents the primary access to the Project site. In combination with the low existing traffic volumes, this segment will likely experience a potentially significant off-site traffic noise level increase of 6.2 dBA CNEL when measured at the right-of-way of the receiving land use. However, the noise sensitive residential homes within the Trilogy community are set back approximately 300 feet from Avenue 62 behind an existing 6- to 8-foot-high masonry wall. At this distance, the exterior noise levels are estimated at 53.9 dBA CNEL and will not exceed the 65 dBA CNEL exterior noise requirements. Consistent with the City of La Quinta Noise Element, the nearest noise sensitive receivers within the Trilogy La Quinta residential community located north of Avenue 62 will satisfy the 65 dBA CNEL exterior noise requirements.

Therefore, since the existing noise sensitive residential land use in Trilogy La Quinta residential community were developed with the appropriate exterior noise mitigation measures to satisfy long-range General Plan buildout traffic conditions and the Project traffic is included as part of the General Plan, the Project related off-site traffic noise increases over time are considered less than significant for this segment.

Monroe Street south of Avenue 60 (Segment #8):

A detailed review of this roadway segment shows that the noise sensitive Trilogy La Quinta residential community is located west of Monroe Street. This community was developed with the benefits of a masonry approximately 6- to 8-foot-high wall (noise barrier). Consistent with the City of La Quinta Noise Element, the existing noise barrier was constructed to mitigate the future long-range noise conditions associated with buildout of the General Plan Roadway network and will provide the noise attenuation needed to satisfy the 65 dBA CNEL exterior noise requirements. Therefore, since the existing noise sensitive residential land use on Monroe Street south of Avenue 60 was developed with sufficient exterior noise mitigation measures to satisfy long-range General Plan buildout traffic noise conditions and the Project traffic is included as part of the General Plan, the Project-related off-site traffic noise increases over time are considered less than significant.

Overall, the off-site traffic noise analysis recognizes that the Project would generate a noise level increase of up to 10.2 dBA CNEL on Avenue 62 west of Monroe Street (Segment #6) when measured at the property line of the receiving land use. The existing traffic noise levels on this segment are calculated at 58.8 dBA CNEL. The addition of Project (Phase 3) traffic is expected to increase the off-site traffic noise levels to 69.0 dBA CNEL resulting in a Project incremental traffic noise level increase

of 10.2 dBA CNEL. According to Caltrans, a traffic impact occurs when the future noise level substantially exceeds the existing noise level. Per Caltrans, a substantial noise increase is considered to occur when the Project's predicted noise level exceeds the existing noise level by 12 dBA or more. The use of 12 dB was established in California many years ago and is based on the concept that a 10 dB increase generally is perceived as a doubling of loudness. While the relative incremental increase due to the off-site Project traffic noise on Avenue 62 west of Monroe Street (Segment #6) may be considered a doubling of the existing traffic noise levels, it does not exceed the Caltrans 12 dB substantial noise level increase threshold. In addition, the Existing plus Project (Phase 3) condition is provided solely for informational purposes and will not occur, since the Project will not be fully developed and occupied under Existing conditions. The noise levels presented in this analysis are intended to describe the off-site traffic noise levels at the boundary of the roadway segment right-of-way and the property line of the receiving land use and in many cases, this does not represent the backyard of the nearest noise sensitive receivers.

On-Site Traffic Noise

The Project noise study also modeled future onsite exterior noise to calculate the traffic noise, identify sensitive receptors within the Project and calculate long-term noise exposure. The noise analysis also identifies potential noise abatement measures where future impacts warrant. Exterior noise levels are typically considered at outdoor living areas of frequent human use (e.g., backyards, patio areas). Interior noise levels are evaluated at the first and second floor building façade.

Project-related noise levels are considered significant if the on-site exterior noise levels exceed 65 dBA CNEL at the outdoor areas of residences or common outdoor gathering areas at hotel uses. By City ordinance, interior noise levels shall not exceed 45 dBA CNEL for residences and the hotel building. The primary source of traffic noise affecting the Project is anticipated to be from Jefferson Street, North Loop and South Loop roadway segments. The Project will also experience some background traffic noise impacts from other internal streets and parking lots; however, as stated in the Noise Study, due to the low traffic volume and low vehicle speeds, traffic noise will not make a significant contribution to the noise environment beyond the roads right-of-way, discussed below.

Exterior Noise Level Analysis

Using the FHWA traffic noise prediction model, the expected future exterior noise levels for the on-site buildings were calculated. **Table 4.12-22** presents a summary of future exterior noise levels for the planned residential development within the Project area for long-range General Plan Buildout (2040) conditions. The post-development on-site exterior traffic noise calculations indicate that the single-family residential development adjacent to Jefferson Street, North Loop, and South Loop will experience exterior noise levels ranging from 61.2 to 62.5 dBA CNEL and the property line. Therefore, the future on-site exterior traffic noise impacts on these residences will be less than significant, and

no exterior noise abatement is needed to satisfy the City of La Quinta 65 dBA CNEL exterior noise level standards for the proposed land uses adjacent to Jefferson Street, North Loop, and South Loop.

Table 4.12-22 Exterior Traffic Noise Levels

Adjacent Receivers	Unmitigated Noise Level (dBA CNEL)[1]	Exterior Noise Level Threshold (dBA CNEL)[2]	Threshold Exceeded?
Jefferson Street	62.0	65	No
North Loop	61.2	65	No
South Loop	62.5	65	No

[1] On-site traffic noise calculations included in Appendix 8.1 in Noise Study.
[2] City of La Quinta exterior noise criteria (See Section 4 of Noise Study).

Interior Noise Level Analysis

To ensure that the interior noise levels comply with the City of La Quinta interior noise level standards, future noise levels were calculated at the first and second floor building façade locations. The interior noise levels are the difference between the predicted exterior noise level at the building façade and the noise reduction of the structure. Typical building construction will provide a noise reduction of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed". If a "windows closed" condition is required to meet the City 45- dBA CNEL noise limit the City shall require a means of mechanical ventilation (e.g., air conditioning). The interior noise level analysis shows that the City of La Quinta 45 dBA CNEL residential interior noise standards can be satisfied using typical building construction and windows with a standard sound transmission class (STC) rating of 27 for all lots/units. Building Department standard requirements applicable to the Project, which ensure a minimum 25 dBA reduction in interior noise levels include the following features:

- Windows: All residential lots require first and second floor windows and sliding glass doors that have well-fitted, well-weather-stripped assemblies.
- Doors (Non-Glass): All exterior doors shall be weather-stripped and have minimum STC rating of 25. Well-sealed perimeter gaps around the doors are essential to achieve the STC rating.
- Walls: At any penetrations of exterior walls by pipes/ducts/conduits, the space between the wall and pipes, ducts or conduits shall be caulked or filled with mortar to form an airtight seal.
- Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g., fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

Table 4.12-23 displays the interior noise levels with these standard requirements. Project buildings will require a windows-closed condition and mechanical ventilation. Per the table, future interior

noise levels are expected to range from 36.2 to 37.5 dBA CNEL. Accordingly, interior noise levels within the Project will comply with the City's requirements and result in less than significant impacts.

Table 4.12-23 Interior Noise Levels (CNEL)

Adjacent Receivers	Noise Level at Façade[1]	Required Interior NR[2]	Minimum Estimated Interior NR[3]	Upgraded Windows[4]	Interior Noise Level[5]	Threshold	Threshold Exceeded?
Jefferson Street	62.0	17.0	25	No	37.0	45	No
North Loop	61.2	16.2	25	No	36.2	45	No
South Loop	62.5	17.5	25	No	37.5	45	No

[1] Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning).
[2] Noise reduction required to satisfy the 45 dBA CNEL interior noise standard for residential uses.
[3] Estimated minimum interior noise reduction with the recommended windows and standard building construction.
[4] Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?
[5] Estimated interior noise level with minimum STC rating for all windows.
"NR" = Noise Reduction

Summary of Project Operational Noise Levels

The Project proposes residential, resort/commercial, recreational, and open space land uses. Operation of the Project will result in uses consistent with the surrounding environment, including residential communities located north and east of the Project, and open space uses west and south of the Project. Project-related operational noise will include residential, resort, and recreational activities throughout the site, and off-site traffic. Typical noise generated from residential, resort, and recreational uses include people speaking to each other or on cell phones, kids playing, car doors opening/closing, and periodic maintenance (i.e., trash collection, landscaping, etc.). These activities do not generate substantial noise increases that are inconsistent with residential, resort, and recreational land uses. Based on **Table 4.12-4**, quiet suburban nighttime noise levels can hover around 30 dBA, while noisy urban area during the daytime can result in 70 dBA. However, as stated above, these are acceptable noise levels for such uses, per Table IV-3 of the La Quinta General Plan, La Quinta Municipal Code (LQMC) Ordinance 550, Sections 9.60.220 and 9.100.210 (B), and General Plan Policy N-1.2. Additionally, the noise level impacts will likely vary throughout the day and will be limited to the daytime and evening hours of 7:00 a.m. to 10:00 p.m., and compliant with the operational hours established by the City of La Quinta. Overall, operational activities (i.e., residential, resort, recreational) would not generate operational noise levels inconsistent with LQMC Ordinance 550, Section 9.100.210 (B) and General Plan Policy N-1.2. Impacts of Project -related operational noise will be less than significant.

Noise and CVMSHCP Conservation Area Protection

The 855-acre Project property is located adjacent to the Santa Rosa and San Jacinto Mountains (SRSJM) Conservation Area, as designated by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Where the Project is located adjacent to the SRSJM Conservation Area (along the western edge), a minimum buffer of 74 feet will be incorporated between undeveloped

native desert areas and private homeowner parcels and public gathering areas. Each private homeowner parcel along this western edge shall have fencing at the top of slope with Lexan panels to dampen noise to an appropriate level, which, according to the CVMSHCP Land Use Adjacency Guidelines, includes noise levels less than 75 dBA L_{eq} hourly. Per the Lexan panel fence plan, the fencing would include a one-foot block wall, and five feet of Lexan panel fence system with metal support posts. This is required by **Mitigation Measure BIO-3.** The fencing will include concrete masonry block and will be 6 feet in height. In addition, the Project will adhere to the City's Noise Ordinance. The Project developer shall also adhere to the CVMSHCP Conservation Area Land Use Adjacency Guidelines regarding noise, which requires the Project to incorporate setbacks, berms, and/or walls as applicable to minimize the effects of noise on wildlife pursuant to applicable rules, regulations and guidelines related to land use noise standards. This is required by **Mitigation Measure BIO-31** in **Section 4.4, *Biological Resources***, in this Draft EIR. The Project will implement **Mitigation Measure BIO-3** and **BIO-31** in order to reduce the effects of noise on wildlife to less than significant levels. Please refer to **Section 4.4, *Biological Resources***, for further discussion of Project impacts to biological resources.

Conclusion

Project construction will result in less than significant noise impacts with the implementation of **Mitigation Measures NOI-1** through **NOI-4** and **BIO-3** and **BIO-31.** During Project operation, operational noise, and on- and off-site traffic noise generated by the Project will result in less than significant noise impacts.

b. Generation of excessive groundborne vibration or groundborne noise levels

The Noise Study analyzed the potential impacts of vibration created by the proposed Project. Construction activities and vehicular traffic are the primary sources of ground-borne vibration from the Project construction activities. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- Heavy construction equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground vibration levels associated with various types of construction equipment are summarized on **Table 4.12-6.** In order to determine the impacts of Project-related vibration, Riverside County General Plan Noise Element Policy N 16.3 vibration standards were used to determine the thresholds of significance, since the City of La Quinta does not identify specific construction vibration level standards. Policy N 16.3 identifies a motion velocity perception threshold for vibration due to passing trains of 0.01 inches per second (in/sec) over the range of 1 to 100 Hertz (Hz). For the purposes of the analysis, the perception threshold of 0.01 in/sec was used to assess the potential impacts due to Project construction at nearby sensitive receiver locations.

As it relates to human perception of vibration, at distances ranging from 1,268 to 6,951 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.0000 to 0.0002 in/sec RMS and will remain below the threshold of 0.01 in/sec RMS at all receiver locations, as shown in **Table 4.12-24**. The analysis shows that at 90 feet from the construction vibration source activities, receivers would experience vibration velocity level of 0.0093 in/sec RMS. Therefore, projected construction-related vibration levels will be less than significant for all receiver locations, since receivers are located more than 90 feet from construction equipment. Therefore, the vibration impacts to human beings are considered less than significant.

Table 4.12-24 Construction Equipment Vibration Levels

Receiver[1]	Distance to Const. Activity (Feet)	Receiver RMS Levels (in/sec)[2]						Threshold Exceeded?[3]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Hoe Ram[4]	Peak Vibration	
R1	4,517'	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	No
R2	6,872'	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	No
R3	6,951'	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	No
R4	2,178'	0.0000	0.0000	0.0001	0.0001	0.0001	0.0001	No
R5	1,268'	0.0000	0.0001	0.0001	0.0002	0.0002	0.0002	No
R6	3,071'	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	No

[1] Receiver locations are shown on Exhibit 9-A.
[2] Based on the Vibration Source Levels of Construction Equipment included on Table 9-7. Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, April 2020.
[3] Does the peak vibration exceed the maximum acceptable vibration threshold shown on Table 4-2?
[4] Hoe Ram (breaker) is used to evaluate noise from rock crushing onsite.

Additionally, onsite construction will be restricted to daytime hours consistent with the City requirements thereby eliminating potential vibration impacts during the sensitive nighttime hours. The Project is not anticipated to significantly impact onsite residents and residential structures since building standards for seismic activity in the area exceed potential impacts from ground vibration during construction activity. Therefore, the generation of groundborne vibration and groundborne noise by Project construction activities are anticipated to be less than significant.

Ground-borne vibration levels from construction and post-development vehicle traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration

of the associated vehicles, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to adjacent buildings. Moreover, the Project does not propose land uses that would generate significant levels of ground vibration. The operation of the proposed residential homes, resort and recreational facilities, and open space areas do not include activities and large equipment that result in ground vibration.

c. For a project located within the vicinity of a private airstrip or an airport land use plan, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels

The Project is located approximately 19 miles southeast of Palm Springs International Airport, and five miles west of Jacqueline Cochran Regional Airport. Therefore, the Project is not located within two miles of a public airport or the vicinity of a private airstrip, and no impact related to the exposure of people residing or working in the Project area to excessive airport-related noise is expected.

4.12.5 Cumulative Impacts

Buildout of the City of La Quinta would result in an increase of traffic throughout the City. The full range of community activities, including use of noise-generating equipment such as HVAC systems, landscape maintenance equipment and comparable on-going sources of community noise contribute to the community noise environment. These potentially significant cumulative impacts were evaluated in the City's General Plan EIR and are discussed subsequently.

Construction

Buildout of the City pursuant to the La Quinta General Plan would result in construction-related noise over the next several decades, which will result in on-going and distributed construction-related ambient noise. Construction activities associated with General Plan buildout will not occur at once, but will be distributed over many years. Such impacts are also intermittent, short-term and end with completion of construction. Construction-related ground-borne vibration would lead to a small increase in vibrations, however, it would not create vibrations large enough to impact surrounding uses. Future developments (including the proposed Project) would be required to comply with La Quinta Municipal Code Section 6.08.050, which establishes hours of operation for construction activities to lessen the impacts of construction noise. Additional mitigation commonly applied to construction activities includes the proper maintenance of construction equipment, as well as the placement of construction trailers and staging areas from sensitive receivers (dependent on the location of development), which would reduce noise experienced by receivers to less than significant levels. Cumulative impacts from construction would be less than significant and would occur only during the permitted hours of construction, and would stop once construction was complete.

Off-Site Transportation Noise

Year 2040 Project Traffic Noise Level Contributions

A cumulative traffic noise impact occurs when the noise level would exceed the applicable standard and result in a substantial noise level increase. As discussed above, the Project's contribution to the future noise level on the area roadways is determined by comparing future noise conditions without and with the proposed Project. Project-related traffic noise would result in significant noise increases at Project buildout (2031) at Segment #6, Avenue 62 west of Monroe Street, due to the increase in traffic volume along this segment. In addition to Project buildout conditions (2031), the Noise Study analyzed Year 2040 Conditions. Consistent with the Travertine Specific Plan Traffic Impact Analysis, the Year 2040 Condition assumes the termination of Madison Street as a General Plan roadway south of Avenue 60; future Jefferson Street connection from Avenue 58 to Avenue 62; and an emergency vehicle access (EVA)via Madison Street, from the northerly boundary of the Project's Planning Area 18 to Avenue 60. The Year 2040 Condition also assumes buildout of the City consistent with the LQGP, and thus, provides a cumulative noise analysis. Per the Noise Study, the 2040 Condition ambient noise with the Project will range from 71.4 to 77.3 dBA CNEL. This is indicated in the table below.

Table 4.12-25 Noise Level Without Project 2031, With Project 2031, and Year 2040 Conditions

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]		
				Without Project 2031	With Project 2031	Year 2040
1	Av. 58	w/o Madison St.	LDR/MHDR/OS/GC	69.4	72.2	72.6
2	Av. 58	w/o Monroe St.	LDR/OS/GC	70.7	71.5	73.1
3	Av. 58	w/o Jackson St.	RR/MHDR/A	68.8	69.4	72.7
4	Madison St.	s/o Av. 56	LDR/OS/MHDR	75.2	75.8	77.3
5	Av. 60	w/o Jackson St.	MDR/CR/A	67.5	67.9	71.4
6	Av. 62	w/o Monroe St.	OS/MCF/MHDR	63.5	69.7	72.1
7	Av. 62	w/o Jackson St.	TL/A	68.2	69.5	72.7
8	Monroe St.	s/o Av. 60	LDR/MHDR/OS	70.7	72.2	75.6
9	Monroe St.	s/o Av. 58	GC/LDR/OS/MHDR	72.9	73.8	76.3
10	Monroe St.	s/o Av. 56	GC/LDR/OS	73.0	74.0	76.2
11	Jackson St.	s/o Airport Bl.	A/RR	69.8	70.2	74.2

[1] City of La Quinta General Plan Land Use Map Exhibit 11-1, Eastern Coachella Valley Area Plan Land Use Plan Figure 3.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use. Does not account for attenuation of existing 6- to 8-foot-high berm/wall/noise barrier.
"RW" = Location of the respective noise contour falls within the right-of-way of the road. "LDR"= Low Density Residential; "GC"= General Commercial; "OS"= Open Space; "MHDR"= Medium/High Density Residential; "A"= Agriculture; "RR"= Rural Residential; "TL"= Tribal Lands; "MCF"= Major Community Facilities.

According to the La Quinta General Plan, the increased likelihood of more automobiles, trucks, and buses as a result of the implementation of the General Plan will result in an increase in noise levels along roadways throughout the City. As discussed above, pursuant to the City's Noise ordinance, sensitive land uses may experience a maximum noise level of 65 dBA CNEL. As shown in **Table 4.12-24** above, many of the roadway segments within the City will exceed noise levels of 65 dBA CNEL at

future buildout of the City. Sensitive land uses, including residential uses, back up to many of these roads, and may potentially experience noise levels beyond the noise standards. Within the Project study area, residences and other sensitive uses along Madison Street south of Avenue 56 and Monroe Street south of Avenue 60, Avenue 58 and Avenue 56, will experience ambient noise levels in excess of 75 dba CNEL, which is deemed unacceptable under the City noise ordinance and General Plan. Accordingly, anticipated growth in the City would result in a cumulative noise impact. However, as shown in **Table 4.12-24**, the Project's contribution to the cumulative noise increase is not cumulatively considerable under the applicable significance thresholds.

Moreover, and pursuant to the General Plan and the City noise ordinance, future development that contributes to an exceedance of City exterior noise standards and land use compatibility guidelines will be required to undertake a detailed noise study and incorporate noise insulation features into the design.

The most effective way to reduce noise is by installing a solid barrier. To reduce noise levels by 5 dBA, a vegetative barrier must be at least 15 feet high, 100 feet wide, and dense enough to completely obstruct the line-of-sight between the noise source and receiver. For a block wall to effectively decrease traffic noise levels by 5 dB, it must be high and long enough to block the view of the road. In addition, appropriate noise-compatible land use planning, such as encouraging less sensitive land uses next to highways, has been considered in the General Plan's Land Use Map.

The La Quinta General Plan EIR provides mitigation measures to reduce impacts of roadway traffic noise. These measures require that the City: 1) continues to implement a planning area-wide circulation pattern that loads primary traffic onto major arterials in order to limit local roadway traffic to the greatest extent feasible; 2) evaluates and monitors noise impacts associated with the addition of new bus routes; and 3) evaluates and monitors noise impacts associated with new truck routes proposed throughout the City.

On-Site Noise

The California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Part 2, and the California Building Code (CBC) establishes noise insulation standards, including the use of building materials and windows with a standard sound transmission class (STC) rating of 27. The implementation of these standards will help ensure that interior noise levels comply with the City of La Quinta's interior noise level standards of 45 dBA CNEL for residential uses. Building Department standard requirements that reduce interior noise levels in residential buildings include non-glass doors, walls, roof, and ventilation standards (see above).

Implementation of the CCR and CBC standards will ensure that building windows, doors, roofs, walls, and ventilation are utilized in future developments to reduce noise observed from inside residential buildings, and will comply with La Quinta's noise standards outlined in Municipal Code 9.100.210 (discussed in 4.12.3, Regulatory Setting). This, in addition to the development of noise attenuating

features, such as block walls and landscaping will reduce noise levels observed from the interior of buildings. Therefore, cumulative impacts would be less than significant.

4.12.6 Mitigation Measures

Construction activities that generate noise and vibration are considered to be temporary, intermittent and of short duration, and the projected construction noise will be below the City's established threshold for significance. Nevertheless, the following mitigation measures have been identified to further reduce construction noise to the maximum extent feasible:

NOI-1 Grading and building plans shall require Project construction activities comply with the City of La Quinta Municipal Code requirements pertaining to construction noise.

NOI-2 During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receivers nearest the Project site.

NOI-3 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction.

NOI-4 The construction contractor shall limit construction haul truck deliveries to the hours permitted by the City of La Quinta. The contractor shall also design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

NOI-5 Prior to water well drilling, the construction contractor shall provide temporary a 24-foot-high noise barrier capable of reducing noise during well construction activities to 80 dBA L_{eq} or less.

4.12.7 Level of Impact Significance after Mitigation

The implementation of **Mitigation Measures NOI-1** through **NOI-5** will ensure that Project-related noise generated by construction activities are reduced to a less than significant level. The Project will also implement **Mitigation Measure BIO-3** and **BIO-31** in order to reduce the effects of noise on wildlife. **BIO-3** requires a minimum buffer of 74 feet between the undeveloped native desert areas and private homeowner parcels and public gathering areas. **BIO-31** requires setbacks, as specified in the Specific Plan to minimize the effects of noise on wildlife. With the implementation of **Mitigation Measure BIO-3** and **BIO-31,** Project-related noise levels adjacent to Conservation Areas will be reduced to less than significant levels.

4.12.8 References

1. Travertine Specific Plan Noise Impact Analysis, Urban Crossroads, Inc., April 2023.
2. Travertine Specific Plan Off-Site Traffic Noise Mitigation Measure, Urban Crossroads, Inc., December 2022.
3. Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, September 2018, available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.
4. Transportation and Construction Vibration Guidance Manual, California Department of Transportation, September 2013, available at https://www.contracosta.ca.gov/DocumentCenter/View/34120/Caltrans-2013-construction-vibration-PDF?bidId=.

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4.13 Population and Housing

4.13.1 Introduction

This section of the Draft Environmental Impact Report (Draft EIR) describes the existing setting regarding population and housing and the potential effects associated with implementation of the Project. The consistency of the Project with current growth projections is assessed in order to determine if the Project would result in substantial population or housing growth beyond that planned through the City General Plan and regional growth plans. Descriptions and analysis in this section are based on population and housing information provided by the *United States Census Bureau, California State Department of Finance (DOF), Southern California Association of Governments (SCAG), the Riverside County General Plan, the City of La Quinta General Plan,* and the *La Quinta General Plan Environmental Impact Report*. Sources used in the preparation are included in **Chapter 8.0, *References***, at the end of this Draft EIR. Please see **Chapter 9.0** for a list of acronyms used in this Draft EIR.

4.13.2 Existing Conditions

Riverside County

The County of Riverside has experienced substantial growth in recent decades. In April 2000, Riverside County had a total of 1,545,387 people, which increased approximately 41.7 percent to 2,189,641 people by 2010. By January 2021, the County's population was 2,454,453 people, which is an annual population increase of approximately 0.60 percent compared to 2019's population of 2,440,124 people. In 2020, the median age of Riverside County was 31.8.

In 2000, Riverside County had a total of 584,674 dwelling units, which increased to 800,707 units by 2010, and 863,784 by 2022 (as depicted in **Table 4.13-1**, below). This is an increase of approximately 7.9 percent and 63,077 dwelling units in two decades. According to the Department of Finance's 2022 population and housing estimates, of the 863,784 housing units in Riverside County, approximately 773,390 units were occupied with approximately 3.10 persons per household.

Table 4.13.1 Riverside County Population and Dwelling Units

Year	Population	Dwelling Units
2000	1,545,387	584,674
2010	2,189,641	800,707
2022	2,435,525	863,784

Source: California Department of Finance, Population and Housing Estimates for Cities, Counties, and the State 1990-2000 and 2011-2022

In 2020, approximately 59.7 percent of the population in Riverside County (approximately 1,454,008.4 people) were in the labor force, according to the U.S. Census Bureau.

City of La Quinta

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.

The City of La Quinta's population accounts for approximately 1.68 percent of the County's total population. The median age in the City was 45.6 in 2010 (US Census data). The most recent Census data (2020) shows the median age in the City to be 48.6, compared to the median age in Riverside County (31.8) and the Nation (38.1). Additionally, the number of jobs in 2017 in La Quinta was 16,848; an approximately 101 percent increase in jobs since 2010 (SCAG Local Profiles La Quinta).

Table 4.13-2, *Total Households, 2010 to 2018*, shows the increase in the number of households (occupied housing units) between 2010 and 2018, according to the La Quinta General Plan Housing Element. In 2010, La Quinta had 14,820 households, which increased to 15,505 households by 2018, representing a 4.6 percent increase and about double County-wide growth in households. However, the number of households represent a lower number compared to the total dwelling units in the City due to the high vacancy rate from seasonal homeowners. Of the 15,505 occupied housing units in the City, about 71.8 percent are owner-occupied, and 28.2 percent are renter-occupied (see **Table 4.13-4**).

Table 4.13-2 Total Households, 2010 to 2018

Jurisdiction	2010	2018	# Increase	% Increase
City of La Quinta	14,820	15,505	685	4.6

Source: La Quinta General Plan 2022 Housing Element, Table II-15.

There are three basic types of housing units in the City of La Quinta, as presented in **Table 4.13-3, *Total Dwelling Units by Type of Structure, 2012 to 2019***. The housing units include single family units, which include both detached and attached units; multifamily units, which include apartments, duplexes, triplexes and fourplexes; and mobile homes.

In 2012, there were a total of 23,585 dwelling units in the City. By 2019, it is estimated that there were 24,764 dwelling units representing a 5.0 percent increase over seven years. Together, detached and attached single-family dwelling units are estimated to comprise 88 percent of all units in the City. The number of multi-family units in the City increased by 14.6 percent from 2012 to 2019, although multi-family units represent only 11.1 percent of the total housing stock. The predominant type of dwelling unit in the City of La Quinta continues to be single family.

Table 4.13-3 Total Dwelling Units by Type of Structure, 2012 to 2019

Building Type	2012		2019		Change 2012–2019	
	Units	Percent of Total	Units	Percent of Total	Number	Percent
Single-Family	18,622	79.0	19,310	78.0	688	3.7
Single Family Attached	2,387	10.1	2,476	10.0	89	3.7
Multifamily, 2-4 units	1,127	4.8	1,140	4.6	13	1.2
Multifamily, 5 or more units	1,218	5.2	1,607	6.5	389	31.9
Mobile Homes	231	1.0	231	1.0	0	0
Total Dwelling Units	23,585	100.0	24,764	100.0	1,179	5.0

Source: La Quinta General Plan 2022 Housing Element, Table II-12

As shown in **Table 4.13-4, *Housing Tenure and Vacancy,*** shows the housing by tenure in the City of La Quinta. In 2018, ownership accounted for about 76 percent of occupied housing in La Quinta. The rental occupied dwelling units represent 38.3 percent (9,638 units) in 2018.

Table 4.13-4 Housing Tenure and Vacancy (2018)

Vacancy Status	Units	Percentage
Occupied Units		
Owner-Occupied	11,125	44.2
Renter-Occupied	4,380	17.4
Subtotal	15,505	61.7
Vacant Units		
For rent	353	1.4
Rented, not occupied	28	0.1
For sale only	596	2.4
Sold, not occupied	243	1.0
For seasonal, recreational, or occasional use	8,004	31.8
For migrant workers	0	0
Other vacant	414	1.6
Subtotal	9,638	38.3
Total Units	25,143	100
Vacancy Rate		
Homeowner vacancy rate	--	5.0
Rental vacancy rate	--	7.4

Source: La Quinta General Plan 2035 and the 2022 Housing Element, Table II-16; American Community Survey 2014-2018 5-Year Estimates Tables DP04 and B25004.

In 2018 the City of La Quinta had a total of 25,143 housing units, in 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.

La Quinta is a popular destination for seasonal residents due to the comfortable, mild winters. The seasonal or part-time resident population is not included in the population or occupied units estimates compiled by the Census Bureau because people are classified according to the location of

their primary residence. The State Department of Finance provides a yearly estimate of total built dwelling units and an estimate of the number of vacant dwelling units. In resort communities like La Quinta, the number of vacant dwelling units reflects the number of dwelling units that are not occupied year-around, as well as those that are ready for year-around occupancy that have not yet been occupied. The overall vacancy rate for La Quinta was 38.9 percent, while the seasonal vacancy rate was 31.8 percent.

4.13.3 Regulatory Setting

State

California Housing Element Law

California State law requires that local governments revise the housing elements in their general plan periodically. California legislature adopted the Housing Element Law in 1969 to promote a statewide policy of providing housing opportunities for all Californians. According to Government Code Section 65580, State law declares "that the availability of housing is of vital statewide importance and the early attainment of decent housing and suitable living environment for every Californian is a priority of the highest order".

Before a jurisdiction updates their General Plan Housing Element, the California Department of Housing and Community Development (HCD) determines the overall housing need and total number or goal for additional units for each region. In a process called the Regional Housing Need Allocation (RHNA), the council of governments (a planning body representing the cities and counties in a given metropolitan area) must allocate this total number of housing units among the cities and unincorporated county areas in its region. The Housing Element is required to be updated every eight years to ensure decent and suitable housing is provided to every Californian.

Regional and Local

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is an association of local governments and agencies that meet and coordinate to address regional issues. The SCAG region encompasses six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and is the largest Metropolitan Planning Organization (MPO) in the nation. It is also made up of 191 cities and covers approximately 38,618 square miles. SCAG's Community, Economic and Human Development Committee (CEHD) studies problems, programs and regional issues regarding community, economic and human development and growth. The Committee has oversight of Growth Visioning and Growth Forecasting processes, as well as the Regional Housing Needs Assessment, the Intergovernmental Review effort and the monitoring and analysis of the Regional Economy.

SCAG generates Local Profiles for the cities within its region. The Local Profiles are updated every two years and provide a variety of demographic, economic, education, housing, and transportation information about each member jurisdiction. SCAG prepared a Local Profile report on the City of La Quinta in May 2019. Data used for the report was primarily gathered from the U.S. Census and California Department of Finance.

2020-2045 Regional Transportation Plan / Sustainable Communities Strategy

The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) (also known as "Connect SoCal") was published in September 2020 and outlines the long-term vision (20+ years) of how the region will address regional transportation and land use challenges and opportunities. The RTP/SCS was prepared through a collaborative continuous and comprehensive process by SCAG to analyze the integration of land use and transportation in the SCAG region to influence sustainable growth. The Plan strives to reach state-mandated reductions in greenhouse gas emissions at the regional level through reduced per-capita vehicles miles traveled (VMT). In order to estimate the future of regional transportation and sustainability, the RTC/SCS outlines a regional vision, policies, and performance measures. According to SCAG's growth forecasts, the City of La Quinta will reach a population of 47,700 people by 2045, which is approximately 1.5 percent of the projected 2045 Riverside County total population. The number of households in the City of La Quinta is projected to increase approximately 21 percent between 2016 and 2045. **Tables 4.13-5, 4.13-6,** and **4.13-7** displays the regional, County and City growth forecasts, respectively.

Table 4.13-5 SCAG Regional Growth Forecast

	2016	2045
Population	18,832,000	22,504,000
Households	6,012,000	7,633,000
Employment	8,389,000	10,049,000

Table 4.13-6 SCAG Riverside County Growth Forecast

	2016	2045
Population	2,364,000	3,252,000
Households	716,000	1,086,000
Employment	743,000	1,103,000

Table 4.13-7 SCAG La Quinta County Growth Forecast

	2016	2045
Population	40,400	47,700
Households	15,400	19,400
Employment	16,700	18,700

Source: SCAG 2020-2045 Growth Forecasts.
Note: All figures are rounded to the nearest 1,000.

Regional Housing Needs Assessment

SCAG is responsible for identifying future housing needs in each jurisdiction, including the City of La Quinta. To meet this mandate, SCAG develops the Regional Housing Needs Assessment (RHNA) to establish future need for housing and the fair share distribution of the projected need across SCAG jurisdictions. A local jurisdiction's "fair share" of regional housing need is the number of additional dwelling units that will need to be constructed over a given period to accommodate the forecast growth, to replace expected demolitions and conversion of dwelling units to non-dwelling uses, and to achieve a vacancy rate that allows for healthy functioning of the housing market. The allocation is divided into four income categories: Very Low, Low, Moderate, and Above Moderate. The allocation is further adjusted to avoid an over-concentration of lower-income households in any one jurisdiction. Cities must also plan for the needs of extremely low-income households, which is assumed to be 50 percent of the allocation for Very Low-income units. **Table 4.13-8, *Regional Housing Needs Assessment, 2022-2029***, shows the RHNA for the City of La Quinta. As presented in this table, the City must be able to accommodate 1,530 dwelling units, representing a 6.2 percent increase in the number of existing households in the City.

Table 4.13.8 Regional Housing Needs Assessment, 2022-2029

Household Income Levels	Income as a Percent of County Median	RHNA Allocation	Percent
Extremely Low	--	210	13.7
Very Low	Less than 50%	210	13.7
Low	51%–80%	269	17.6
Moderate	81%–120%	297	19.4
Above-Moderate	Over 120%	544	35.6
Total 1		**1,530**	**100**

Source: La Quinta General Plan Housing Element, Table II-49.

Coachella Valley Association of Governments

The Coachella Valley Association of Governments (CVAG) is the regional planning agency coordinating government services in the Coachella Valley. CVAG, acting as a subregional organization within SCAG, supports the residents of Central and Eastern Riverside County and is made up of ten cities, Riverside County and two Native American tribes. CVAG is governed by a 65-member General Assembly that includes Riverside County Board of Supervisors, all mayors and council members of the incorporated cities in Eastern Riverside County, and five tribal members. The three departments that make up CVAG include the Administration Department, Energy and Environmental Resources Department, and Transportation Department.

Riverside County General Plan

In compliance with the Housing Element Law, the County of Riverside adopted their updated Housing Element of the County General Plan on October 3, 2017. The Housing Element of the General Plan identifies and establishes the County's policies to meet the needs of existing and future residents of

Riverside County. It establishes policies that will guide County decision-making and sets forth an action plan to implement its housing goals through year 2021. As previously stated, state law requires that jurisdictions evaluate their housing elements every eight years to determine their effectiveness in achieving county and state housing goals and objectives. With the updated Housing Element, amendments to applicable General Plan elements, such as the Land Use Element and Safety Elements, were adopted to ensure internal consistency between the General Plan Elements.

Between 2000 and 2016 Riverside County grew by over 800,000 people, or approximately 52 percent, compared to the State of California, which had a population increase of 16 percent. This is displayed in **Table 4.13-9**.

Table 4.13-9 Regional and Local Population Growth Trends, 2000-2016

Area	2000	2010	2016	Percent Change
California	33,873,086	37,559,440	39,255,883	16%
Riverside County	1,545,387	2,189,641	2,347,828	52%
Cities	1,124,666	1,685,249	1,983,415	76%
Unincorporated	420,721	504,392	364,413	-13%
La Quinta	23,694	37,467	39,977	69%

Source: Riverside County General Plan, Housing Element, Table H-1, Regional Population Growth Trends, 2000-2016; October 2017; Demographic Research Unit, Department of Finance, table from the 2017 Housing Element.

According to the 2017 Housing Element, approximately 30,303 new housing units are needed to accommodate anticipated population growth in the unincorporated areas of Riverside Count during the eight-year period from January 2014 to October 2021.

La Quinta General Plan

The Land Use Element in the City of La Quinta's General Plan (LQGP) provides guidance for buildout of the City by outlining policies and programs that define and shape high quality residential, commercial, industrial, and institutional development in the City. The Land Use Element is connected to the Circulation, Parks and Recreation, Open Space, and Housing Elements of the General Plan.

General Plan Housing Element

The Housing Element in the LQGP establishes the City's policy relative to the maintenance and development of housing to meet the needs of existing and future residents. The LQGP Housing Element was updated and adopted in 2022 to comply with the statutory housing element update for a planning period that extends from 2022-2029. The LQGP Housing Element provides a comprehensive housing plan consisting of goals, policies and programs to address existing and projected housing needs through 2029.

The purpose of the Housing Element is to establish official policy which:

- Identifies existing and projected housing needs, and inventories resources and constraints that are relevant to meeting these needs. The assessment and inventory include: community profile, housing profile, land resource inventory, governmental and nongovernmental constraints analysis, analysis of special needs housing, and identification of assisted units "at risk" of conversion.
- Identifies the community's goals, objectives, and policies relative to the preservation, improvement, and development of housing.
- Sets forth a schedule of actions (programs) the City is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element.

In compliance with the Housing Element Law and the RHNA, the City of La Quinta updated their Housing Element for the 2022-2029 planning period. The policies and programs are designed to identify sites to exceed the RHNA, assist in development of affordable housing, remove governmental constraints to housing, preserve the existing housing stock, provide equal housing opportunities, and promote energy and water conservation in residential uses.

According to the City's current Housing Element, the City of La Quinta's RHNA new housing target is 1,530 units for the 2022-2029 planning period, to include 210 units of housing affordable to extremely low and 210 units for very low-income households, 269 units for affordable for low-income households, 297 units for affordable for moderate income households, and 544 units for above moderate income households, as illustrated in **Table 4.13-8, *Regional Housing Needs Assessment 2022-2029***.

The four major "needs" categories considered in the Housing element include overpaying for housing, overcrowding, special needs, and future housing needs. These needs influence the demand for new housing for the residents of La Quinta and the Coachella Valley. Governmental and nongovernmental factors provide constraints to housing needs in the City. The constraints that impact the cost of housing include the housing market, materials costs, infrastructure, and environmental and governmental factors.

The City of La Quinta's vision of the future for housing focuses on encouraging the provision of suitable housing for all City residents while maintaining and enhancing the City's high quality of life for its residents. Through its housing programs, the City will continue to facilitate the maintenance and improvement of its existing housing stock resources and encourage the production of a variety of new housing to meet residents' needs, while preserving the overall character of the City.

La Quinta General Plan Update Environmental Impact Report

The City of La Quinta General Plan Environmental Impact Report (LQGP EIR) was prepared in July 2012 to analyze the potential impacts associated with the implementation of the City of La Quinta General Plan. Potential impacts and opportunities associated with population and housing from the

implementation of the General Plan is analyzed within the LQGP EIR. At the time the LQGP EIR was written, residential development within City limits and the SOI was 73 percent and 7.5 percent at buildout, respectively. The LQGP EIR estimated that in total, assuming that all existing dwelling units (23,489 within City limits and 801 in the SOI) were occupied, the LQGP Planning Area would provide for a projected current population of 61,454. This figure is not consistent with the actual current population of the City since many dwelling units act as second homes for part-time residents.

Per the LQGP EIR, the overall Planning Area for the La Quinta General Plan has the potential to result in the development of 53,103 residential units, which could support a population of approximately 134,352 people. Therefore, the LQGP EIR concluded that implementation of the LQGP is not expected to substantially induce unplanned growth within City limits.

Additionally, the LQGP would allow for the development of an additional 3,218,039± square feet of commercial space within the City limits. Although estimating the exact number of jobs that would result from commercial development, the Riverside County Center for Demographic Research projects that by 2035, there will be a total of 21,678± jobs within La Quinta City limits, in which over half of the jobs offered in La Quinta could be filled by La Quinta residents.

Overall, the LQGP EIR concluded that although the General Plan has the potential to increase the population and housing development within city limits, it is not expected to result in significant unplanned growth inducing impacts.

4.13.4 Project Impact Analysis

Thresholds of Significance

The following thresholds are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064 of the CEQA Guidelines. Implementation of the Project would have a significant effect on population and housing if it is determined that the Project will:

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?

There is no standard methodology set forth in CEQA to assess the population and housing impacts of a proposed project. However, CEQA Section 15064(e) does offer guidance for the assessment of socio-economic impacts:

> *Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment. Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic and social effects of a physical change may be used to determine that the physical change is a significant effect on the environment. If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.*

Impacts on population and housing were assessed by reviewing existing and anticipated growth in population and housing provided by the DOF, SCAG, and the City of La Quinta Housing Element. The proposed Travertine Specific Plan Amendment's impacts were evaluated by determining their consistency with these estimates and projections, as well as consistency with the General Plan goals and policies set forth in the Housing Element. Note: a number of goals and policies are specific to the City's ability to successfully encourage the development of a variety of housing stock to meet the needs of varying income levels and are not evaluated herein.

Project Impact

a) Induce the substantial unplanned population growth in an area, either directly or indirectly

Direct population growth occurs from the development of new residential units. Indirect population growth could result from the creation of new jobs or the removal of barriers to growth, including the adoption of a Specific Plan such as the Travertine Specific Plan Project. The proposed Project has the potential to induce both direct and indirect population growth by providing up to 1,200 new dwelling units on approximately 378.8 acres, approximately 84.5 acres of tourist commercial uses associated with the proposed resort and golf club, and generating approximately 3,250 people and 250 new part-time and full-time jobs, consistent with the Project-specific VMT Evaluation (**Appendix M.2**).

Population Growth

As stated previously, the City of La Quinta had a total population of 37,860 people in 2022 (Department of Finance). The City of La Quinta's General Plan (LQGP) Environmental Impact Report (EIR) analyzed future growth in Section III, Part L, *Population and Housing*. The LQGP EIR forecasts a

population of 46,297 people by year 2035, while the Southern California Association of Governments (SCAG) forecasts that by 2045 the City of La Quinta will have approximately 47,700 people.

The 1995 Travertine Specific Plan is included in the La Quinta General Plan and General Plan EIR analysis of population growth. Up to 2,300 residential dwelling units were proposed as a part of the 1995 Specific Plan. Using the City's average household size of 2.37 people (DOF 2022), the approved 1995 Specific Plan had the capacity to increase the City population by approximately 5,451, which is approximately 11.8 percent of the LQGP EIR's population forecast of 46,297 by 2035. The City's population forecast anticipated the increased population associated with the development of the currently Approved Travertine Specific Plan. The subject Project, the Travertine Specific Plan Amendment, proposes to reduce the number of residential dwelling units; however, for the analysis of this Project, the LQGP population forecasts of 46,297 in 2035, and the SCAG population forecast of 47,700 by 2045, are utilized to determine the impacts of population generated by the proposed Project.

The Project is proposing the construction of 1,200 dwelling units of varying types. Utilizing the VMT Evaluation's service population figure, the population anticipated from total buildout would equate to 3,250 new residents, for an approximate population of 41,110 in the City by 2035. This is an increase of approximately 8.6 percent, and still below the projected City's 2035 and SCAG's 2045 population forecasts of 46,297 and 47,700 people, respectively[1]. The proposed Project would introduce 2,201 fewer people than the Approved Travertine Specific Plan, which if built out would generate up to 5,451 people, which is approximately 40.4 percent greater population than the proposed Project. The reduced density of the proposed Project (2,300 dwelling units to 1,200 dwelling units) lowers the overall projected population in the City.

The population increase associated with the Project would account for approximately 33 percent of the remaining capacity for population growth anticipated by SCAG in their RTC/SCS.

Although buildout and full occupancy of the Project could potentially result in a 6.8 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.

Housing

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

[1] Based on the VMT Evaluation provided by Urban Crossroads, Inc. (Appendix M.2), the population anticipated from total buildout would equate to 3,250 new residents, for an approximate population of 44,497 people in the City. This is an increase of approximately 7.9 percent, and still below the projected 2035 and 2045 population forecasts of 46,297 and 47,700 people, respectively.

characterized as “occupied”. The Project proposes a maximum of 1,200 dwelling units, which is a 4.87 percent increase in 2019 housing units, and 1,100 dwelling units less than the previously Approved Travertine Specific Plan, which is approved for up to 2,300 dwelling 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, and also could provide for 21,500 dwelling units within the Sphere of Influence (SOI). Therefore, at total buildout and inclusive of buildout of the City’s SOI, the City has the potential to result in a total of 53,103 dwelling units throughout the City’s Planning Area (corporate limits and SOI).

The 1,200 dwelling units proposed for the Project accounts for approximately 3.8 percent of the remaining capacity for dwelling units anticipated by the LQGP EIR. Although the proposed Project would introduce up to 1,200 dwelling units to the City, the proposed Project will result in 1,100 fewer dwelling units compared to the 2,300 units permitted under the Approved Specific Plan. The proposed Project will provide a range of housing types and densities at varying price points that could help meet the anticipated demand for housing within different economic segments of the City of La Quinta. Proposed Project housing would consist of low density residential and medium density residential units, including larger-lot estate homes and high and middle-income single-family homes. It also provides for entry-level single-family homes and attached patio and duplexes units. The goals and policies of the City’s Housing Element support the development of a variety of housing types and residential densities within the City, as proposed by the Travertine Specific Plan Amendment. Therefore, while implementation of the Project would result in a direct increase in population and housing, consistent with projected residential growth for the City. Therefore, the Project would not result in a substantial increase in total housing units in the City. Impacts would be less than significant.

Employment

According to SCAG’s Local Profile of La Quinta, in 2017 the City of La Quinta was estimated to provide 16,848 jobs, an increase of 82.4 percent from 2007. In 2018, 17,180 jobs were identified in the City of La Quinta. According to the SCAG Integrated Growth Forecast, it is projected that the City of La Quinta will provide approximately 21,678 jobs by 2035.

In La Quinta, the major employers include the La Quinta Resort and Club, Desert Sands Unified School District, Walmart Super Center, Home Depot, PGA West, Costco, Imperial Irrigation District, and Target. Healthcare, educational, informational, and social assistance employ 3,373 people, the most of any sector in the City. The arts, recreation, hospitality and food service industries employ the second most people, employing 2,947 people.

Using an estimated 2018 total of 15,702 occupied housing units and approximately 17,180 employees within City limits, the City economy generates a jobs to household ratio of approximately 1.09. A ratio in the range of 0.75 to 1.5 is considered beneficial in providing local employment and reducing job-

related vehicle miles traveled (VMTs). An imbalance in jobs and housing creates more employment travel, longer commute times, more single driver commutes, constrained job opportunities for workers without vehicles, traffic congestion, and poor air quality.

As stated in the LQGP EIR, the City economy is projected to provide 21,678 jobs and 22,912 dwelling units by 2035. Therefore, the City's projected jobs/housing ratio would be approximately 0.95 by 2035 upon full development or community buildout.

The Project would result in direct employment-based population growth from the proposed mix of employment-generating land uses, including planned resort recreational uses. Project buildout has the potential to create approximately 250 part-time and full-time jobs. These include hospitality commercial, retail sales, resort and related service jobs. Many of these new jobs may be filled by workers already residing within the City or the Coachella Valley region or even within the proposed development. Employment growth resulting from Project implementation would result in a less than significant impacts because this increase is consistent with projected employment growth for the City.

Indirect Impacts

The Project proposes the extension of Jefferson Street to the north and Avenue 62 to the east. The extension of these roads would be limited to providing access to the Project property and would not serve adjoining lands upon which future development would be induced. The Project property is secluded and is isolated between flood control and groundwater management facilities and public lands.

The Project will require the development of an off-site 2.5-acre electric power substation and up to five off-site domestic water wells to support Project utility demand. The location of these off-site utilities will occur east of the Project property, in an area that is planned for and has been undergoing development over the past few decades. Accordingly, the Project is not anticipated to indirectly induce growth.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere

The Project property comprises undeveloped land at the southern edge of the City of La Quinta. The City of La Quinta has previously approved the development of the site for residential and mixed uses. 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, and the population will increase based on new development.

4.13.5 Cumulative Impacts

Buildout of the La Quinta General Plan, including the proposed Travertine Specific Plan Project, would result in potential induced direct and indirect growth within the City and surrounding areas at levels that are less than currently provided for in either City or SCAG forecasts. The Project's growth is accounted for in the La Quinta General Plan and the SCAG regional plans. The LQGP and SCAG plans account for the previous Travertine Specific Plan, which proposed 2,300 residential dwelling units, as well as commercial uses, which would result in employment opportunities in the area.

The proposed Project would result in reduced direct and indirect impacts to population and housing since the proposed Travertine Specific Plan Amendment Project would develop a reduced number of residential dwelling units. The City General Plan and the proposed Project provide sufficient housing to accommodate planned growth within the City, while reducing potential exceedances of City and SCAG growth targets. Therefore, the Project will not result in cumulatively considerable population and housing impacts.

4.13.6 Mitigation Measures

No mitigation measures are required.

4.13.7 Level of Significance after Mitigation

No significant impacts have been identified and no mitigation measures are necessary.

4.13.8 References

1. American Community Survey (ACS) 2018 ACS 5-Year Estimates Data Profiles, available at https://www.census.gov/programs-surveys/acs

2. California Department of Finance (DOF), E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark, located at http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/

3. California Department of Finance (DOF), E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990-2000, August 2007, located at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-8/

4. California Legislative Information, Government Code, Title 7 Planning and Land Use, Division 1, Planning and Zoning, January 2018, available at https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65580

5. Southern California Association of Governments (SCAG), Profile of the City of La Quinta – Local Profiles Report 2019, May 2019, available at https://scag.ca.gov/sites/main/files/file-attachments/laquinta_localprofile.pdf?1606013533

6. Southern California Association of Governments (SCAG) Strategic Plan, October 2018, available at http://www.scag.ca.gov/Documents/StrategicPlanBookletlores.pdf

7. SCAG 2020-2045 Regional Transportation Plan/Sustainable Community Strategy, September 2020, available at https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

8. United States Census Bureau, 2014-2018 American Community Survey 5-year Estimates, Employment Status, available at https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk

9. US EPA, EnviroAtlas, Employment to Housing Ratio, November 2014, available at https://enviroatlas.epa.gov/enviroatlas/DataFactSheets/pdf/Supplemental/EmploymentHousingRatio.pdf).

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4.14 Public Services

4.14.1 Introduction

This section addresses the potential impacts to fire protection, emergency medical services, and police protection, schools, parks, and other public service facilities that may result from construction or operation of the proposed Project ("Project"). The following discussion describes existing police and fire protection services, the public school system, public parks, and other service facilities. It also assesses the constraints and opportunities to providing these services to the subject and surrounding properties, identifies and analyzes potential Project impacts on the provision of these services, and recommends measures to reduce or avoid adverse impacts that may be associated with Project development and operation. This section is based on the information contained in the *Travertine Specific Plan Amendment*, coordination with multiple City departments, including planning, policy and fire, the *La Quinta General Plan*. Sources used in the preparation of this section are identified in **Chapter 8.0, *References,*** at the end of this Draft EIR. Please consult **Chapter 9.0** for a glossary of acronyms used in this Draft EIR.

4.14.2 Existing Conditions

The Project property is comprised of undeveloped land within the City of La Quinta. Under the City of La Quinta General Plan, the property was approved for development of a mixed-use residential community known as the Travertine Specific Plan. Please refer to **Chapter 3.0** (***Project Description***), for further discussion of the on-site development that was previously approved by the City.

Fire Protection Services

The Project property is served by the Riverside County Fire Department (RCFD) under contract with CalFire. The RCFD provides 24-hour fire protection and emergency medical services to the City. Within the City, there are three City-owned fire stations which include Fire Station 32, Station 70, and Station 93. Each station is staffed with full-time paid and volunteer firefighters. Fire Station 32 is equipped with a primary and reserve fire engine, volunteer squad and rescue vehicles. Fire Station 70, the closest station to the Project property, is equipped with a primary engine, a brush fire engine, and a volunteer squad. Fire Station 93 is equipped with a primary engine and a reserve engine. **Table 4.14-1** lists the three fire stations, their locations, and their distance from the Project's proposed entrance on Avenue 62.

Table 4.14-1 La Quinta Fire Station Locations

Fire Station	Location	Distance from Avenue 62
Fire Station 32	78111 Avenue 52	6.0 miles northwest
Fire Station 70	54001 Madison Street	4.0 miles north
Fire Station 93	44555 Adams Street	9.0 miles northwest

Emergency medical paramedic services are currently provided to the City by American Medical Response (AMR), a private paramedic ambulance company. AMR operates a fleet of ambulances serving the City and region. AMR is connected to the County's dispatch system and responds in conjunction with Fire Department personnel.

The City has a cooperative agreement with the County of Riverside, which ensures the City is provided with an array of services from fire protection to hazardous materials disposition and medical emergencies. County-wide, RCFD partners with 21 cities for contract services, which include most of the Coachella Valley. RCFD operates under a Regional Fire Protection Program, which allows all their fire stations to provide support as needed regardless of jurisdictional boundaries. Per the La Quinta 2035 General Plan Environmental Impact Report (EIR), the average RCFD response times are between 5 and 7 minutes. The Travertine Fire Master Plan documents that with the Project Design Features identified in the Fire Master Plan, an additional expansion of current facilities and staff beyond those contemplated in the City's adopted Capital Improvement Program will not be needed to serve the proposed Project and the Project can satisfy performance objectives for fire service.

As stated above, the station nearest to the Project site is Fire Station No. 70, located at 54-001 Madison Street. This station is equipped with a primary engine, a brush fire engine, and a volunteer squad vehicle. Current minimum staffing for all fire stations includes 3 firefighters per front-roll fire engine. Volunteer Reserve firefighters are used to supplement paid staff.

New development, including but not limited to the proposed Project, is currently anticipated in the southeastern portion of the City. In order to provide an acceptable future level of service for the southeastern portion of the City, the City has identified a site for a future fire station at the northeast corner of Monroe Street and Avenue 60. The future fire station will serve the southern portion of the City, including the Project property and surrounding area. The Project will fund its share of the fire station costs through the fire facilities portion of the City's Development Impact Fees program.

Police Protection

The City has contracted for police services from the Riverside County Sheriff's Department since its incorporation in 1982. The Sheriff's Department provides 24-hour police protection and operates in the City as the La Quinta Police Department, using dedicated facilities, equipment, and personnel. The City of La Quinta operates one police office within the City limits located at the Civic Center Community Policing Office, at 78495 Calle Tampico. In addition, the Thermal Sheriff's Station located 86625 Airport

Boulevard in Thermal, is the Sheriff's Department's central facility for this portion of the Coachella Valley. The police stations, their locations, and distances from the Project property are set forth in **Table 4.14-2**, below.

Table 4.14-2 La Quinta Police Station Locations

Station	Location	Distance from Avenue 62
Civic Center Community Policing Office	78495 Calle Tampico, La Quinta	6.10 miles northwest
Thermal Sheriff's Station (Riverside County Sheriff's Department)	86625 Airport Boulevard, Thermal	6.15 miles northeast

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 41,247 residents and patrols over 33 square miles. The City also employs volunteers that assist the Sheriff's Department, through the "Citizens on Patrol" (COP) program. Volunteers are trained by the Riverside County Sheriff's Department and support department deputies.

Officers assigned to the City perform investigations, traffic controls, and general patrol duties. The Special Enforcement Team supplements the patrol division and provides investigative and preventive support in the community. The Police Department also operates community programs in the City, including a School Resource Officer program at all local schools; a Junior Cadet program; a Crime Stoppers program; the aforementioned volunteer Citizens on Patrol Program; and Community Service Officers assigned to each division and acting as Community Program Coordinator responsible for Neighborhood Watch programs and community liaison. The City also relies on mutual aid agreements with neighboring jurisdictions for additional police support, when necessary. The generally accepted standard for sworn police officers is one for every 1,000 residents. The City Police Department has indicated that current facilities and staffing are sufficient to adequately serve the new Travertine community. The average emergency response time in the City is 5 minutes 39 seconds, depending on deputy location during shift, which is an acceptable response time.[1]

Schools

The City is served by two public school districts, Desert Sands Unified School District (DSUSD) and Coachella Valley Unified School District (CVUSD), both of which provide Kindergarten through Grade 12 education. Both Districts are funded through a number of sources, including a portion of local property taxes, bond issues, State funds and developer fees. Developer fees were established by Assembly Bill 2926 (AB 2926), effective 1986, which authorizes Districts to charge developers an impact fee that is

[1] From email correspondence with the La Quinta Police Department's Lieutenant Andres Martinez, on October 27, 2022.

used for the construction of new facilities. The fee changes periodically and is calculated on a per unit or per square foot basis, depending on the type of development.

DSUSD serves families located west of Jefferson Street and north of Avenue 48. A small portion of the Project property is located within DSUSD. CVUSD serves families located east of Jefferson Street and south of Avenue 48, including the Project property. CVUSD has four schools (none of which are located within the City limits) that serve students in the City. Westside Elementary School is the closest school to the Project property, located approximately 3.15 miles to the northeast. **Table 4.14-3** lists the four CVUSD schools that serve students in La Quinta, their locations and distance from the proposed Project.

Table 4.14-3 CVUSD Schools Serving La Quinta

School	Location	Distance from Project
Westside Elementary	82225 Airport Boulevard, Thermal	3.15 miles northeast
Cahuilla Desert Academy	82489 Avenue 52, Coachella	4.60 miles northeast
Mountain Vista Elementary	49750 Hjorth Street, Indio	5.20 miles northeast
Coachella Valley High School	83800 Airport Boulevard, Thermal	4.15 miles northeast

As of the 2019/2020 school year, CVUSD had 17,495 students enrolled. CVUSD, in their 2020 Fee Justification Report, conducted a capacity analysis that determined their capacity and enrollment to identify existing capacity to serve future students. The analysis determined CVUSD has excess capacity at its elementary and high school levels to accommodate students from new development. Middle schools were over-capacity by 90 students for the 2019/2020 school year (See **Table 4.14-4)**.

Table 4.14-4 Existing CVUSD School Capacity (2019/2020)

School Level	2019/20 Capacity	2019/20 Enrollment	Existing Capacity Surplus/(Deficit)
Elementary School (Grades K-6)	12,216	9,604	2,612
Middle School (Grades 7-8)	2,828	2,918	(90)
High School (Grades 9-12)	5,960	4,973	987
Total	**21,004**	**17,495**	**3,509**

Source: CVUSD Fee Justification Study for New Residential and Commercial/Industrial Development, May 2020.

Current CVUSD developer fees are $4.08/sq.ft. for residential and $0.66/sq.ft. for commercial for new development. Monies collected are used for construction and reconstruction of school facilities. Approximately 34,645 new dwelling units are anticipated to be constructed within the jurisdictional boundaries of CVUSD by the year 2040. Of these new dwelling units, approximately 21.46 percent have mitigated the impact of their development through a mitigation agreement.

Since a small portion of the Project property is located within DSUSD's boundary, the Project will also be required to pay the current DSUSD developer fees. Currently, these fees are $4.79/sq.ft. for residential and $0.78/sq.ft. for commercial. As previously stated, monies collected are used for construction and reconstruction of school facilities.

The DSUSD Study determined that the District had excess capacity at its elementary and middle school levels to accommodate students from new development. However, high schools were over-capacity by 69 students for the 2021/2022 school year. This is indicated in the table below. See **Table 4.14-5** for DSUSD school capacity in 2021/2022.

Table 4.14-5 Existing DSUSD School Capacity (2021/2022)

School Level	Fall 2021 Capacity	Fall 2021 Enrollment	Existing Capacity Surplus/(Deficit)
Elementary School (Grades K-5)	12,869	11,347	1,522
Middle School (Grades 6-8)	6,666	6,059	607
High School (Grades 9-12)	9,255	9,324	(69)
Total	**28,790**	**26,730**	**2,060**

Source: DSUSD Fee Justification Study for New Residential and Commercial/Industrial Development, February 2022.

Parks

The City of La Quinta offers a variety of passive and active recreational opportunities for residents and visitors to the region. There are approximately 5,259 acres of open space areas set aside for recreational facilities 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 other passive recreation opportunities. The City of La Quinta currently has 15 public parks within the City boundaries. **Table 4.14-6, *Parks within the City of La Quinta***, lists the various parks within the City, their locations, acreages, and amenities. Also see **Section 4-15** (***Recreation***) of this DEIR.

The La Quinta General Plan requires the provision of 5 acres of parkland per every 1000 residents. Based on this standard, a population of 79,956 at buildout would require a total of 395 acres of parkland. The City currently has approximately 806.44 acres of public parks within its boundaries.

La Quinta Municipal Code Section 13.48 establishes criteria for dedicating land, or payment of in lieu fees for construction of new parks or recreational facilities or rehabilitation of existing facilities. The ordinance states that residential subdivisions, containing less than five parcels, and nonresidential subdivisions, are exempt from dedication or park fees. All other residential developments are required to pay a park development fee, dedicate land, or both. Section 13.48.050 states that parkland dedication requirements shall equal three acres of parkland per one thousand people in a new subdivision. The number of people in a new subdivision is determined by multiplying the number of dwelling units in the subdivision by the average household size. Per Section 13.48.050, the average household size is based on the latest U.S. Census information. Based on the U.S. Census information, the average household size in the City is 2.55 people.

Table 4.14-6 Parks within the City of La Quinta

Facility	Location	Acres	Amenities
Lake Cahuilla Regional Park	58075 Jefferson St., 0.90 miles west of the project	710	Camping, 135-acre lake, fishing, hiking, and horseback riding
Cove Oasis	Top of the Cove, 3.40 miles northwest of the project	1	Picnic tables and walking paths connected to hiking trails
Velasco Park	Calle Temecula, 3.30 miles northwest of project	0.23	Neighborhood park with playground, grass area, benches
Event Park at SilverRock	Southeast corner of Avenue 52 and SilverRock Way, 3.30 miles northwest of project	14.0	SilverRock Resort passive park venue to include parking lot, walking paths, turf areas, sloped event lawn, water features, and recreation building
Eisenhower Park	53400 Eisenhower Dr., 3.50 miles northwest of project	0.46	Neighborhood park with playground, grass area, benches
Fritz Burns Park	78107 Avenue 52, 4.0 miles northwest of the project	6.0	Playground, dog park, skate park, swimming pool, tennis courts, water features, picnic tables
La Quinta Community Park	77865 Avenida Montezuma, 4.40 miles northwest of the project	4.71	Community fitness center, baseball field, basketball court, playground, benches, picnic tables
Civic Center Campus	78495 Calle Tampico, 4.20 miles north of the project	17.5	Picnic tables, public art, restrooms, walking paths, and water features
Sports Complex	78900 Park Avenue, 4.50 miles northwest of the project	16.4	Ball fields, picnic tables, restrooms
Season's Park	78301 Calle Las Ramblas, 4.45 miles northwest of the project	5.0	Playground, grass areas, dog park
Saguaro Park	Saguaro Road, 4.70 miles northwest of the project	0.24	Playground, benches, grass areas, tables
La Quinta Park	78468 Westward Ho Dr., 6.25 miles northwest of the project	18.08	Playground, skate park, BBQs, water features, picnic tables
Desert Pride Park	Birchcrest Circle, 6.60 miles northwest of the project	1.06	Playground, grass area
Pioneer Park	78695 Miles Ave., 6.75 miles northwest of project	3.22	Playground, grass areas, dog park, picnic tables, benches
Monticello Park	Fred Waring Dr., 7.0 miles north of the project	3.92	Playground, grass area, benches
Adams Park	78930 La Palma Dr., 7.0 miles north of the project	4.62	Playground, grass field, picnic tables, benches

Source: La Quinta City website, "Parks" page, 2022.

In addition to the 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. **Table 4.14-7** lists the hiking trails within the City.

Table 4.14-7 Hiking Trails within the City of La Quinta

Facility	Location	Miles
Boo Hoff Trail	0.25 miles west of the Project	8.92
Cove to Lake Trail	1.30 miles northwest of Project	2.41
Bear Creek	3.64 miles northwest of Project	4.0

Source: La Quinta City website, Hiking page. Trail locations and length taken from City website.

Other Public Facilities

The City owns and/or operates a number of facilities which provide public services to the community. This includes City Hall, the La Quinta Library, the La Quinta Museum, as well as various recreational facilities. **Table 4.14-8** lists the City's public facilities and their distance from the Project property.

Table 4.14-8 Public Facilities within the City of La Quinta

Facility	Location	Distance from Project
City Hall	78495 Calle Tampico	4.70 miles northwest
La Quinta Library	78275 Calle Tampico	4.75 miles northwest
La Quinta Museum	77885 Avenida Montezuma	4.75 miles northwest

City Hall

La Quinta City Hall is located at 78495 Calle Tampico, and provides a full range of municipal services, including Code Compliance, Building and Safety, Planning, Recreation, Public Works, and Economic Development.

La Quinta Library

The La Quinta Library is located at 78275 Calle Tampico. The City owns the library facility, which is operated by Riverside County. The Library contains 89,060 volumes within a 20,000 square foot space. Although the City has not established a standard for library facilities, the County Library system aims for an un-adopted standard of two volumes per capita. Based on this standard, existing library facilities are sufficient to serve the current population.

La Quinta Museum

The La Quinta Museum showcases La Quinta's history and cultural arts through displays on two floors. The La Quinta Museum is a Cultural Museum with two exhibit galleries. Gallery 1 features local history exhibits while Gallery 2 features new revolving exhibits that change every 3 to 4 months.

4.14.3 Regulatory Setting

State

California Building Code

The California Building Code establishes the minimum requirements to safeguard the public health, safety and general welfare through structural strength, means of egress facilities, stability, access to persons with disabilities, sanitation, adequate lighting and ventilation and energy conservation; safety to life and property from fire and other hazards attributed to the built environment; and to provide safety to fire fighters and emergency responders during emergency operations.

California Fire Code

State fire regulations are set forth in Sections 13000 *et seq*. of the California Health and Safety Code, which include regulations concerning building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices and standards and fire suppression training.

California Government Code Section 66477

California Government Code Section 66477, more commonly referred to as the Quimby Act, was passed in 1975. The Quimby Act authorized counties and cities to pass ordinances requiring developers to set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated by the Quimby Act cannot be used for the operation and maintenance of park facilities. The Quimby Act was originally designed to ensure "adequate" open space acreage in jurisdictions adopting Quimby Act standards (i.e., 3 to 5 acres per 1,000 residents). According to the California Department of Parks and Recreation's overview of the Quimby Act, the Quimby Act was substantially amended in 1982 to further define acceptable uses of or restrictions on Quimby funds, provide acreage/population standards and formulas for determining the exaction, and indicate that the exactions must be closely tied (i.e., have a nexus) to a Project's impact as identified through traffic studies required by the California Environmental Quality Act.

Senate Bill 50: Leroy Greene School Facilities Act

Senate Bill 50 (SB 50 or the "Leroy Greene School Facilities Act") was enacted in 1998. Section 65995 of the California Government Code establishes the statutory criteria for assessing school construction fees. The legislation recognizes the need for fees to be adjusted periodically to keep pace with inflation; therefore, the State of California Department of General Services State Allocation Board increases the maximum fees according to the adjustment for inflation in the statewide cost index for Class B construction. The payment of school mitigation impact fees authorized by SB 50 is deemed to provide full and complete mitigation of project impacts on school facilities pursuant to Section 65995 of the

California Government Code. SB 50 provides that a State or local agency may not deny or refuse to approve the planning, use, or development of real property on the basis of a developer's refusal to provide mitigation in amounts in excess of that established by SB 50.

Local

La Quinta General Plan

The La Quinta General Plan (LQGP) was adopted by the City of La Quinta pursuant to the State Planning and Zoning Law, California Government Code 65000 et seq. The LQGP's Parks, Recreation and Trails, Emergency Services, and Public Facilities Elements discuss public services provided by the City of La Quinta. The Parks, Recreation and Trails Element provides descriptions of existing parks and recreational facilities, identifies the current and projected demand for parks as the City grows, and establishes goals, policies and programs which allow the City to continue to provide a full range of recreational amenities and services to its residents and businesses. The Emergency Services Element addresses multiple components of the City's safety services, including police and fire service, emergency medical response, and emergency preparedness. The Emergency Services Element establishes goals, policies, and programs to aid the City in meeting its responsibilities in an emergency. The Public Facilities Element provides description of these facilities, and establishes goals, policies and programs which will allow the City to continue to provide a full range of municipal services to the residents and businesses in the City.

La Quinta Municipal Code

Title 8 of the La Quinta Municipal Code (LQMC) is implemented for all building and construction occurring in the City. Title 8 is based on the 2019 California Building Code (CBC), which sets minimum design and standards for construction of buildings and structures that must also meet minimum fire requirements.

La Quinta Fire Code (Chapter 8.08) adopts the 2019 CBC California Fire Code with City amendments and establishes the minimum requirements consistent with nationally recognized good practice for providing a reasonable level of life safety and property protection from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety to firefighters and emergency responders during emergency operations within the City.

Chapter 3.17 (Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund) of the Municipal Code establishes development fees prior to issuance of a building permit in connection with development of any new residential unit or of any nonresidential construction or addition. This fund provides sites, facilities, and equipment required by the demand for services from new developments in the City.

Chapter 13.48 (Park Dedications [Quimby Act]) of the Municipal Code establishes criteria for the dedication of land or payment of in-lieu fees for the development of new, or rehabilitation or enhancement of existing community parks or recreational facilities in accordance with Government Code

Chapter 66477. These provisions apply to all residential subdivisions of land, except subdivisions containing less than five parcels and nonresidential subdivisions.

4.14.4 Project Impact Analysis

Thresholds of Significance

The thresholds derived from Appendix G of the CEQA Guidelines are used to determine the level of potential effect. The proposed Project would have a potentially significant effect on public services if it is determined that the Project

a. Would 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 other public services:

   Fire protection?

   Police protection?

   Schools?

   Parks?

   Other Public facilities?

Methodology

This analysis considers whether the proposed Project would require the construction of new governmental or recreational facilities or alterations to such facilities to maintain acceptable performance standards for public services. This analysis was conducted by consultation with various officials with the Sheriff's Department, Fire Department, and School Districts to confirm capacity and staffing.[2] The analyses was also informed by the approved Travertine Fire Master Plan.

The Travertine Fire Master Plan were prepared for the Project to aid in determining whether additional facilities or facility modifications beyond those contemplated in the City's adopted Capital Improvement Program would be needed in order to maintain public service objectives with the development and operation of the Project. The Travertine Fire Master Plan evaluates the development of up to 600 residential units, while EIR evaluates full buildout of the Project (i.e., 1,200 residential units). Both the Fire Master Plan and the analysis in this EIR rely on current City fire and emergency service systems, their

[2] La Quinta Police Department: Lieutenant Andres Martinez, on October 27, 2022, via email; Fire Department: email correspondence with Kohl Hetrick on September 28, 2022; CVUSD Facilities Department: Leticia C. Torres, on November 16, 2022, via email.

capabilities, and limitations in relation to the development of the Project, and identified fire suppression methods, Project evacuation time, and an area of refuge in an event of an emergency.

As previously stated, a majority of the Project property is located within the boundaries of the Coachella Valley Unified School District (CVUSD), and a small portion (approximately 6 lots) is located within the Desert Sands Unified School District (DSUSD) boundary. The impact analyses was also informed by the Fee Justification Studies prepared by CVUSD and DSUSD. According to the CVUSD Fee Justification Study, in the 2019/2020 school year CVUSD had 17,495 students enrolled. As discussed above, the analysis determined CVUSD has excess capacity at its elementary and high school levels to accommodate students from new development. Middle schools were over-capacity by 90 students for the 2019/2020 school year (see **Table 4.14-4,** above). However, the District does not have plans to build a new middle school. According to DSUSD's 2022 Fee Justification Study, DSUSD had 26,730 students enrolled in the 2021/2022 school year (see **Table 4.14-5,** above). Within DSUSD, high schools were over-capacity by 69 students for the 2021/2022 school year. However, DSUSD does not have plans to develop a new high school.

Student generation rates provided by CVUSD and DSUSD were utilized to analyze the number of students generated by a project. The generation rates represent the number of students, or portion, expected to attend district schools from each new dwelling unit. According to DSUSD, the generation rate for elementary schools is 0.1486; middle schools is 0.0793; and high schools is 0.1221. For CVUSD the generation rate for elementary schools is 0.3974; middle schools is 0.1207; and high schools is 0.2058. The Project proposes 1,200 residential units. Based on the generation rates for the school districts, the Project will generate 864 students in CVUSD and 3 students in DSUSD. This is indicated in the tables below.

Table 4.14-9 CVUSD District Wide Student Generation Rate

School Type	Dwelling Units	Generation Rate*	Students Generated**
Elementary School	1,194	0.3974	474
Middle School	1,194	0.1207	144
High School	1,194	0.2058	246
Total New Students			**864**

*Source: 2020 CVUSD Fee Justification Study for New Residential and Commercial/Industrial Development, May 5, 2020.
**Students generated rounded.

Table 4.14-10 DSUSD District Wide Student Generation Rate

School Type	Dwelling Units**	Generation Rate*	Students Generated***
Elementary School	6	0.1486	1
Middle School	6	0.0793	1
High School	6	0.1221	1
Total New Students			**3**

*Source: 2022 DSUSD Fee Justification Study for New Residential and Commercial/Industrial Development, May 2022.
**Dwelling units based on residential lots within DSUSD's boundary. For residential lots located in both school district boundaries, the district was determined based on whether the residential lot was located in the majority of the boundary.
***Students generated rounded.

Project Design Features

The proposed Project will be required to comply with existing regulations and standards (identified in the discussions below) to ensure that the Project's potential impacts associated with public facilities and services related to fire and police emergency and non-emergency services, as well as impacts to schools, are not significant. The Project and residential areas shall be gated, with the intention of increasing community security and minimizing potential crimes, and consistent with standard operations of resort communities, the proposed resort will incorporate private security services to maximize security of the overall Project. Additionally, lighting features throughout the Project will enhance security and maximize visibility within the Project streets, intersections and other crosswalks.

All water mains and fire hydrants providing the required fire flows will be constructed in accordance with the City Fire Code Appendix B and Appendix C in effect at the time of development.

Project Impacts

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 other public services:

Fire Protection

Development and operation of the proposed Project may cause an incremental increase in demand for emergency services. The closest fire station to the Project property is Station 70, located 4.0 miles north of the property, at 54001 Madison Street. Due to the distance to the nearest fire station and remoteness of the Project property, RCFD indicated that the proposed Project may not be adequately served by fire protection services within the 5-7-minute response time, resulting in potentially significant impact to fire

service performance objectives until the proposed Project circulation network is completed. Therefore, a Project-specific Fire Master Plan (FMP) was developed to analyze emergency access to the Project property and determine and implement strategies at the Project property to improve RCFD and CAL Fire operations and service delivery before Jefferson Street improvements are completed (**Mitigation Measure PS-1**). The FMP ensures adequate access to the interior of the Project property by providing Fire Department approved emergency access points, roadway design standards for fire protection vehicles, minimum water quantity and pressure necessary for firefighting, building construction standards, emergency power facilities for the proposed booster stations and an area of refuge. The Plan further states that conformance to the full circulation plan is required for any additional development beyond Phase 1 of the Project. The later phases of development would include the improvement of Jefferson Street, which would provide an additional access to the Project property. See **Mitigation Measure PS-1**.

Enhanced fire safety mitigation measures (**PS-2**) are below to ensure maintenance of fire service performance objectives. With **Mitigation Measures PS-1** and **PS-2** additional facilities beyond those already identified in the City's approved Capital Improvement Program will not be necessary to ensure attainment of fire service performance objectives.

Enhanced Fire Service Measures (**Mitigation Measure PS-2**) will address building construction standards, emergency power facilities for the proposed booster stations, an area of refuge, optic-con sensors located to open gates ahead of fire engine arrival, implementation of a community emergency response team (CEMA) programs; and HOA/community training for CPR and AED and risk reduction programs.

As discussed above, in order to provide an acceptable level of service to the southern portion of La Quinta, which is experiencing development and increased service demands, the County Fire Department has preliminary plans for a future fire station to serve this portion of the City. A potential fire station site has been identified at the northeast corner of Monroe Street and Avenue 60. The response time from this potential location to the Project property is approximately 6 minutes. The Travertine Project will be required to provide the fair share portion of development fees for fire station funding. The new fire station will be necessary to meet planned and anticipated development whether or not the Project is approved. An assessment of the environmental impacts of the new station would be speculative at this time. The lead agency for the fire station project will be required to comply with CEQA prior to approving the new fire station. With implementation of **Mitigation Measures PS-1** and **PS-2**, Project impacts to fire service will be less than significant. The Project would be required to implement all applicable fire safety requirements, to include installation of fire hydrants, and sprinkler systems. Moreover, the Project would be required to pay Development Impact Fees (DIF) in place at the time of construction. The current per unit DIF for detached single-family residential is $9,380. Payment of these fees goes towards the funding of public facilities including but not limited to fire stations, park and recreation facilities, major thoroughfares and bridges and traffic signalization, public safety facilities and other public buildings.

<u>Off-Site Utility Field</u>

In addition to the 855-acre development property, the Project proposes an off-site utility field, which will include the development of five domestic water wells and a 2.5-acre electric power substation. The exact locations of these offsite improvements have not been determined; however, they are proposed east of the Project property, generally between Avenue 58 on the north, Avenue 62 on the south, Calhoun Street on the east, and Almonte Drive and Monroe Street on the west. Currently, the offsite locations consist of vacant, undeveloped land and agricultural land. The general area that includes the potential offsite properties is characterized by low density residential, private golf course communities, agricultural activities and individual ranch properties.

The Project applicant will be required to purchase the offsite properties, once locations acceptable to CVWD and IID have been determined.

Construction of on-site and off-site improvements may briefly impact emergency response times. After consultation with RCFD, the department may require implementation of Construction Traffic Control Plans during construction of the improvements. Construction Traffic Control Plans, if required during construction, would reduce impacts to fire protection and emergency medical services and response times. Project-level environmental review of the wells and substation will be conducted by CVWD and IID, respectively, in their roles as responsible agencies, and once site-specific locations of the infrastructure is available. It is anticipated that IID and CVWD will each require a Traffic Control Plan indicating that prior to site modification, the applicant shall prepare and submit for review and approval detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans as necessary for any off-site work that would encroach on public right-of-way.

Police Protection

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 available resources to provide these safety needs. Email correspondence on October 27, 2022 with the La Quinta Police Department's Lieutenant Andres Martinez, confirmed that the City of La Quinta currently has 49 sworn officers and 6 community service officers. The Riverside County Sheriff's Department currently has a staffing ratio of 1.23 officers per 1,000 residents, which exceeds the generally acceptable ratio of 1 officer per 1,000 residents. Based on the most recent population numbers provided by the Department of Finance (DOF), City's current population in 2022 is 37,860, thus resulting in the current ratio of 1.35 officers per 1,000 residents. Project build-out could add approximately 3,250 new residents to the City, based on the VMT Evaluation provided by Urban Crossroads, Inc. (**Appendix L.2**). At current staffing levels, the Project's added population would result in a city-wide ratio of 1.19 officers per resident, which exceeds the 1 per 1,000 generally acceptable ratio. Based on discussion with the City Police Department there are adequate facilities and staffing sufficient to serve the Project.

The development would occur within an area with existing residential uses, which is already being served and patrolled by the La Quinta Police Department. 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.

Emergency Services Policy ES-1.5 states that the City shall continue to work with the Riverside County Sheriff's Department to accurately forecast future needs and provide adequate and timely expansion of services and facilities. The LQGP EIR directs the City to monitor City population and Police Department staffing levels to ensure the provision of police protection services at sufficient levels. On an annual basis, the City shall evaluate response times and police activity to assure adequate protection.

The Project would also be required to comply with Development Impact Fees in place at the time of construction. The current DIF fee for detached single-family residential is $9,380, which the City documented is adequate to mitigate any significant impacts to public facilities from new development. Payment of these fees goes towards the funding of public facilities including but not limited to fire stations, equipment, park and recreation facilities, major thoroughfares and bridges and traffic signalization. In addition, the Project property will generate transient occupancy and sales tax revenue that the City can use to fund additional officers and other personnel to increase staffing levels for the police services provided to the Project property and Citywide. The impact to police services will be less than significant.

Off-Site Utility Field

The Project proposes off-site utility field improvements including the development of five domestic water wells and a 2.5-acre substation. The exact locations of the off-site utility field improvements have not been determined; however, they are proposed east of the Project property, generally between Avenue 58 on the north, Avenue 62 on the south, Calhoun Street on the east, and Almonte Drive and Monroe Street on the west. The Project applicant will acquire the off-site utility field sites once the locations have been determined available and acceptable to CVWD and IID.

Once the offsite location is determined, project-specific CEQA analysis will be conducted by or at the direction of CVWD and IID. Construction of the off-site utility field improvements may briefly impact area accessibility but will be short-term. These utility projects may require implementation of a Construction Traffic Control Plan during construction of the offsite improvements and thereby reduce impacts to police protection services, fire and emergency medical response times. Utility-related construction impacts will cease once construction is completed. Operation of the off-site well sites and substation would not result in any impacts to police services, as it is an automated activity that is part of CVWD's and IID's operations, respectively.

Schools

As previously discussed, the Project will result in a mixed-use development with up to 1,200 single family detached units. A majority of the Project property is located within CVUSD's boundaries; however, a

small portion (approximately 6 residential lots) is located within DSUSD's boundary. The residential portion of the Project property has the potential to generate 867 new students based on CVUSD's and DSUSD's Student Generation Rates, as indicated in **Table 4.14-11**, below.

Table 4.14-11 CVUSD and DSUSD Generation Rates

	CVUSD		DSUSD	
	Generation Rate	**Students Generated***	**Generation Rate**	**Students Generated***
Elementary School	0.3974	474	0.1486	1
Middle School	0.1207	144	0.0793	1
High School	0.2058	246	0.1221	1
Total	**--**	**864**	**--**	**3**

Source: CVUSD Fee Justification Study, 2020; DSUSD Fee Justification Study 2022
*Students Generated rounded to the nearest tenth.

Prior to the issuance of building permits the proposed Project will be required to pay school impact fees for all development within the Project property. Schools will also receive funding from residents from State property taxes, income taxes, as well as local sales taxes. Because additional school facilities are not anticipated as a result of the project, impacts to school services are considered to be less than significant.

Off-Site Utility Field

The Project proposes the development of an off-site utility field, which will include five well sites and a 2.5-acre substation within a 2-mile radius of the Project property. Neither the installation of the off-site improvements nor their operations will have any impact on school facilities, as the proposed facilities will be operated by CVWD and IID. Therefore, there will be no increase in the demand for school facilities as a result of this component of the Project.

Parks

The Project is proposing to develop a residential and resort community, consisting of 1,200 residential dwelling units, 100 resort villas and wellness spa on 38.3 acres, and a golf training facility with 4-hole practice course and banquet facilities on 46.2 acres. The Project proposes various trails and parks for residents and guests. Neighborhood and community parks, trails, and a central private spine trail that bisects the residential areas of the property will be accessible to the Project residents; while the approximately 5-mile-long public Grand Loop Trail that will be developed around the perimeter of the Project property will be accessible to the public from Avenue 62 and separated from the proposed planning areas by perimeter fencing. Pedestrian walkways, strolling trails, and an intra-connector trail will be located throughout the property, in addition to private picnic tables and barbeques. These private

facilities occupy approximately 23.5 acres of the Project property[3]. The public golf practice facilities (including golf academy, driving range, and putting course), and staging facilities for the public regional interpretive trail will encompass approximately 27.2 acres of the Project property.

Pursuant to the La Quinta Municipal Code (Section 13.48.050), the City goal is to provide a minimum of 3.0 acres of usable parkland per 1,000 residents. Section 13.48.050 requires usable parkland area per resident be determined by calculating the Project-generated population using the people per household (pph) identified in the U.S. Census. Currently, the City exceeds its level of service and the amount of parkland required by the Quimby Act, and new residents would not significantly impact park facilities. The Project includes approximately 23.5 acres of private parkland for the residents of the Project property, and approximately 27.2 acres of public parkland. According to the U.S. Census, the pph in the City of La Quinta is 2.55. With this 2.55 pph, it can be assumed that the Project would result in 3,060 residents (1,200 units multiplied by 2.55). The Project property will provide 7.68 acres of private parkland per 1,000 residents, and 8.89 acres of public parkland per 1,000 residents, for a combined total of 15.7 acres of parkland per 1,000 residents (in compliance with Section 13.48.050). The Project property would provide approximately 15.7 acres of park land per 1,000 residents, therefore exceeding the City's Municipal Code policy of 3.0 acres per 1,000 residents. See **Section 4.15, *Recreation,*** of this Draft EIR for further analysis.

The Project will also be required to comply with the City's Development Impact Fees which includes a Park and Recreation fee and would be required to either dedicate public parkland or pay in-lieu fees per the Quimby Act. Impacts are expected to be less than significant. Further, the Project is designed to provide a parkland to population ratio that exceeds City requirements and thus benefits the City.

Off-Site Utility Field

The Project proposes the development of up to five offsite well sites and a 2.5-acre substation. Neither the installation of the off-site improvements nor their operations will have any impact on park facilities or accessible open space lands. These utility improvements will be integrated into CVWD's and IID's operations, and no new household formation or residents will result from this component of the Project. Therefore, there will be no increase in the demand for school facilities as a result of this component of the Project.

Other Public Facilities

The Project proposes residential, resort, and open space recreational and natural uses to the approximately 855-acre property. In addition to the onsite improvements, the Project also proposes the development of off-site well sites and a 2.5-acre substation. Operation of the off-site improvements will

[3] This number does not include the potential for pocket and neighborhood parks, dependent on developer design for the residential community.

provide water and electrical service to the proposed Project to support the future population of the Project property.

The Project could generate an additional 3,250 residents at full buildout. This would be an increase of 7.9 percent of the City's current (2022) population of 37,860 and still below the projected 2035 City population forecast of 46,297. Residents and resort guests will generate limited demand for increased municipal administrative services for everyday activities, including building permits, business licenses and short-term vacation rental permitting and monitoring. However, these increases in demand for services will be low, given the mixed-use nature of the Project, total potential increase in population, and fees and tax revenues generated by the Project will offset any marginal increase in demand for these services.

Because the on-site and off-site infrastructure is designed to meet the Project's demand for services, the Project will not directly or indirectly induce substantial growth. Additionally, and in light of the various fee programs the Project is subject to, the proposed Project will not result in any substantial adverse physical impacts to existing schools, parks, or other public facilities. With the recommended mitigation measures, the Project will not generate a significant increase in demand that would warrant the expansion or construction of new public facilities. Therefore, impacts related to schools, parks, or other public facilities would be less than significant.

4.14.5 Cumulative Impacts

Police and Fire Protection

Implementation of the proposed Project and other related projects in the area under buildout of the General Plan would result in an incremental increase in demand for police and fire protection services over time, consistent with planned growth and fire protection needs analyzed in the City's General Plan EIR. Mitigation Measures PS-1 and PS-2 will reduce the Project's cumulatively considerable impact on fire service to below a level of significance.

The Project alone would increase permanent, seasonal and tourist populations. However, all future projects will be required to implement all applicable police and fire safety requirements, to include installation Knox-Box security on all project gates, installation of fire hydrants and sprinkler systems, provision of on-site security and defensive project design.

All project development will be required to pay applicable Development Impact Fees (DIF) in place at the time of construction. These fees are designed to meet the demand on City services resulting from new development as it occurs, and are based on General Plan build out estimates.

In order to continue to provide an acceptable level of service, the City annually assesses police staffing levels, and also has preliminary plans for a future fire station to serve this portion of the City. This will ensure that police and fire services continue to be provided in the City at appropriate response rates.

The Project and future developments in the City would be required to pay Development Impact Fees at the time they are constructed.

Schools

It is expected that land designated for residential development in the City of La Quinta will be developed in the future, increasing household formation and the student population and impacts to public schools. The proposed Project, along with future projects, is expected to result in a cumulative increase in the demand for school services. The State-mandated payment of developer fees will help the Districts expand their facilities to accommodate students in the school district. The proposed Project is estimated to generate a K-12 student population of approximately 864 students at CVUSD and 3 at DSUSD and will be required to pay developer fees to CVUSD and DSUSD. The proposed Project's contribution to demand for school services is not cumulatively considerable, in that it alone would not necessitate the construction of a new school facilities. Future developments in the City would also be required to pay developer fees at the time they are constructed, as established by State law, to ensure that their impacts to schools and once new facility needs are identified they would be subject to CEQA review by the Districts prior to construction.

Parks

Implementation of the proposed Project and other related projects in the area would increase the City's demands on parks. The Project alone would increase permanent and tourist populations. However, the Project also proposes approximately 23.5 acres of private parkland for the residents of the Project, and approximately 27.2 acres of public parkland, which would more than accommodate the population increase. Additionally, the Project will be required to comply with the City's Development Impact Fees which includes a Park and Recreation fee. Future developments in the City would also be required to pay Development Impact Fees, Park and Recreation fees, and Quimby fees at the time they are constructed. Impacts are not expected to be cumulatively considerable.

Other Public Facilities

The proposed Project, along with future development in the City, would increase the demand of other public facilities in La Quinta, due to the increased population. However, the Project does not require the construction of new public facilities and if new public facilities are identified it is expected that such facilities would be subject to CEQA review by the appropriate CEQA lead agency for the project. Therefore, project impacts relating to other public facilities are not cumulatively considerable.

4.14.6 Mitigation Measures

PS-1: Travertine Fire Master Plan (FMP) was developed to analyze emergency access to the Project and determine and implement strategies at the Project site to improve RCFD and CAL Fire

operations and service delivery. The FMP was required to be prepared to address adequate fire protection for the area and mitigate potentially unacceptable response times in the interior of the Project. The FMP further states that conformance to the full circulation plan is required for any additional development beyond Phase 1 of the Project. The later phases of development would include the improvement of Jefferson Street, which would provide emergency access to the Project. Full buildout of the Project is evaluated in this Draft EIR.

The Project applicant shall implement the safety measures established in the Travertine Fire Master Plan which include the following:

- approved emergency access points;
- roadway design standards for fire protection vehicles;
- minimum water quantity and pressure necessary for firefighting;

All developer plans showing fire system connections shall provide information on the type of fire system that is being installed for the development (e.g., wet-pipe fire sprinkler systems, deluge fire sprinkler systems and dry pipe and precaution fire systems).

A fire flow of 2,375 gallons per minute for 2-hour duration at 20 psi shall be required at the Project in accordance with Appendix B of the California Fire Code. For residential areas, approved standard fire hydrants, located at each intersection, with no portion of any lot frontage more than a maximum of 500 feet from the hydrant shall be provided. Minimum fire flow for all residential structures shall be 875 gallons per minute for a 1-hour duration at 20 psi operating pressure. Fire hydrant spacing shall be in accordance with Appendix C of the California Fire Code. Both requirements must be available prior to placing any combustible materials on the job site.

The fire system plans shall be submitted to CVWD to review the complexity and type of proposed fire system.

PS-2: Adequate fire protection for the area will be ensured through the following enhanced mitigation measures.

- Fire Flows and Hydrants:
    - Consistent with calculation procedure set forth in Appendix B of the California Fire Code, the project is required to ensure a fire flow of 2,375 gallons per minute for 2-hour duration at 20-psi.
    - For residential areas, an approved standard fire hydrant, located at each intersection, with no portion of any lot frontage more than a maximum of 500-feet from a hydrant shall be provided.
    - Minimum fire flow for all residential structures shall be 875 gallons per minute for a 1-hour duration at 20-psi operating pressure.

  - Fire hydrant spacing shall be in accordance with Appendix C of the current edition of the California Fire Code.
  - Conforming fire hydrants and flows must be available prior to placing any combustible materials on the job site.

- 5A Level Construction Standards: Many buildings will require or benefit from utilizing more than one construction type, which is determined by factors such as code or durability requirements, architectural design, and construction costs. In these cases, portion(s) of the building are separated by construction type with a fire rated wall or horizontal (floor) assembly, allowing each area to be treated as a separate building for meeting building code requirements. For Phase 1, all construction standards are subject to 5A, Type V-A, level building standards. Type V-A refers to uses of protected Wood Frames, commonly used in the construction of newer apartment buildings; there is no exposed wood visible and non-combustible materials are generally used. Non-combustible materials generally include concrete, masonry, and steel building elements while combustible material typically refers to wood framed building elements that do not meet heavy timber requirements. Type A is preferred because it is construction that uses protected – structural members which have additional fire rating coating or cover by means of spray-on, sheetrock, or other approved method that increases the fire resistance rating by at least 1-hour; whereas, Type B is Unprotected – Structural members which have no additional coating or cover.
- Emergency Standby Power Facilities for Booster Pumps: The project site will provide adequate space for a diesel fueled standby generator in a recessed concrete structure, to be located at both booster pump locations. The generators shall be sized to operate at connected load (full site load) of the designed station. The installation and testing of this equipment will be performed by CVWD.
- Fire Systems/Backflow Requirements: All developer plans showing fire system connections shall provide information on the type of fire system that is being installed for the development (e.g. wet-pipe fire sprinkler systems, deluge fire sprinkler systems and dry pipe and pre-action fire systems). The developer's engineer shall fill out and check the appropriate fire system box on the CVWD Plan Check checklist for domestic water. Upon request for additional information on the fire system, the fire system plans shall be submitted to CVWD to review the complexity and type of proposed fire system so the degree of hazard can be assessed. Because a fire system design can vary, the level of backflow protection will be based on the type of potential cross-connection and the degree of hazard. The three types of backflow protection that will be considered are: (1) Single (lead free) Detector Check, below ground installation; (2) Double Check Detector Assembly (DCDA), above ground installation; and (3) Reduced Pressure Detector Assembly (RPDA), above ground installation.

- Optic-con Sensors at Project Development Gates: The project will provide Opti-con sensors that are strategically located so gates are open when the engines arrive. Precise locations will be determined at the Final Map stage of development. See Exhibit 3.1 Mitigation Diagram for conceptual locations.
- Community Emergency Response Team (FEMA) Programs: Community Emergency Response Team (FEMA) Programs providing the community with regular training, coordination and communication. The "Travertine CERT" program will develop and maintain a roster of residents/staff that will collectively and individually support and assist during an emergency event or major disaster.
- HOA/Community Training for CPR and AED Training: CPR and AED Training will be coordinated and provided by the HOTA/Community for staff and residents to provide an increased population of informed bystanders that are able to assess and initiate life saving measures while emergency responders are en route. This extends the preservation of life at critical times during a health emergency.
- AED Devices: AED devices will be made available at public accessible locations within the community
- Additional Community Risk Reduction programs: The HOA/Community shall provide risk reduction programs, including but not limited to Youth Drowning Prevention.

4.14.7 Level of Significance after Mitigation

Implementation of **Mitigation Measure PS-1** and **PS-2** requiring the Travertine Fire Master Plan to be implemented, as well as existing regulations and standards identified above would ensure that the Project's potential impacts associated with public facilities and services related to fire and police emergency and non-emergency services, as well as impacts to schools, would be less than significant.

4.14.8 References

1. California Department of Parks and Recreation, Quimby Act, 2022.
2. City of La Quinta 2035 General Plan Update, May 2013.
3. City of La Quinta Development Impact Fee Study, August 2019.
4. City of La Quinta / City Departments / Police Department Website
5. City of La Quinta / Parks Website
6. Kohl Hetrick, Fire Safety Specialist La Quinta / Email Correspondence, September 2022
7. Lieutenant Andres Martinez, La Quinta Police Department / Email Correspondence, October 2022
8. Resolution No. 2020-003; Revised Final Draft Report Development Impact Fee Study, City of La Quinta, September 2019; adopted February 2020.

9. Travertine Fire Master Plan, TRG Land, Inc., 2020.
10. 2020 CVUSD Fee Justification Study for New Residential and Commercial/Industrial Development, May 5, 2020.

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4.15 Recreation

4.15.1 Introduction

This section describes the existing setting regarding local and regional recreation facilities, lands and opportunities, and the potential effects on parks and recreation associated with implementation of the Travertine Specific Plan Amendment Project ("Specific Plan Amendment", "Project"). Descriptions and analysis in this section are based on population information used in **Section 4.14, *Population and Housing,*** of this Draft EIR, the *City of La Quinta General Plan*, the Desert Recreation District's *2013 Master Plan*, and the *Riverside County Regional Park and Open Space District website* for information on Lake Cahuilla Regional Park. Sources used in the preparation are included in **Chapter 8.0, *References*,** at the end of this Draft EIR.

4.15.2 Existing Conditions

The City of La Quinta and other agencies offers a variety of passive and active recreational opportunities for residents and visitors to the region. Developed open space recreational areas within the City 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 other passive recreation opportunities.

The City also operates and maintains the La Quinta Senior Center and La Quinta Museum which are located within the Village Build-out Plan. The La Quinta Senior Center provides services such as classes, seminars, special events, and weekly programs to adults 55 years of age and older. 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. Once known as the Coachella Valley Recreation and Park District, the Desert Recreation District owns and operates the La Quinta Community Center and is proposing a Discovery Center near Lake Cahuilla. 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 and 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. See **Table 4.15-1, *Parks within the City of La Quinta***, lists the various parks within the City, their acreages, and amenities.

Table 4.15-1 Parks within the City of La Quinta

Facility	Location	Acres	Amenities
Lake Cahuilla Regional Park	58075 Jefferson St., 0.90 miles north of the Project	710	Camping, 135-acre lake, fishing, hiking, and horseback riding
Cove Oasis	Top of the Cove, 3.50 miles northwest of the Project	1	Picnic tables and walking paths connected to hiking trails
Velasco Park	Calle Temecula, 3.70 miles northwest of Project	0.23	Neighborhood park with playground, grass area, benches
Event Park at SilverRock	Southeast corner of Avenue 52 and SilverRock Way, 4 miles northwest of the Project.	14.0	SilverRock Resort passive park venue to include parking lot, walking paths, turf areas, sloped event lawn, water features, and recreation building
Eisenhower Park	53400 Eisenhower Dr., 4 miles northwest of Project	0.46	Neighborhood park with playground, grass area, benches
Fritz Burns Park	78107 Avenue 52, 4.50 miles northwest of the Project	6.0	Playground, dog park, skate park, swimming pool, tennis courts, water features, picnic tables
La Quinta Community Park	77865 Avenida Montezuma, 4.75 miles northwest of the Project	4.71	Community fitness center, baseball field, basketball court, playground, benches, picnic tables
Civic Center Campus	78495 Calle Tampico, 5 miles north of the Project	17.5	Picnic tables, public art, restrooms, walking paths, and water features
Sports Complex	78900 Park Avenue, 5.25 miles northwest of the Project	16.4	Ball fields, picnic tables, restrooms
Season's Park	78301 Calle Las Ramblas, 5.10 miles northwest of the Project	5.0	Playground, grass areas, dog park
Saguaro Park	Saguaro Road, 5.40 miles northwest of the Project	0.24	Playground, benches, grass areas, tables
La Quinta Park	78468 Westward Ho Dr., 7 miles northwest of the Project	18.08	Playground, skate park, BBQs, water features, picnic tables,
Desert Pride Park	Birchcrest Circle, 7.45 miles northwest of the Project	1.06	Playground, grass area
Pioneer Park	78695 Miles Ave., 7.6 miles northwest of Project	3.22	Playground, grass areas, dog park, picnic tables, benches
Monticello Park	Fred Waring Dr., 7.90 miles north of the Project	3.92	Playground, grass area, benches
Adams Park	78930 La Palma Dr., 7.90 miles north of the Project	4.62	Playground, grass field, picnic tables, benches

Source: La Quinta City Website, "Parks" page, 2021.

In addition to the community parks, extensive walking and hiking trails have also been developed within the City of La Quinta. The closest hiking trails to the proposed Project occur west and northwest of the Project site, south of the Cove neighborhood. **Table 4.15-2** lists the hiking trails within the City.

Table 4.15-2 Hiking Trails within the City of La Quinta

Trail	Distance from Project	Trail Length (Miles)
Boo Hoff Trail	0.25 miles west	8.92
Cove to Lake Trail	1.30 miles northwest	2.41
Bear Creek	3.64 miles northwest	4

Source: La Quinta City website, "Hiking" page. Trail locations and length taken from City website.

4.15.3 Regulatory Setting

State

Quimby Act

California passed the Quimby Act in 1975, allowing local governments to pass ordinances requiring developers to set aside land, donate conservation easements, or pay in-lieu of fees for the development of new parks and recreational facilities. Local governments have come to depend on the Quimby Act for new facilities, or to upgrade existing facilities, as a result of new growth and development. Section 13.48 of the City's Municipal Code implements this.

Local

La Quinta Community Services Master Plan

La Quinta's Community Services Master Plan serves as an important tool for short to mid-term parks and recreation planning and decision making. The Community Services Master Plan is a five-year plan with a long-range vision that monitors and surveys public needs and current service levels, and in turn provides service recommendations for implementation. The plan includes a community needs survey, details an inventory of existing services and facilities, and presents a comparison to standardized state and national benchmarks.

Healthy Eating Active Living Campaign

On February 16, 2010, the La Quinta City Council passed Resolution 2010-013, declaring a commitment to improve and encourage community health and wellness through the Healthy Eating Active Living (HEAL) Campaign sponsored by the California Center for Public Health Advocacy. This commitment includes the promotion of policies to help shape the built environment so that it encourages walking, biking, hiking and other forms of physical activity and provides pedestrian connectivity between parks, schools, retail businesses and residential areas. This initiative also includes supporting access to health and fitness facilities such as the La Quinta Fitness Center, promoting healthy eating through farmers markets and community gardening, and encouraging higher nutrition standards at public concessions.

La Quinta General Plan

The Parks and Recreation Element of the La Quinta General Plan provides descriptions of existing parks and recreational facilities, identifies the current and projected demand for parks, and establishes the goals, policies and programs which allow the City to continue to provide a full range of recreational amenities and services to its residents and businesses.

The City of La Quinta operates 11 city parks, the Civic Center Campus, and three nature preserve areas. The nature preserves are available for public recreation, as they contain trails for hiking and bicycling. Two regional parks located within the City of La Quinta are managed by other agencies. The 6.5-acre La Quinta Community Park, located in the Village, is managed by the Desert Recreational District, and the 845-acre Lake Cahuilla Regional Park, located in the southwestern portion of the City, is managed by the Riverside County Regional Park and Open Space District. Lake Cahuilla Regional Park charges a user fee for day visitors, fishing, and overnight camping.

La Quinta's recreational activities and events are organized and promoted by the City Community Resources Department, providing the public with opportunities that include organized sports, classes, excursions, and special events. The department also oversees the City's numerous parks and rental facilities, SilverRock Resort, the Senior Center, the Fitness Center, the La Quinta Library, and the La Quinta Museum.

Applicable goals and policies established in the La Quinta General Plan regarding Parks and Recreation are as followed:

GOAL PR-1: A comprehensive system of parks, and recreation facilities and services that meet the active and passive needs of all residents and visitors.

- *Policy PR-1.2: Continue to provide a minimum standard of 5 acres of parkland for every 1,000 residents.*
- *Policy PR-1.4 The design and construction of parks and recreational facilities shall comply with all the development standards that apply to privately constructed facilities.*
- *Policy PR-1.6 Encourage patterns of development that promote safe pedestrian and bicycle access to schools, public parks, and recreational areas.*
- *Policy PR-1.8 Promote a healthy and active lifestyle for all residents.*

Related Goal OS-1: Preservation, conservation and management of the City's open space lands and scenic resources for enhanced recreational, environmental, and economic purposes.

La Quinta General Plan Environmental Impact Report

The La Quinta General Plan Environmental Impact Report (LQGP EIR) determined that the General Plan would facilitate new residential development throughout the City and increase the population within City Limits. New growth would put pressure on existing facilities if no new recreational facilities are built. The La Quinta General Plan requires the provision of 5 acres of parkland per every 1000 residents. Based

on this standard, a population of 79,956 at buildout would require a total of 395 acres of parkland. The City currently has approximately 806.44 acres of public parks within its boundaries.

La Quinta Municipal Code

La Quinta Municipal Code Section 13.48 establishes criteria for dedicating land, or payment of in lieu fees for construction of new parks or recreational facilities or rehabilitation of existing facilities. The ordinance states that residential subdivisions, containing less than five parcels, and nonresidential subdivisions, are exempt from dedication or park fees. All other residential developments are required to pay a park development fee, dedicate land, or both. Section 13.48.050 states that parkland dedication requirements shall equal three acres of parkland per one thousand people in a new subdivision. The number of people in a new subdivision is determined by multiplying the number of dwelling units in the subdivision by the average household size. Average household size is based on the latest U.S. Census information. Based on the U.S. Census information, the average household size in the City is 2.55 people. The Project proposes 1,200 dwelling units, generating 3,060 residents in the Project. Thus, the Project shall provide 9.18 acres of parkland at full buildout. Residential development, as a permitted land use of the Village Commercial designation, would be subject to Quimby fees.

4.15.4 Project Impact Analysis

Thresholds of Significance

The thresholds derived from Appendix G of the CEQA Guidelines are used to determine the level of potential effect. The proposed Project would have a significant effect on recreational facilities if it is determined that the Project will:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Project Recreational Features

Travertine will offer a range of park and open space amenities that will be accessible to Project homeowners and the public. Neighborhood and community parks, trails, and a central private spine trail that bisects the residential areas of the property will be accessible to the Project residents; while the 5-mile-long public Grand Loop Trail that will be developed around the perimeter of the Project site will be accessible to the public from Avenue 62 and separated from the proposed planning areas by perimeter fencing. A skills golf course and golf academy with club facilities, including banquet facilities and wellness facility, will be open to Project residents and guests, other La Quinta residents, and the general public. **Exhibit 4.15-1, *Recreation Plan*** (Exhibit 2.2 in Travertine Specific Plan Amendment), shows the location

of the recreational trails, trailheads, parks, and open space areas proposed by the Project. The table below indicates the public and private recreational areas proposed for the Project.

Table 4.15-3 Private and Public Recreational Facilities

Planning Area	Public/Private	Proposed Use	Approximate Acreage	Approximate Length
11	Public	4-Hole Practice Facility	8.6 AC	-
11	Public	Banquet Facility and Restaurant	2.6 AC	-
11	Public	Parking for 4-Hole Practice Facility and Banquet	6. AC	-
11	Public	Golf Academy	2.7 AC	-
-	Public	Trails	6.4 AC	4.4 Mi
19	Public	Staging Area	0.9 AC	-
5	Private	Community East Park	8.8 AC	-
13	Private	Community West Park	4.6 AC	-
-	Private	Trails	7.7 AC	5.3 Mi
7	Private	Center Strolling Garden	2.4 AC	-
Totals			**48.3 AC**	**9.7 MILES**

Recreational Trails

Exhibit 4.15-1, *Recreational Plan*, illustrates a network of trails suitable for pedestrian and bicyclist use planned throughout the community. The core of the network is a community spine trail, which provides a direct link to the community open space and gathering areas, as well as passive and active spaces. The system also provides private internal interconnecting trails and strolling trails, and on-street (Class II) bike trails.

There is one proposed staging area located to the south of the extension of Avenue 62 in Planning Area 19 that will provide parking and access to the 5-mile public trail (the Community Grand Loop Trail) that circumnavigates the development area. The Grand Loop Trail will be 12 feet wide and consist of compacted and screened desert soil. Disturbed areas around the trail will consist of native soil and native seeding on disturbed areas. A variety of amenities are provided along the trails, including rest stops, and interpretive signage that serve to further enhance the natural experience afforded by the trail network.

Community Parks

Community parks are proposed at each end of the spine trail and will provide turf in limited areas for recreation and play. Shade trees, benches and picnic areas, tot lots, and dog parks will make these passive parks enjoyable space for the residents to meet. The community parks will supplement the private parks located within the individual residential developments. A community clubhouse is proposed for the community park north of Jefferson Street. The community parks will be connected by a spine trail. This trail will be 10 feet wide and will accommodate pedestrians and cyclists to provide off-street access to the community amenities.

Neighborhood Parks

Smaller neighborhood parks are also proposed within the Project area. These neighborhood parks will be private and located within the individual residential developments.

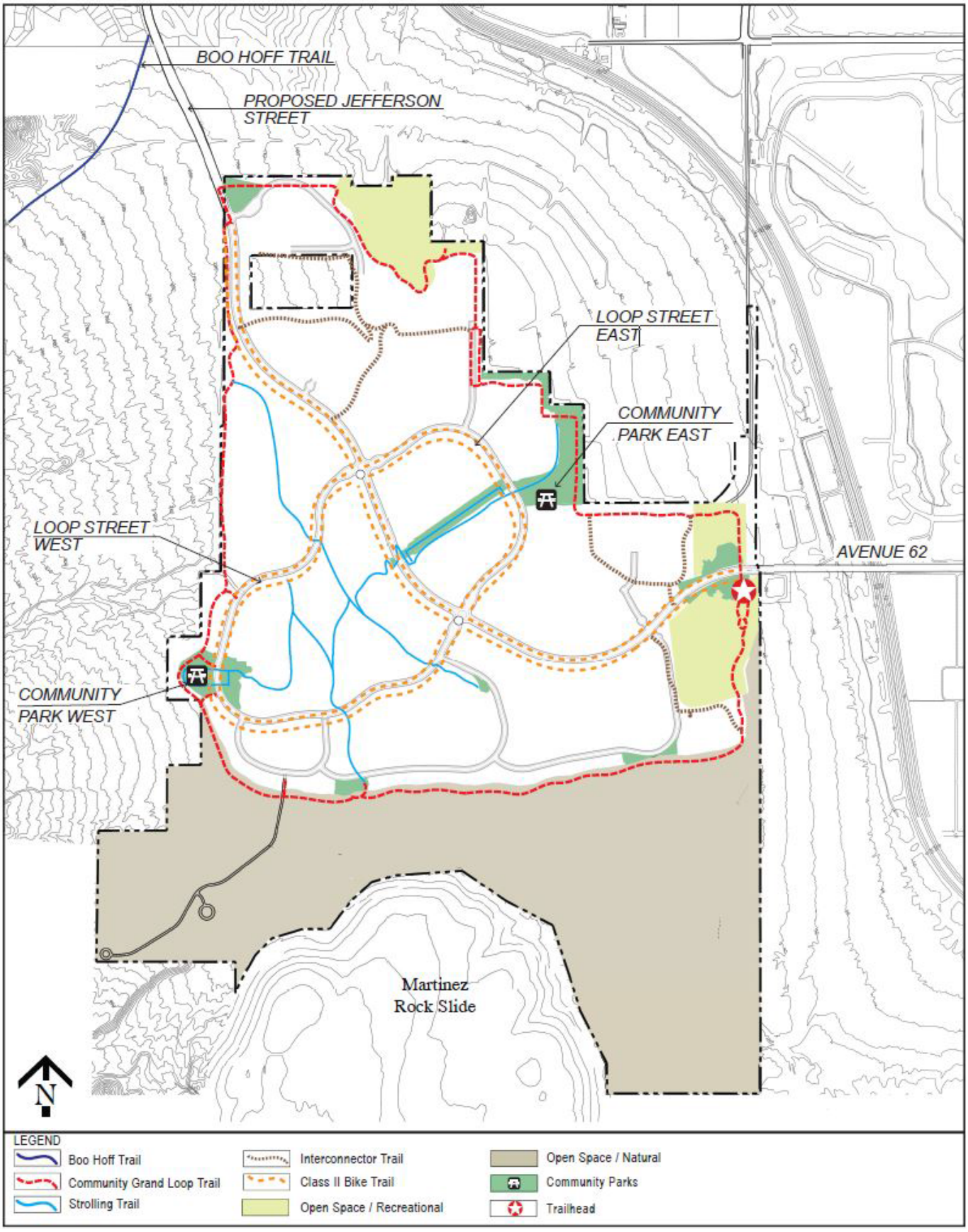
Tourist Serving Recreational Facilities

In addition to the Open Space land uses proposed for the Project site, a resort and wellness spa are planned for an approximately 38.3-acre site located at the northwest entrance to the Project, from Jefferson Street in Planning Area 1. This area will consist of resort related amenities including restaurants, small shops, spa facilities, lounge and activity rooms, outdoor activities; tennis, yoga, walking and hiking trails.

A resort and golf training facility with related amenities is proposed to be located near the southeastern entry to the Project on approximately 46.2-acres in Planning Area 11. This will provide a high-end practice facility, golf clubhouse, and banquet facility restaurant (500-seat capacity) for residents and guests.

The development of the various recreational features will allow the Project to achieve the following Specific Plan Amendment objectives which includes:

- Providing an interpretive trail element that circumnavigates the Project and identifies the unique features both historical and current within the Project setting.
- Providing a comprehensive system of parks and recreation facilities and services that meet the active and passive needs of all residents and visitors.
- Contributing to the preservation, conservation and management of open space lands and scenic resources for enhanced recreation, environmental, and economic purposes.



Source: TRG Land, Inc.

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

RECREATION PLAN
TRAVERTINE
EXHIBIT 4.15-1

Project Impacts

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

The amended Travertine Project would facilitate new development and would result in approximately 1,200 new residential units. According to the Project-specific VMT Evaluation, the total added population of the Project would be 3,250 new residents. According to the La Quinta General Plan Housing Element, the City of La Quinta's total population was approximately 40,704 in 2018. The City of La Quinta's General Plan (LQGP) Environmental Impact Report (EIR) forecasts a population of 46,297 people by year 2035. This population includes the buildout of the previous Travertine Specific Plan, which proposed 2,300 dwelling units onsite. Therefore, the proposed Specific Plan Amendment would be a substantial reduction in demand for existing local and regional park and recreation resources.

The La Quinta Municipal Code (Chapter 13.48) requires the provision of three (3) acres of parkland set aside for each 1,000 residents. In order to calculate the number of parkland acres required, the number of dwelling units in a new subdivision is multiplied by the average household size (based on the latest U.S. Census information). Per the U.S. Census, the average household size in La Quinta is 2.55 persons, which would result in a population of 3,060[1]. Therefore, pursuant to the La Quinta Municipal Code build-out of the proposed Project would require a total of 9.18 acres of parkland.

The Project proposes private and public recreational uses including neighborhood and community parks, trails, and a central private spine trail that bisects the residential areas of the property will be accessible to the Project residents. Additionally, an approximately 5-mile-long public Grand Loop Trail will be developed around the perimeter of the Project site and will be accessible to the public from Avenue 62 and separated from the proposed planning areas by perimeter fencing. Pedestrian walkways, strolling trails, and an intra-connector trail will be located throughout the site, in addition to private picnic tables and barbeques. These private facilities occupy approximately 23.5 acres of the Project[2]. The public golf practice facilities (including golf academy, driving range, and putting course), and staging facilities for the public regional interpretive trail will encompass approximately 27.2 acres of the Project. Thus, the Project will provide 7.68 acres of private parkland per 1,000 residents, and 8.89 acres of public parkland per 1,000 residents, for a combined total of 16.57 acres of parkland per 1,000 residents (in compliance with Section 13.48.050). The Project would provide approximately 16.57 acres of park land per 1,000

[1] Note this population number is less than the population value analyzed throughout. Based on the VMT Evaluation, the Project would result in a population of 3,250 residents. This is more than the 2.55 persons per household value for the City of La Quinta and therefore provides a conservative figure. However, because Section 13.48 of the La Quinta Municipal Code requires the parkland value be determined with U.S. Census data of persons per household, this discussion utilized that number.

[2] This number does not include the potential for pocket and neighborhood parks, dependent on developer design for the residential community.

residents, thereby exceeding both the City's Municipal Code policy of 3.0 acres per 1,000 residents and the 5 acres per 1,000 residents goal set out in the General Plan GOAL PR-1.

In accordance with the Quimby Act all new development and redevelopment projects will be required to pay development impact fees directed towards the preservation, expansion and maintenance with the City's recreational parks and facilities, and contribute to new parkland acquisition. Additionally, the City of La Quinta has established Development Impact Fees (DIF) for Parks/Recreation and Park Maintenance Facilities that apply to residential projects only. The DIF for Parks/Recreation is currently $2,106 per dwelling unit for Single Family Detached, and $1,794 per dwelling unit for Single Family Attached, according to the City's Development Impact Fee Study, adopted February 2020. New residential developments, including the proposed Project, would be required to pay the most up-to-date development impact fees to existing parks and City. The payment of the fees will assure that new park expansion is funded and assists in maintaining consistency with *Policy PR-1.2* of the City of La Quinta General Plan (*Parks, Recreation and Trails Element Goals, Policies and Programs*).

As previously stated, while Project impacts are expected to be less than significant, the Project's payment of Quimby Act Fees and City DIF would constitute a net benefit for City and regional parks and recreation facilities.

b. Requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

The Project would include a range of community park and recreational facilities throughout the development which would consist of amenities accessible to neighborhood homeowners, and some of which will also be accessible by the public. As stated previously, amenities that will be available to the general public include: the 5-mile-long public Grand Loop Trail that will be developed around the perimeter of the Project site; a central private spine trail that bisects the recreational areas of the property; certain on-street bike paths; and the preservation of natural open space. The Grand Loop perimeter trail will also expand public opportunities for access to trails and open space.

Park and recreational amenities specifically for use by Travertine residents and guests include private parks located within the residential communities, a skills golf facility and driving range, entertainment and wedding gardens. These recreational amenities are incorporated throughout the Project site and would be constructed in congruence with the Project phases.

The proposed recreational facilities are designed as an integral part of the overall Travertine design, and will not result in any significant adverse physical effects on the environment. The proposed community and neighborhood parks would be developed following sound engineering and design standards for park facilities, recreation and open space amenities. The construction of Project design features associated with recreational uses are anticipated to have short-term construction impacts associated with construction-related air quality, energy, greenhouse gas emissions, hazards, hydrology and water quality, noise, and transportation. However, these construction impacts would result in less than

significant impacts. (See **Sections 4.2, *Air Quality,* 4.6, *Energy Resources,* 4.8, *Greenhouse Gas Emissions,* 4.9, *Hazards and Hazardous Materials,* 4.10, *Hydrology and Water Quality,* 4.12, *Noise,* 4.16, *Transportation,*** for analysis of the Project's impact on the environment related to these topics.) The private and public trails are proposed to provide services that meet the active and passive needs of the residents and visitors, and at the same time contribute to the preservation, conservation and management of open space lands and scenic resources for enhanced recreation, environmental, as stated in the Project objectives. Approximately 301.2 acres in Planning Area 20 is proposed to remain as natural open space, and will not be developed, apart from the proposed water reservoirs and associated infrastructure.

Overall, the construction and operation of the proposed Project's parks spaces, recreational facilities and open space amenities would result in less than significant impacts.

4.15.5 Cumulative Impacts

Continued growth in the City and regional population would increase demand on City and regional parks and accessible open space areas. The Project alone would increase permanent and tourist populations. However, the Project also proposes approximately 27.2 acres of public recreational facilities, including a 5-mile trail, and approximately 23.5 acres of private recreational facilities. Additionally, the Project will be required to comply with the City's Development Impact Fees which includes a Park and Recreation fee. Future developments in the City would also be required to pay Development Impact Fees and Park and Recreation fees at the time they are constructed. For the above reasons, impacts are not expected to be cumulatively considerable.

4.15.6 Mitigation Measures and Regulatory Requirements

Mitigation Measures are not required.

4.15.7 Level of Significance after Mitigation

Implementation of existing regulations and standards identified above would ensure that the Project's potential impacts associated with recreational facilities would be less than significant.

4.15.8 References

1. La Quinta City Website, Hiking, available at https://www.playinlaquinta.com/see-do/hiking/
2. Lake Cahuilla Veterans Regional Park, Riverside County Regional Park and Open Space District, available at https://www.rivcoparks.org/lake-cahuilla-veterans-regional-par
3. Resolution 2020 – 003, Revised Final Draft Report Development Impact Fee Study, September 2019, adopted February 2020, available at https://www.laquintaca.gov/home/showpublisheddocument?id=43794.

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4.16 Transportation

4.16.1 Introduction

This section describes the existing setting, potential Project impacts to the area roadway network, and proposed improvements to intersections and roadways and other mitigation required for the implementation of the Travertine Specific Plan ("SP" or "Project"). This evaluation is based on the information contained in the *Travertine Specific Plan Traffic Impact Analysis* (TIA)[1] and *Vehicle Miles Traveled (VMT) Analysis*[2], as well as the 2035 La Quinta General Plan Circulation Element. The TIA and VMT Analysis are found in **Appendix M.1** and **M.2** of this Draft EIR.

Pursuant to Section 15064.3 of CEQA Guidelines, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant environmental impact. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts for CEQA purposes and refers to the amount and distance of automobile travel attributable to a project. Nonetheless, the City continues to use the level of service (LOS) analysis to evaluate project consistency with the General Plan Circulation Element and to evaluate future road network operations and to identify improvements that will be needed to address project and other development impacts.

The Project TIA was prepared in accordance with the City of La Quinta's Traffic Study Guidelines (Engineering Bulletin #06-13, dated July 23, 2015) and Engineering Bulletin #10-01 (dated August 9, 2010), as well as the City's Vehicle Miles Traveled Policy (June 2021).

4.16.2 Existing Conditions

Environmental Setting

The proposed Project property consists of approximately 855 acres generally bounded by the extension of Avenue 60 on the north; the extension of Avenue 64 to the south; CVWD Dike No. 4 on the east; and the extension of Jefferson Street on the west. Currently, only dirt roads provide access to the Project property, including the extension of Avenue 62 westward beyond Dike 4 and the future approximate alignment of Jefferson Street south of improved Avenue 54. Regional access to the property and vicinity is provided by US Interstate 10, Highways 111 and 86, Avenue 58, Jefferson Street, Madison Street, Monroe Street, Avenue 62 and other major arterials.

[1] Travertine Specific Plan Traffic Impact Analysis (Urban Crossroads, Inc. September 27, 2021).
[2] Travertine Specific Plan Vehicle Miles Traveled (VMT) Analysis (Urban Crossroads, Inc. September 27, 2021)

Existing Roadway Facilities

A network of roadway segments and intersections, both existing and planned, will be affected by the proposed Project. Each of these roadways and their current and planned improvements are briefly discussed below.

The proposed Travertine mixed-use Project property consists of approximately 855 acres generally bounded by the extension of Avenue 60 on the north; the extension of Avenue 64 to the south; CVWD Dike No. 4 on the east; and the extension of Jefferson Street on the west.

Vehicular access to the Project property is provided by existing unpaved/unmaintained roads extending southerly from Avenue 58 and westerly from the existing westerly terminus of Avenue 62. Avenue 62 is currently a paved road that terminates at the easterly toe of CVWD's Dike No. 4 levee, where it becomes an unpaved road, primarily used by CVWD to access the impoundment area/recharge basins located on the west side of Dike No. 4.

Regional access to the Project property is provided by Interstate 10, Highway 111, Jefferson Street, Avenue 62, and other major arterials.

Existing Roadway (2019) Standards and Conditions

Avenue 60: This east-west roadway is designated as a Secondary Arterial between the levee and Monroe Street within the study area and at buildout will provide a divided roadway with four travel lanes and full parkway within a 102-foot right-of-way. East of Monroe Street, Avenue 60 is a Primary Arterial with four travel lanes and full parkway within a 108-foot right-of-way. From Madison Street to Monroe Street, Avenue 60 currently has 4 lanes, but other sections have 2 lanes.

Avenue 62: Avenue 62 is designated as a two-lane Modified Secondary roadway. Avenue 62 is currently an east/west paved roadway with two lanes and no curb or gutter. It terminates at the foot of the CVWD Dike No. 4. where it turns into a dirt roadway as it enters the site. Avenue 62 is planned to include a Class II bike lane.

Avenue 58: This east-west roadway is designated as a Secondary Arterial within the study area and at buildout will provide a divided roadway with four travel lanes and full parkway within a 102-foot right-of-way. Existing segments have two to four total lanes.

Monroe Street: This north-south street is designated as a Primary Arterial north of Avenue 60 in the study area with four travel lanes and full parkway within a 108-foot right-of-way. South of Avenue 60, Monroe Street is designated as a Secondary Arterial within the study area and at buildout will provide a divided roadway with four travel lanes and full parkway within a 102-foot right-of-way. Two to three lanes (total) exist on Monroe Street in the study area.

Jefferson Street: Jefferson Street south of Avenue 58 is designated as a two-lane Modified Secondary. Jefferson Street, north of the Project, is a roughly north/south roadway segment and paved with two

lanes and no curb or gutter. Jefferson street currently turns northwest at Quarry Lane. A dirt roadway extends from this turn, south into the Project property. No paving exists within the Project limits.

Jackson Street: This north-south street is designated as a Primary Arterial in the study area with four travel lanes and full parkway within a 108-foot right-of-way. It is currently paved with two lanes and no curb or gutter in the Project area.

Existing Intersection Level of Service

Existing peak hour traffic operations were evaluated for the study area intersections as shown in **Table 4.16-1**, Intersection Analysis for Existing (2019) Intersection Operations. Existing peak hour traffic operations were evaluated for the study area intersections based on the analysis methodologies. The existing operations analysis results indicate that all of the 19 existing study area intersections are currently operating at an acceptable LOS (LOS D or better) during the peak hours.

Table 4.16-1 Intersection Analysis for Existing (2019) Intersection Operations (With Seasonal Factor Adjustment)

ID	Intersection	Traffic Control[1]	Delay (in seconds)[2]		Level of Service[2]	
			AM	PM	AM	PM
1	Madison St. / Avenue 58	AWS	8.5	9.3	A	A
2	Madison St. / Airport Blvd.	TS	9.9	8.4	A	A
3	Madison St. / Avenue 54	AWS	12.9	15.9	B	C
4	Madison St. / Avenue 52	TS	27.9	28.5	C	C
5	Madison St. / Avenue 50	TS	28.6	29.4	C	C
6	Jefferson St. / Avenue 54	AWS	12.2	16.9	B	C
7	Jefferson St. / Avenue 52	RDB	9.4	9.7	A	A
8	Jefferson St. / Avenue 50	TS	46.3	49.4	D	D
9	Monroe St. / Avenue 62	AWS	7.5	8.0	A	A
10	Monroe St. / Avenue 60	AWS	8.1	8.3	A	A
11	Monroe St. / Avenue 58	AWS	8.1	9.4	A	A
12	Monroe St. / Airport Blvd.	AWS	8.5	9.2	A	A
13	Monroe St. / Avenue 54	AWS	14.3	12.7	B	B
14	Monroe St. / Avenue 52	AWS	15.4	27.1	C	D
15	Monroe St. / 50th Avenue	TS	16.6	18.0	B	B
16	Jackson St. / Avenue 62	AWS	7.4	7.6	A	A
17	Jackson St. / Avenue 60	AWS	7.3	7.7	A	A
18	Jackson St. / 58th Avenue	AWS	7.5	8.2	A	A
19	Jackson St. / Airport Blvd.	AWS	8.1	8.6	A	A
20	Jefferson St. / N. Loop		Intersection Does Not Exist			
21	Jefferson St. / S. Loop		Intersection Does Not Exist			

Source: Travertine Specific Plan Traffic Impact Analysis, Table 1-4, Urban Crossroads, November 2020.

Notes: 1. Per the Highway Capacity Manual 6th Addition (HCM6) , overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

2. TS = Traffic Signal; CSS = Cross-street Stop; AWS = All-Way Stop; RDB = Roundabout

3. A potentially significant project traffic impact is defined to occur at any signalized intersection if the intersection is operating at LOS E and the project causes the delay to increase by 2 seconds of more. If the signalized intersection is operating at LOS F, a potentially significant project specific traffic impact is defined to occur if the intersection is operating at LOS F on the side street and the addition of project traffic results in an increase of 3 seconds or more of delay for any movement.

Existing Roadway Volumes Summary

Traffic Signal Warrants for existing traffic conditions indicate that, based on existing peak hour intersection volumes, the following 4 unsignalized study area intersections currently warrant a traffic signal.

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. Based on the peak hour volume-based Warrant #3 of the 2012 Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (MUTCD), as amended for use in California, the following 4 unsignalized study area intersections that currently warrant a traffic signal without the Project:

- Madison Street at Avenue 54 (#3)
- Jefferson Street at Avenue 54 (#6)
- Monroe Street at Avenue 54 (#13)
- Monroe Street at Avenue 52 (#14)

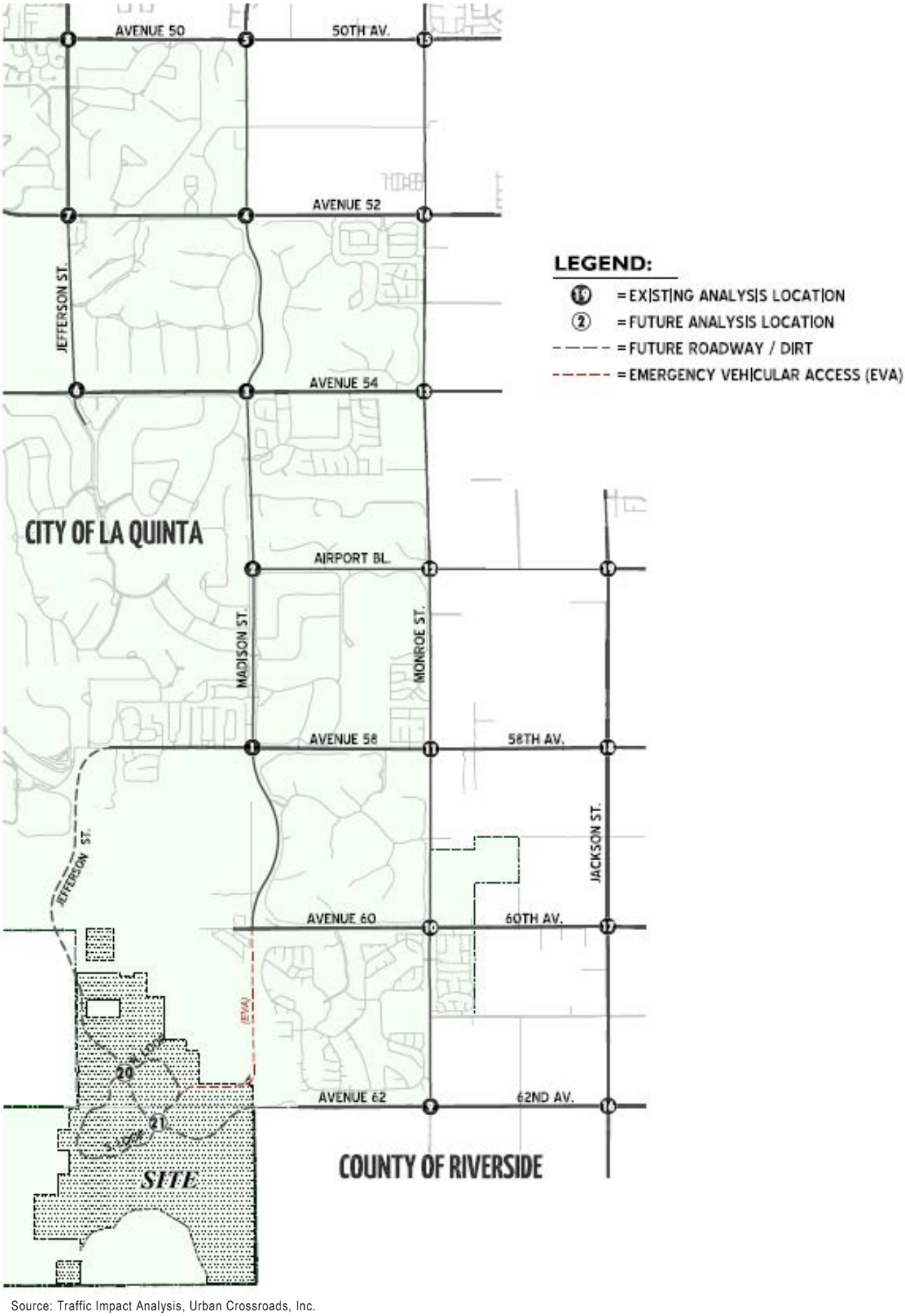
Table 4.16-2 indicates that all existing study roadway segments are currently operating with acceptable levels.

Table 4.16-2 Roadway Volume/Capacity Analysis for Existing (2019) Conditions (With Seasonal Factor Adjustment)

Roadway	Segment	Roadway Designation	Through Travel Lanes[1]	Capacity[2]	ADT[3]	Volume/ Capacity Ratio
Ave 58	West of Madison St.	Secondary	3	21,000[4]	1,600	0.08
			2	14,000[6]	1,600	
	West of Monroe St.	Secondary	4	28,000	2,300	0.08
	West of Jackson St.	Secondary	2	14,000[4]	1,800	0.13
Madison St.	South of Ave 56	Primary	4	42,600	6,700	0.16
60th Ave	West of Jackson St.	Primary	2	19,000[5]	1,200	0.06
Ave 62	West of Monroe St.	Modified Secondary	2	19,000	600	0.03
	West of Jackson St.	Secondary	2	14,000[4]	1,700	0.12
Monroe St.	South of Ave 60	Secondary	2	14,000[4]	1,600	0.11
	South of Ave 58	Primary	2	19,000[5]	2,700	0.14
	South of Ave 56	Primary	3	31,950[6]	3,400	0.11
Jackson St.	South of Airport Bl	Primary	2	19,000[5]	2,400	0.13

Source: Travertine Specific Plan Traffic Impact Analysis, Table 2-4, Urban Crossroads, November 2020.
Notes:

1. Existing Number of Through lanes.
2. Source: City of La Quinta Engineering Bulletin #06-13 (July 2015).
3. Average Daily Traffic (ADT) expressed in vehicles per day.
4. Capacity was calculated as a ratio of 4-lane Secondary capacity.
5. Capacity was calculated as a ratio of 4-lane Primary capacity.
6. Estimated capacity for 2-lane Primary.



Source: Traffic Impact Analysis, Urban Crossroads, Inc.

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> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

TIA STUDY AREA
TRAVERTINE
EXHIBIT 4.16-1

4.16.3 Regulatory Setting

State Regulations

SB 743

Senate Bill (SB) 743, adopted in 2013 and codified in Public Resources Code Section 21099, amended CEQA to state that automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant environmental impact. SB 743 also directed the California Natural Resources Agency to amend the State CEQA Guidelines to address how the significance of transportation impacts should be determined as part of a CEQA analysis. The legislative intent of SB 743 was 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. The State CEQA Guidelines were amended in 2018 to include guidance on determining the significance of transportation impacts. Pursuant to the CEQA Guidelines, the applicable metric in the CEQA guidelines for transportation impacts is generally Vehicle Miles Traveled (VMT). The VMT methodology considers the degree to which the Project will increase existing vehicle miles traveled in the Project study area. The Governor's Office of Planning and Research (OPR) and the California Department of Transportation have also released technical guidance on the implementation of SB 743 and the VMT methodology.

SB 375

SB 375 (Chapter 728, Statutes of 2008) directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions. SB 375 has three major components: (1) using the regional transportation planning process to achieve reductions in greenhouse gas emissions consistent with AB 32's goals; (2) offering CEQA incentives to encourage projects that are consistent with a regional plan that achieves greenhouse gas emission reductions; and (3) coordinating the regional housing needs allocation process with the regional transportation process while maintaining local authority over land use decisions. See more discussion under *Congestion Management Plan.*

Regional and Local Setting

Regional Transportation Plan and Regional Transportation and Improvement Program

Government Code section 65080 et seq., state that Metropolitan Planning Organizations (MPOs) must prepare and adopt a long-range transportation plan, such as a Regional Transportation Plan (RTP), directed at achieving a coordinated and balanced regional transportation system, including but not limited to mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement and aviation facilities and services. The plan must be action-oriented and pragmatic, considering both the short-term and long-term planning, and shall present clear, concise policy guidance to local and

state officials. Each transportation planning agency must consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations and State and federal agencies.

The Southern California Association of Governments (SCAG) is the MPO for the project region.

The SCAG RTP is a multi-modal long-range planning document, developed in coordination with federal, State, and other regional, sub-regional, and local agencies in southern California. The SCAG RTP, prepared every three years, addresses future needs based on a 20-year projection. It includes programs and policies for congestion management, transit, bicycles, pedestrians, roadways, freight, and finances. It is intended to be used as a long-range plan for federally funded transportation projects. Currently, regional projects are programmed in the Riverside County Transportation Improvement Program (RTIP), while locally funded projects (off the State Highway System) are identified in local agency Capital Improvement Plans (CIPs). To comply with Congestion Management Plan (CMP) Statutes, regional CIP requirements are identified through the Riverside County Transportation Commission (RCTC) RTIP development process. Projects in the local CIPs may be incorporated into the Regional Transportation Improvement Program (RTIP) for the programming of Flexible Congestion Relief (FCR) and Urban and Commuter Rail funds.

Congestion Management Program

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

SB 375 requires each Metropolitan Planning Organization agency to adopt a Sustainable Communities Strategy in conjunction with its Regional Transportation Plan. The Sustainable Communities Strategy aligns land use and transportation planning assumptions to ensure attainment of state-mandated regional greenhouse gas emissions targets. The RCTC has designated a system of highways and roadways to include (at a minimum) all State Highway facilities within Riverside County and a system of principal arterials as the Congestion Management System (CMS). All State Highways within Riverside County have been designated as part of the CMP System of Highways and Roadways. The following facilities are designated as part of the Riverside CMP System of Highways and Roadways in the Coachella Valley:

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

- Monterey Avenue (I-10 to SR 111)

The Riverside County Long Range Transportation Study indicates that most local agencies in Riverside County and Caltrans have adopted peak hour Level of Service (LOS) standards of "C" or "D" to maintain a desired LOS for the local circulation system. To address CMP requirements RCTC approved a minimum traffic LOS standard of "E" has been adopted.

Coachella Valley Regional Arterial Program

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

Measure A, approved by Riverside County voters in 1988, approved a half-cent increase in sales tax over a 20-year period to be used for transportation purposes. In November 2002, Riverside County voters approved a 30-year extension of Measure "A" (2009–2039). Measure A funds contribute a portion of the cost of transportation system improvements projected to be needed over the next 25 years. To conform to CVAG policies, all CVAG member agencies, including the City of La Quinta, are required to construct adopted standard road improvements for missing regional roads segments located adjacent to land development projects.

City of La Quinta

City of La Quinta General Plan

The City has adopted LOS D as the minimum acceptable standard for intersection analysis. A significant traffic impact occurs if the addition of project-generated trips causes an intersection to change from an acceptable LOS to a deficient LOS, or if project traffic increases the delay at any intersection already operating at an unacceptable LOS. The City has adopted LOS D or maximum volume to capacity ratio of 0.90 as the minimum acceptable standard during peak operating periods for roadway segment analysis.

La Quinta Capital Improvement Program

The City's 5-year CIP identifies costs of needed capital improvements and coordinates financing and timing that maximizes benefit to the public. The purpose of the CIP is to provide the City with a long-range program for major municipal capital construction projects based on the systematic development of and accompanying financial plan. The CIP includes roadway improvements and traffic signal installation and upgrades, as well as other City projects.

<u>Area Roadway System</u>

Roads within the Study Area are a combination of Primary Arterials (Madison Street, Avenue 52, Airport Boulevard,) and Secondary Arterials (Avenue 58, Avenue 60.) For purposes of the TIA Local and Collector streets that feed into the larger roadways are not included in the Study Area as their numbers are already factored into traffic on the larger Arterial and Secondary Roadways.

Pedestrian and Alternative Facilities

There are existing pedestrian and bicycle facilities within the study area along sections of Jefferson Street, Madison Street, Monroe Street, Avenue 50, Avenue 52, Avenue 54, Airport Boulevard, and Avenue 58. The City also plans to develop golf cart/neighborhood electric vehicle (NEV) paths that would connect with a number of existing pedestrian/bicycle multi-purpose paths. The City's General Plan Update 2035 *Future Buildout Golf Cart/Neighborhood Electric Vehicle (NEV) Paths* exhibit identifies future Class I golf cart/NEV path and multi-purpose trails along Jefferson Street from Avenue 50 to Avenue 54. Jefferson Street south of Avenue 58 along with sections of Madison Street, Monroe Street, Jackson Street, Avenue 50, Avenue 52, Avenue 54, Airport Boulevard, Avenue 58 and Avenue 60, are planned to be a Class II Golf Cart/NEV path and multi-use path.

4.16.4 Project Impact Analysis

Proposed Project

The construction of off-site improvements will be temporary and will end once discrete construction of the individual facilities is complete. This includes completion of the IID substation connection and all off-site roadway improvements.

The Project is proposed to be served by the Project access locations listed below (see **Exhibit 4.16-1, *TIA Study Area***) and includes a General Plan Amendment (GPA):

- #1 Avenue 62
- #2 Jefferson Street
- Emergency vehicle access (EVA) is provided at Madison Street (from the northerly boundary of the Project's Planning Area 18 to Avenue 60.)
- GPA: The termination of Madison Street as a General Plan Roadway south of Avenue 60.

Project Design Features

- The Project will implement marketing strategies to optimize interaction between on-site resort and residential uses. Information sharing and marketing are important components to successful trip reduction strategies. Marketing strategies will include:
  - Resident member benefits that include use of the resort amenities
  - Event promotions

- Publications

Thresholds of Significance

The following thresholds are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064 of the CEQA Guidelines. Implementation of the Travertine Specific Plan would have a significant effect on Transportation if it is determined that the Project will:

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
d. Result in inadequate emergency access?

Methodology

La Quinta's Vehicle Miles Traveled Policy

La Quinta's Vehicle Miles Traveled Policy (Policy) adopted in June 2020 and revised in July 2021. This Policy aligns the City's transportation analysis with California Senate Bill 743 (SB 743) and establishes the thresholds for transportation impacts under CEQA by introducing Vehicle Miles Traveled (VMT.) As required by SB 743, VMT replaces the former metric used to analyze traffic impacts under CEQA, which was LOS. The City of La Quinta utilizes the California Air Pollution Control Officers Association (CAPCOA 2018) guidance to establish thresholds for significance for use in CEQA analysis as provided for in CEQA Guidelines section 15064.3 and provided options for mitigation for projects within their jurisdiction. The City continues to utilize the LOS metric to analyze project consistency with the General Plan. The methodology for transportation LOS analysis is included in Engineering Bulletin 06-13.

<u>VMT</u>

The Project-specific VMT Analysis was prepared based on the adopted City Guidelines. As outlined in the La Quinta Guidelines, a Mixed-Use project such as the proposed Project, which includes both residential and non-residential uses, has each type of use analyzed independently, applying the following significance thresholds for each land use component:

- For Residential Uses, VMT per resident exceeding a level of: (1) 15 percent below the Citywide per resident VMT OR (2) 15 percent below regional VMT per resident, whichever is more stringent.
- For Retail Uses (Includes Hotels), a net increase in the total existing VMT for the region.

Level of Service

The addition of Project-generated trips has the potential to cause an intersection to change from an acceptable LOS to a deficient LOS, or Project traffic may increase the delay at any intersection already operating at an unacceptable LOS, or if it causes the LOS to change from an acceptable LOS (LOS D or better) to a deficient LOS (LOS E or worse) or increase delay/density on a facility operating at an unacceptable level the Project can be considered not consistent with the City's Circulation Element.

The City General Plan establishes LOS D as the minimum acceptable standard during peak operating periods for roadway segments and intersections. Currently, LOS analysis provides information regarding roadway segment and intersection capacity and General Plan consistency for City transportation planning efforts. As discussed above, vehicle delay as measured solely by LOS or similar congestion-based standards does not constitute an environmental impact under CEQA. Therefore, the roadway segment and intersection LOS analysis is provided here was undertaken to demonstrate Project consistency with the General Plan planning assumptions and policies. The EIR does not use the LOS metric to determine the significance of transportation impacts under CEQA, consistent with CEQA and the CEQA Guidelines.

Signal Warrants

A signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions should be evaluated to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS "D" or operate below LOS "D" and not meet a signal warrant.

Traffic Impact Analysis

The *Travertine Specific Plan Traffic Impact Analysis* (TIA) is based upon an analysis of existing roadway and intersection conditions in the Project vicinity and current traffic volumes, General Plan roadway classification, and other data and information. The TIA provides documentation and analysis of existing traffic conditions, trips generated by the Project property, distribution of the Project trips to roads outside the Project property, and projected future traffic conditions.

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected on August 15th, 2017, April 9th, 2019, May 7th, 2019 and September 1, 2019. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 6:00 AM and 8:30 AM)
- Weekday PM Peak Hour (peak hour between 2:30 PM and 5:30 PM)

There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activities that would prevent or limit roadway access or detour

routes. The average AM/PM peak hour intersection growth over the 2-year period between 2017 and 2019 counts data at selected study area and nearby intersections is approximately 2.66%. The additional 2.66% growth rate is applied to the study area intersections with 2017 counts to reflect 2019 conditions where 2019 counts were not available. The raw traffic count data was adjusted to maintain flow conservation between applicable study area intersections (i.e., no unexplained loss of vehicles between no or limited access intersections).

As noted in the introduction to this discussion, the TIA was prepared in accordance with the City of La Quinta's *Traffic Study Guidelines* and in consultation with City staff during the scoping process. The analysis also considered the General Plan roadway classifications and policies. Project trips were generated based on the rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. The TIA study area is illustrated in **Exhibit 4.16-1**.

Level of Service (LOS) is a measure of transportation system performance based upon the ratio of traffic volume relative to the capacity of the roadway or intersection. The volume-to-capacity ratio (V/C) indicates the overall performance of the roadway segment or intersection and corresponds to a rating of A through F identifying its level of capacity utilization and relative level of congestion. LOS A represents free-flow traffic with little or no delay whereas LOS F represents a breakdown of traffic flow and a high incidence of delay. The volume-to-capacity ratio (V/C) is utilized to indicate the overall projected performance of the roadway segment or intersection. **Table 4.16-3** illustrates the LOS description for roadway segments.

Table 4.16-3 Roadway Segment
Level of Service Description Mid-Link and Uninterrupted Flow

Level of Service	Volume/Capacity Ratio
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	Not Meaningful
Source: Highway Capacity Manual, Transportation Research Board – Special Report 209, National Academy of Science, Washington, D.C. 2000.	

Intersection LOS is a measure of the flow of traffic through a given intersection and is based on the number of seconds the vehicle is delayed in passing through the intersection. As the LOS decreases some travelers familiar with network constraints will seek alternative paths and traffic will be distributed to those parts of the network with surplus capacity. **Table 4.16-4** illustrates the LOS description for roadway Intersections.

Table 4.16-4 Intersection Level of Service Thresholds

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, Highway Capacity Manual (6th Edition.)

The City has defined Level of Service "D" as the minimum acceptable intersection service level during peak hours for planning and design purposes.

Signalized Intersections

The City of La Quinta requires signalized intersection operations analysis based on the methodology described in Chapter 18 and Chapter 31 of the Highway Capacity Manual (HCM) 2010. As noted above, intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle.

The LOS analysis for signalized intersections was performed using optimized signal timing for existing traffic conditions. Signal timing optimization was considered for pedestrian safety and signal coordination requirements. Signal timing information for study area intersections were secured and analyzed. Where signal timing was unavailable, the local accepted standards were utilized in lieu of actual signal timing.

Modal Split

Although the use of public transit, walking, and/or bicycling have the potential to reduce Project-related traffic, such reductions have not been taken into considerations in this traffic study in order to provide a conservative analysis of the Project's potential to add traffic at study area analysis locations.

TIA Analysis Scenarios

In accordance with the City of La Quinta's *Traffic Study Guidelines*, the TIA analyzed the following scenarios:

- Existing (2019) Conditions
- Existing Plus Project Conditions (E+P)
- Existing Plus Ambient Growth Plus Cumulative Projects with and without Project for each of the following Phases:
    - Project Phase 1

  - Project Phase 2 (with Jefferson Street connection to Avenue 58)
  - Project Phase 3 (Phase 3, With Jefferson Street connection to Avenue 58)
- Year 2040 (General Plan Buildout) Conditions without Madison Street extension (GPA) and with Jefferson Street connection to Avenue 58.

Full buildout of the Project will include 758 single family detached residential homes, 442 duplex residential units, a 100-room resort hotel, and other resort/golf facilities. The resort/golf facilities would consist of golf practice (4-holes) and driving range, golf academy, banquet facility and restaurant, and passive outdoor use on slopes. The anticipated construction phase completion dates are as follows:

- Phase 1: 2026
- Phase 2: 2029
- Phase 3 Buildout: 2031

The following peak hours were selected for this analysis:

- Weekday AM peak (peak hour between 6:00 am -8:30 am)
- Weekday PM peak (peak hour between 2:30 pm -5:30 pm)

The study area included in the TIA is shown in **Exhibit 4.16-5, *TIA Intersection Analysis Locations***, and consists of 21 intersections. The TIA study area included 11 roadways segments as shown in **Table 4.16-6, *Roadway Segment Analysis Locations*.** Intersecting streets are characterized as north-south (NS) or east-west (EW).

Table 4.16-5 Intersection Analysis Locations

ID	Intersection Location	ID	Intersection Location
1	Madison Street at Avenue 58	12	Monroe Street at Airport Boulevard
2	Madison Street at Airport Blvd	13	Monroe Street at Avenue 54
3	Madison Street at Avenue 54	14	Monroe Street at Avenue 52
4	Madison Street at Avenue 52	15	Monroe Street at 50th Avenue
5	Madison Street at Avenue 50	16	Monroe Street at 62nd Avenue
6	Jefferson Street at Avenue 54	17	Jackson Street at 60th Avenue
7	Jefferson Street at Avenue 52	18	Jackson Street at 58th Avenue
8	Jefferson Street at Avenue 50	19	Jackson Street at Airport Boulevard
9	Monroe Street at Avenue 62	20	Jefferson Street & N. Loop (Future Intersection)
10	Monroe Street at Avenue 60	21	Jefferson Street and S. Loop *(Future Intersection)*
11	Monroe Street at Avenue 58		

Source: Travertine Specific Plan Traffic Impact Analysis, Table 1-1, Urban Crossroads, November 2020

Table 4.16-6 Roadway Segment Analysis Locations

ID	Segment Location	ID	Segment Location
1	Avenue 58, west of Madison Street	7	Avenue 62, west of Jackson Street
2	Avenue 58, west of Monroe Street	8	Monroe Street, south of Avenue 60
3	Avenue 58, west of Jackson Street	9	Monroe Street, south of Avenue 58
4	Madison Street south of Avenue 56	10	Monroe Street, south of Avenue 56
5	Avenue 60, west of Jackson Street	11	Jackson Street, south of Airport Blvd
6	Avenue 62, west of Monroe Street		

Source: Travertine Specific Plan Traffic Impact Analysis, Table 1-2, Urban Crossroads, November 2020.

Unsignalized Intersections

The City requires that operations of unsignalized intersections be evaluated using the methodology described in Chapter 19, Chapter 20, and Chapter 32 of the HCM 2010. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle. At two-way or side-street stop-controlled intersections, LOS was calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay was computed as the average of all movements in that lane. **Table 4.16-7, *Unsignalized Intersection Description of LOS,*** identifies seconds of delay associated with differing levels of service.

Table 4.16-7 Unsignalized Intersection Description of LOS

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays	0 to 10.00	A	F
Short traffic delays	10.01 to 15.00	B	F
Average traffic delays	15.01 to 25.00	C	F
Long traffic delays	25.01 to 35.00	D	F
Very long traffic delays	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded	> 50.00	F	F

Required Intersection Level of Service

Per City traffic study guidelines, **Table 4.16-8, R*equired Intersection Levels of Service*** and **Table 4.16-9, *Impact Criteria for Intersections Already Operations,*** show the LOS criteria used in the analysis of the Project.

Table 4.16-8 Required Intersection Levels of Service

Intersection Type	LOS Criteria
Signalized Intersection	LOS D or Better
All-Way Stop Controlled Intersection	LOS D or better for all critical movements
Cross-Street Stop Controlled Intersection	LOS E or better for the side street

Table 4.16-9 Impact Criteria for Intersections Already Operating at LOS E or LOS F

Significant Changes in LOS	
LOS E	An increase in delay of 2 seconds or more
LOS F	An increase in delay of 2 seconds or more

Impact Analysis Results

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.

The proposed Project property will consist of approximately 758 single family detached residential homes, 445 duplex residential units, a 100-room resort hotel (Resort/Spa), and Resort/Golf (golf practice, golf academy and banquet accommodations.)

The Project property will be served by two access points: 1) the southerly extension of South Jefferson as a Modified Secondary, south of Avenue 58, and 2) the westerly extension of Avenue 62 as a Modified Secondary, west of Monroe Street. Secondary/emergency access will be provided by the modified southerly extension of Madison Street as an Emergency Vehicle Access Road.

Project Trip Generation

Trip generation was calculated by land use type using the reference Trip Generation, 10th Edition (2017) prepared by the Institute of Transportation Engineers (ITE). Trip Generation for the Project was determined by utilizing published rates for the peak hour of the generator rather than for the peak hour of adjacent street traffic, where possible. ITE trip generation rates for Single Family Detached Residential (Code 210,) Multi-family Housing (low-rise) (Code 220,) Hotel (Code 310,) and Golf Course (Code 430) are used.

ITE LU Code 430 indicates golf course sites may also have driving ranges and clubhouses with a pro shop, restaurant, lounge, and banquet facilities. This LU code is therefore used to estimate the vehicle trips generated by resort/golf uses in PA 11, resulting in 365 trip ends per day on a typical weekday, with 21 vehicles per hour (VPH) during the weekday AM peak hour, and 34 VPH during the weekday PM peak hour. The mix of PA 11 land uses, with internal interaction, are not anticipated to exceed the weekday peak activity associated with a 12-hole golf course data used in the TIA.

Construction

Construction activities are not addressed in travel demand models because it is a short-term activity, and the City's significance thresholds do not apply to construction traffic. Construction activity typically occurs outside of commute peak hours and the rigorous analysis of travel activity associated with full occupancy of the Project fully addresses traffic LOS and roadway improvement requirements. At the time of construction permitting, it is anticipated that the construction management team will be required to coordinate with the City of La Quinta and other agencies to obtain the necessary permits.

Construction activities result in air quality and greenhouse gas (GHG) emissions associated with construction worker, vendor, and haul trips, as well as emissions associated with construction equipment used on-site during site construction activities which include but are not limited to demolition, site preparation, grading, paving, painting, and vertical building construction. These emissions are addressed in the Project air quality and GHG studies.

Phase 1 Trip Generation

Based on the Project's generation and trip distribution patterns, Project average daily trips (ADT) were identified, as shown in **Table 4.16-10**. Phase 1 (2026) of the Project property is anticipated to generate a net total of 5,836 external trip ends per day with 444 external trips during the AM peak hour and 593 external trips during the PM peak hour.

Table 4.16-10 Project Phase 1 (2026) Trip Generation Summary

Trip Generation Rates[1]								
Land Use	**Quantity[2]**	**AM Peak Hour**			**PM Peak Hour**			**Daily**
		In	**Out**	**Total**	**In**	**Out**	**Total**	
Single Family Detached	530 DU	0.19	0.55	0.74	0.62	0.37	0.99	9.44
Multifamily Housing (low-rise)	74 DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32
Resort/Golf[3]	12 Holes[4]	1.39	0.37	1.76	1.54	1.37	2.91	30.38
Trip Generation Results								
Land Use	**Quantity[2]**	**AM Peak Hour**			**PM Peak Hour**			**Daily**
		In	**Out**	**Total**	**In**	**Out**	**Total**	
Single Family Detached	530 DU	101	292	393	329	196	525	5,003
Multifamily Housing (Low-rise)	74 DU	8	26	34	26	16	42	542
Internal to Resort/Golf		*0*	*(2)*	*(2)*	*(2)*	*(2)*	*(4)*	*(37)*
Residential External Trips		109	316	425	353	210	563	5,508
Resort/Golf	12 Holes[4]	17	4	21	18	16	34	365
Internal to Residential		*(2)*	*0*	*(2)*	*(2)*	*(2)*	*(4)*	*(37)*
Resort/Golf External Trips		15	4	19	16	14	30	328
Project Subtotal		126	322	448	373	228	601	5,910
Internal Capture Subtotal		*(2)*	*(2)*	*(4)*	*(4)*	*(4)*	*(8)*	*(74)*
Phase 1 (2026) Project Total External Trips		**124**	**320**	**444**	**369**	**224**	**593**	**5,836**

Source: Travertine Specific Plan Traffic Phasing Analysis, Table 4-1, Urban Crossroads, January 2020.

Notes:

1. Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).
2. DU = Dwelling Unit; RM = Room
3. Resort/Golf (golf practice, golf academy, and banquet accommodations).
4. Trip generation associated with a 12-hole golf course is equivalent to the proposed golf practice, golf academy, and banquet accommodations.

Phase 2 Trip Generation

As shown in **Table 4.16-11,** Phase 2 (2029) of the Project property is anticipated to generate a net total of 8,343 external trip ends per day with 620 external trips during the AM peak hour and 823 external trips during the PM peak hour.

Table 4.16-11 Project Phase 2 (2029) Trip Generation Summary

Trip Generation Rates[1]								
Land Use	**Quantity[2]**	**AM Peak Hour**			**PM Peak Hour**			**Daily**
		In	**Out**	**Total**	**In**	**Out**	**Total**	
Single Family Detached	673 DU	0.19	0.55	0.74	0.62	0.37	0.99	9.44
Multifamily Housing (low-rise)	237 DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32
Resort/Golf[3]	12 Holes[4]	1.39	0.37	1.76	1.54	1.37	2.91	30.38
Trip Generation Results								
Land Use	**Quantity[2]**	**AM Peak Hour**			**PM Peak Hour**			**Daily**
		In	**Out**	**Total**	**In**	**Out**	**Total**	
Single Family Detached	673 DU	128	370	498	417	249	666	6,353
Multifamily Housing (Low-rise)	237 DU	26	83	109	83	50	133	1,735
Internal to Resort/Golf		*(1)*	*(3)*	*(4)*	*(2)*	*(3)*	*(5)*	*(55)*
Residential External Trips		153	450	603	498	296	794	8,033
Resort/Golf[3]	12 Holes[4]	17	4	21	18	16	34	365
Internal to Residential		*(3)*	*(1)*	*(4)*	*(3)*	*(2)*	*(4)*	*(55)*
Resort/Golf External Trips		14	3	17	15	14	29	310
Project Subtotal		171	457	628	518	315	833	8,453
Internal Capture Subtotal		*(4)*	*(4)*	*(8)*	*(5)*	*(5)*	*(10)*	*(110)*
Phase 2 (2029) Project Total External Trips		**167**	**453**	**620**	**513**	**310**	**823**	**8,343**

Source: Travertine Specific Plan Traffic Phasing Analysis, Table 4-1, Urban Crossroads, January 2020.

Notes:

1. Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).
2. DU = Dwelling Unit; RM = Room
3. Resort/Golf (golf practice, golf academy, and banquet accommodations).
4. Trip generation associated with a 12-hole golf course is equivalent to the proposed golf practice, golf academy, and banquet accommodations.

Phase 3 Buildout Trip Generation

As shown in **Table 4.16-12,** Phase 3 (2031) of the Project property is anticipated to generate a net total of 11,321 external trip ends per day with 812 external trips during the AM peak hour and 1,057 external trips during the PM peak hour.

Table 4.16-12 Project Phase 3 Buildout (2031) Trip Generation Summary

Trip Generation Rates[1]								
Land Use	**Quantity[2]**	**AM Peak Hour**			**PM Peak Hour**			**Daily**
		In	**Out**	**Total**	**In**	**Out**	**Total**	
Single Family Detached	758 DU	0.19	0.55	0.74	0.62	0.37	0.99	9.44
Multifamily Housing (low-rise)	442 DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32
Hotel (Resort/Spa)	100 RM	0.36	0.26	0.62	0.36	0.37	0.73	12.38
Resort/Golf[3]	12 Holes[4]	1.39	0.37	1.76	1.54	1.37	2.91	30.38
Trip Generation Results								
Land Use	**Quantity[2]**	**AM Peak Hour**			**PM Peak Hour**			**Daily**
		In	**Out**	**Total**	**In**	**Out**	**Total**	
Single Family Detached	758 DU	144	417	561	470	280	750	7,156
Multifamily Housing (Low-rise)	442 DU	49	155	204	155	93	248	3,235
Internal to Hotel & Resort/Golf		*(6)*	*(12)*	*(18)*	*(12)*	*(12)*	*(24)*	*(256)*
Residential External Trips		187	560	747	613	361	974	10,135
Hotel (Resort/Spa)	100 RM	36	26	62	36	37	73	1,223
Internal to Residential & Resort/Golf		*(5)*	*(4)*	*(9)*	*(5)*	*(6)*	*(11)*	*(256)*
Residential External Trips		31	22	53	31	31	62	967
Resort/Golf[3]	12 Holes[4]	17	4	21	18	16	34	365
Internal to Residential& Hotel		*(7)*	*(2)*	*(9)*	*(5)*	*(6)*	*(11)*	*(256)*
Resort/Golf External Trips		10	2	12	11	10	21	219
Project Subtotal		246	602	848	679	426	1,105	11,979
Internal Capture Subtotal		*(18)*	*(18)*	*(36)*	*(24)*	*(24)*	*(48)*	*(658)*
Phase 3 (2031) Project Total External Trips		**228**	**584**	**812**	**655**	**402**	**1,057**	**11,321**

Source: Travertine Specific Plan Traffic Phasing Analysis, Table 5-1, Urban Crossroads, January 2020.

Notes:

1. Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).
2. DU = Dwelling Unit; RM = Room
3. Resort/Golf (golf practice, golf academy, and banquet accommodations).
4. Trip generation associated with a 12-hole golf course is equivalent to the proposed golf practice, golf academy, and banquet accommodations.

Future Traffic Conditions With Project Buildout (2031)

Future traffic conditions were evaluated, to include existing traffic, ambient growth, and other developments in the area (referred to as "2031 cumulative traffic"). Future "with Project" conditions analyzed Project traffic plus existing ambient growth plus cumulative traffic conditions. Both ambient growth and cumulative traffic are utilized to generate a conservative analysis.

TIA Development Scenarios and Analysis

Existing Plus Project (E+P) Conditions Traffic Analysis

Under this scenario the TIA evaluated impacts on intersection and roadway segments for Existing conditions plus Project trips (E+P).

E+P Intersection Operations Analysis

The results of the analysis for E+P conditions are shown in **Table 4.16-13, *Intersection Analysis for Existing Plus Project Conditions***. For the purposes of this analysis, the E+P analysis scenario was utilized to determine potentially significant Project impacts associated solely with the development of the proposed Project and the corresponding mitigation measures necessary to mitigate these impacts. As shown in **Table 4.16-13**, the 21 intersections (19 existing + 2 Project intersections) study area intersections are anticipated to operate at acceptable LOS with the addition of Project traffic for E+P conditions. Of the 19 existing study area intersections, 18 are anticipated to continue to operate at acceptable LOS (D) or better with the addition of Project traffic to 2019 traffic conditions. Under this scenario, the study area intersection of Monroe Street at Avenue 52 (#14) will require installation of a traffic signal, in order to maintain acceptable LOS under E+P conditions.

Existing Plus Project (E+P) Conditions

This table includes "Bolded" text. If Delay and/or LOS is Bold, this indicates an unacceptable condition with an existing traffic control mechanism. If Traffic Control is bold, RDB indicates a proposed Project roundabout improvement and TS indicates a proposed traffic signal improvement in compliance with the General Plan. Improvements are further described within the Transportation Mitigation Monitoring section of this DEIR.

Table 4.16-13 Intersection Analysis for Existing Plus Project (E+P) Conditions (Assumes Project Buildout)

ID#	Intersection	Traffic Control[1]	Delay (in seconds)[2]		Level of Service[2]	
			AM	PM	AM	PM
1	Madison St. / Avenue 58					
	- Without Improvements	AWS	11.0	13.9	B	B
2	Madison St. / Airport Blvd.	TS	8.3	6.7	A	A
3	Madison St. / Avenue 54					
	- Without Improvements	AWS	16.3	27.9	C	D
4	Madison St. / Avenue 52	TS	29.9	30.7	C	C
5	Madison St. / Avenue 50	TS	29.5	30.0	C	C
6	Jefferson St. / Avenue 54					
	- Without Improvements	AWS	17.1	21.6	C	C
7	Jefferson St. / Avenue 52					
	- Without Improvements	RDB	11.3	12.5	B	B

8	Jefferson St. / Avenue 50					
	- Without Improvements	TS	47.7	49.2	D	D
9	Monroe St. / Avenue 62					
	- Without Improvements	AWS	9.6	12.1	A	B
10	Monroe St. / Avenue 60					
	- Without Improvements	AWS	10.2	11.1	B	B
11	Monroe St. / Avenue 58					
	- Without Improvements	AWS	9.9	17.4	A	C
12	Monroe St. / Airport Blvd.					
	- Without Improvements	AWS	10.3	11.9	B	B
13	Monroe St. / Avenue 54					
	- Without Improvements	AWS	17.8	18.0	C	C
14	Monroe St. / Avenue 52					
	- Without Improvements	AWS	22.8	**50.4**	C	**F**
	- With CIP Improvements[3]	**TS**	34.2	30.3	C	C
15	Monroe St. / 50th Avenue	TS	16.2	17.4	B	B
16	Jackson St. / 62nd Avenue					
	- Without Improvements	AWS	8.3	8.6	A	A
17	Jackson St. / 60th Avenue					
	- Without Improvements	AWS	7.6	8.2	A	A
18	Jackson St. / 58th Avenue					
	- Without Improvements	AWS	8.0	9.2	A	A
19	Jackson St. / Airport Blvd.					
	- Without Improvements	AWS	8.6	9.7	A	A
20	Jefferson St. / N. Loop	**RDB**	4.0	4.7	A	A
21	Jefferson St. / S. Loop	**RDB**	4.1	4.8	A	A

Source: Travertine Specific Plan Traffic Impact Analysis, Table 3-1, Urban Crossroads, November 2020

Notes:

1. **RDB** = Improvement; **TS**= improvement per City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis (May 2012)
2. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
   Delay and level of service is calculated using Synchro 10.1 analysis software.
   Bold = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS)
3. TS = Traffic Signal; CSS = Cross-street Stop; AWS = All-Way Stop; RDB = Roundabout

E+P Roadway Segment Capacity Analysis

The roadway segment capacities are approximate and are typically used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet future forecasted traffic demand. **Table 4.16-14, *Roadway Volume/Capacity Analysis for Existing***

Plus Project Conditions, provides a summary of the E+P traffic conditions roadway segment capacity analysis based on the City roadway segment capacity thresholds**.** As shown on **Table 4.16-14**, all study roadway segments analyzed are anticipated to operate at acceptable LOS for E+P traffic conditions with existing lane configurations.

Table 4.16-14 Roadway Volume/Capacity Analysis for Existing Plus Project (E+P) Conditions

Roadway	Segment	Roadway Designation	Through Travel Lanes[1]	Capacity[2]	ADT[3]	Volume/ Capacity Ratio
Ave 58	West of Madison St.	Secondary	3	21,000[4]	7,300	0.35
			2	14,000[6]	7,300	0.52
	West of Monroe St.	Secondary	4	28,000	4,000	0.14
	West of Jackson St.	Secondary	2	14,000[4]	3,000	0.21
Madison St.	South of Ave 56	Primary	4	42,600	10,100	0.24
60th Ave	West of Jackson St.	Primary	2	19,000[5]	1,800	0.09
Ave 62	West of Monroe St.	Modified Secondary	2	19,000	6,300	0.33
	West of Jackson St.	Secondary	2	14,000[4]	4,000	0.29
Monroe St.	South of Ave 60	Secondary	2	14,000[4]	5,000	0.36
	South of Ave 58	Primary	2	19,000[5]	5,500	0.29
	South of Ave 56	Primary	3	31,950[6]	6,800	0.21
Jackson St.	South of Airport Bl	Primary	2	19,000[5]	3,500	0.18

Source: Travertine Specific Plan Traffic Impact Analysis, Table 3-2, Urban Crossroads, November 2020
Notes:
1. Existing Number of Through lanes.
2. Source: City of La Quinta Engineering Bulletin #06-13 (July 2015).
3. Average Daily Traffic (ADT) expressed in vehicles per day.
4. Capacity was calculated as a ratio of 4-lane Secondary capacity.
5. Capacity was calculated as a ratio of 4-lane Primary capacity.
6. Estimated capacity for 2-lane Primary.

Traffic Signal Warrants

The traffic signal warrant analysis further found that under E+P traffic conditions, two additional intersections are projected to satisfy traffic signal warrants:

- Madison Street at Avenue 58
- Monroe Street at Avenue 62

Phase 3 Buildout Trip Generation

Project Phase 3, which constitutes Project buildout, includes Existing (2019) volumes, Ambient Growth traffic for 12 years, cumulative development traffic, and Project traffic. The results of the

Project Buildout HCM intersection analysis and roadway segment capacity analysis are also presented.

At buildout, the Project will provide two public access routes: 1) the southerly extension of South Jefferson as an interim section (40-foot pavement section, sidewalk on west side) south of Avenue 58, and 2) the westerly extension of Avenue 62 as an interim section (40-foot pavement section, sidewalk on west side), west of Monroe Street (consistent with Phase 1 conditions).

As shown on **Table 4.16-12,** Project buildout will generate a net total of approximately 11,321 external trip-ends per day on a typical weekday with 812 vehicles per hour (VPH) during the weekday AM peak hour and 1,057 external VPH during the weekday PM peak hour.

Buildout Trip Distribution

The trip distribution pattern at Project buildout is onto two public routes for access: 1) the southerly extension of South Jefferson as an interim section (40-foot pavement section, sidewalk on the west side,) south of Avenue 58, and 2) the westerly extension of Avenue 62 as an interim section (40-foot pavement section, sidewalk on the west side), west of Monroe Street for access (consistent with Phase 1 conditions). Both Avenue 62 and Jefferson Street will be built to their ultimate conditions within the Project property limits.

Like Phase 1 and 2 conditions, approximately 70% of Project traffic travels north of Avenue 58. **Table 4.16-15** includes “Bolded” text. If Delay and/or LOS is Bold, this indicates an unacceptable condition with an existing traffic control mechanism. If Traffic Control is bold, RDB indicates a proposed Project roundabout improvement and TS indicates a proposed traffic signal improvement in compliance with the General Plan Circulation Element. Bolded traffic control measures are required to reach acceptable LOS. Notes below the table define the associated acronyms. The Project will be required to participate in the DIF program.

Improvements are further described within the Transportation Mitigation Monitoring section of this DEIR.

Table 4.16-15 Intersection Analysis for Project Buildout (2031) Conditions (with 2031 Cumulative Traffic)

#	Intersection	Traffic Control[1]	Without Project				With Project			
			Delay (in seconds)[2]		Level of Service[2]		Delay (in seconds)[2]		Level of Service[2]	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Madison St. / Avenue 58									
	-Without Improvements	AWS	28.2	**>80**	D	**F**	**72.4**	**>80**	**F**	**F**
	-With Improvements	**TS**	27.8	38.5	C	D	34.8	43.9	C	D
2	Madison St. / Airport Blvd.	TS	11.0	10.5	B	B	11.1	10.5	B	B
3	Madison St. / Avenue 54									
	-Without Improvements	AWS	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	-With Improvements	**TS**	37.3	38.7	D	D	38.9	39.8	D	D
4	Madison St. / Avenue 52	TS	33.9	36.0	C	D	34.7	37.4	C	D
5	Madison St. / Avenue 50	TS	34.1	36.5	C	D	34.5	36.8	C	D
6	Jefferson St. / Avenue 54									
	-Without Improvements	AWS	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	-With Improvements	**TS**	36.9	34.5	D	C	37.6	41.4	D	D
7	Jefferson St. / Avenue 52									
	-Without Improvements	RDB	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	-With Improvements	RDB	3.7	4.7	A	A	3.7	5.2	A	A
8	Jefferson St. / Avenue 50									
	-Without Improvements	TS	**56.3**	**75.2**	**E**	**E**	**56.9**	**76.2**	**E**	**E**
	-With Improvements	TS	52.9	50.5	D	D	53.2	51.8	D	D
9	Monroe St. / Avenue 62									
	-Without Improvements	AWS	9.7	16.6	A	C	13.3	**53.5**	B	**F**
	-With Improvements	**TS**	-	-	-	-	39.2	42.4	D	D
10	Monroe St. / Avenue 60									
	-Without Improvements	AWS	**36.7**	**>80**	**E**	**F**	**70.8**	**>80**	**F**	**F**
	-With Improvements	**TS**	13.5	14.9	B	B	13.8	18.3	B	B
11	Monroe St. / Avenue 58									
	-Without Improvements	AWS	**55.9**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	-With Improvements	**TS**	29.0	38.7	C	D	29.4	54.6	C	D
12	Monroe St. / Airport Blvd.									
	-Without Improvements	AWS	**59.9**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	-With Improvements	**TS**	11.7	15.1	B	B	12.5	22.7	B	C
13	Monroe St. / Avenue 54									
	-Without Improvements	AWS	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	-With Improvements	**TS**	29.5	33.8	C	C	29.3	34.5	C	C
14	Monroe St. / Avenue 52									

	- Without Improvements	AWS	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	- With Improvements	**TS**	39.6	43.7	D	D	40.1	45.7	D	D
15	Monroe St. / 50th Avenue	TS	22.1	49.2	C	D	23.3	54.9	C	D
16	Jackson St. / 62nd Avenue									
	- Without Improvements	AWS	10.9	17.8	B	C	13.9	**46.8**	B	**E**
	- With Improvements	**TS**	-	-	-	-	26.0	27.7	C	C
17	Jackson St. / 60th Avenue									
	- Without Improvements	AWS	11.3	**37.1**	B	**E**	12.4	**72.7**	B	**F**
	- With Improvements	**TS**	29.1	26.7	C		15.3	27.3	B	C
18	Jackson St. / 58th Avenue									
	- Without Improvements	AWS	13.7	**>80**	B	**F**	17.3	**>80**	C	**F**
	- With Improvements	**TS**	12.3	26.7	B	C	12.7	29.4	B	C
19	Jackson St. / Airport Blvd.									
	-Without Improvements	AWS	14.9	**>80**	B	**F**	19.3	**>80**	C	**F**
	-With Improvements	**TS**	23.2	14.0	C	B	23.7	27.3	C	C
20	Jefferson St. / N. Loop	**RDB**	Intersection does not exist				4.0	4.7	A	A
21	Jefferson St. / S. Loop	**RDB**	Intersection does not exist				4.1	4.8	A	A

Source: Travertine Specific Plan Traffic Phasing Analysis, Table 3-2, Urban Crossroads, January 2020.

Notes:

1. **RDB** = Improvement; **TS**= improvement per City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis (May 2012)
2. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
   Delay and level of service is calculated using Synchro 10.1 analysis software.
   Bold = LOS does not meet the applicable jurisdictional requirements (i.e. unacceptable LOS)
3. TS = Traffic Signal; CSS = Cross-street Stop; AWS = All-Way Stop; RDB = Roundabout

Table 4.16-16 provides a summary of Project Buildout (2031) roadway segment traffic conditions. As shown on **Table 4.16-16**, all study roadway segments analyzed are anticipated to operate at acceptable LOS under Project Buildout (2031) traffic conditions with existing lane configurations.

Table 4.16-16 Roadway Volume/Capacity Analysis for Existing Plus Ambient Plus Cumulative Plus Project Buildout (2031) Conditions (with 2031 Cumulative Traffic)

Roadway	Segment	Roadway Designation	Through Travel Lanes[1]	Capacity[2]	ADT[3]	Volume/ Capacity Ratio
Ave 58	West of Madison St.	Secondary	3	21,000[4]	11,600	0.55
			2	14,000[6]	11,600	0.83
	West of Monroe St.	Secondary	4	28,000	9,800	0.35
	West of Jackson St.	Secondary	2	14,000[4]	8,900	0.64
Madison St.	South of Ave 56	Primary	4	42,600	23,900	0.56
60th Ave	West of Jackson St.	Primary	2	19,000[5]	6,700	0.35
Ave 62	West of Monroe St.	Modified Secondary	2	19,000	7,500	0.39
	West of Jackson St.	Secondary	2	14,000[4]	9,000	0.64
Monroe St.	South of Ave 60	Secondary	2	14,000[4]	11,600	0.83
	South of Ave 58	Primary	2	19,000[5]	14,900	0.78
	South of Ave 56	Primary	3	31,950[6]	15,900	0.50
Jackson St.	South of Airport Bl	Primary	2	19,000[5]	11,500	0.61

Source: Travertine Specific Plan Traffic Impact Analysis, Table 6-3, Urban Crossroads, November 2020

Notes: 1. Existing Number of Through lanes.
2. Source: City of La Quinta Engineering Bulletin #06-13 (July 2015).
3. Average Daily Traffic (ADT) expressed in vehicles per day.
4. Capacity was calculated as a ratio of 4-lane Secondary capacity.
5. Capacity was calculated as a ratio of 4-lane Primary capacity.
6. Estimated capacity for 2-lane Primary.

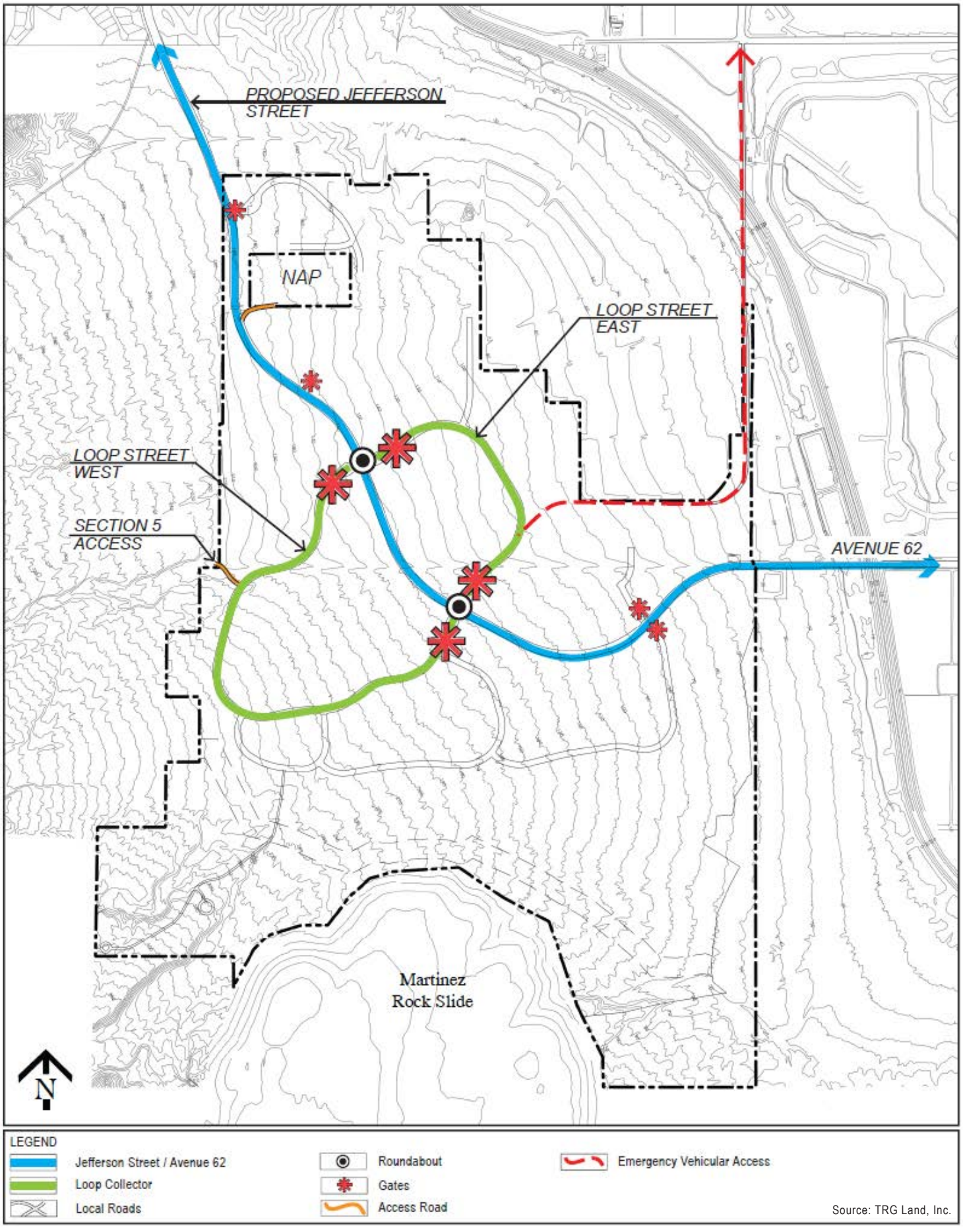
Project Buildout Operations Analysis

LOS calculations were conducted for the study intersections to evaluate their operations under Project Buildout (2031) Without and With Project traffic conditions. The results of the analysis for Project Buildout conditions are shown in **Table 4.16-19, *Intersection Analysis for Phase 3 (2031) Conditions***, which indicates that the following two study area intersections experience Project impacts requiring CIP-funded improvements in order to maintain acceptable LOS under Project Buildout With Project Conditions:

- Monroe Street at Avenue 62
- Jackson Street at Avenue 62

Needed intersection improvements include traffic signals to be constructed by the Project for eventual reimbursement via the City of La Quinta or County of Riverside (Jackson Street/Avenue 62 is entirely in the County of Riverside).

Exhibit 4.16-2 shows the recommended Project Buildout Circulation Plan and **Exhibit 4.16-3** shows Project onsite design standards and contributions to off-site improvements.



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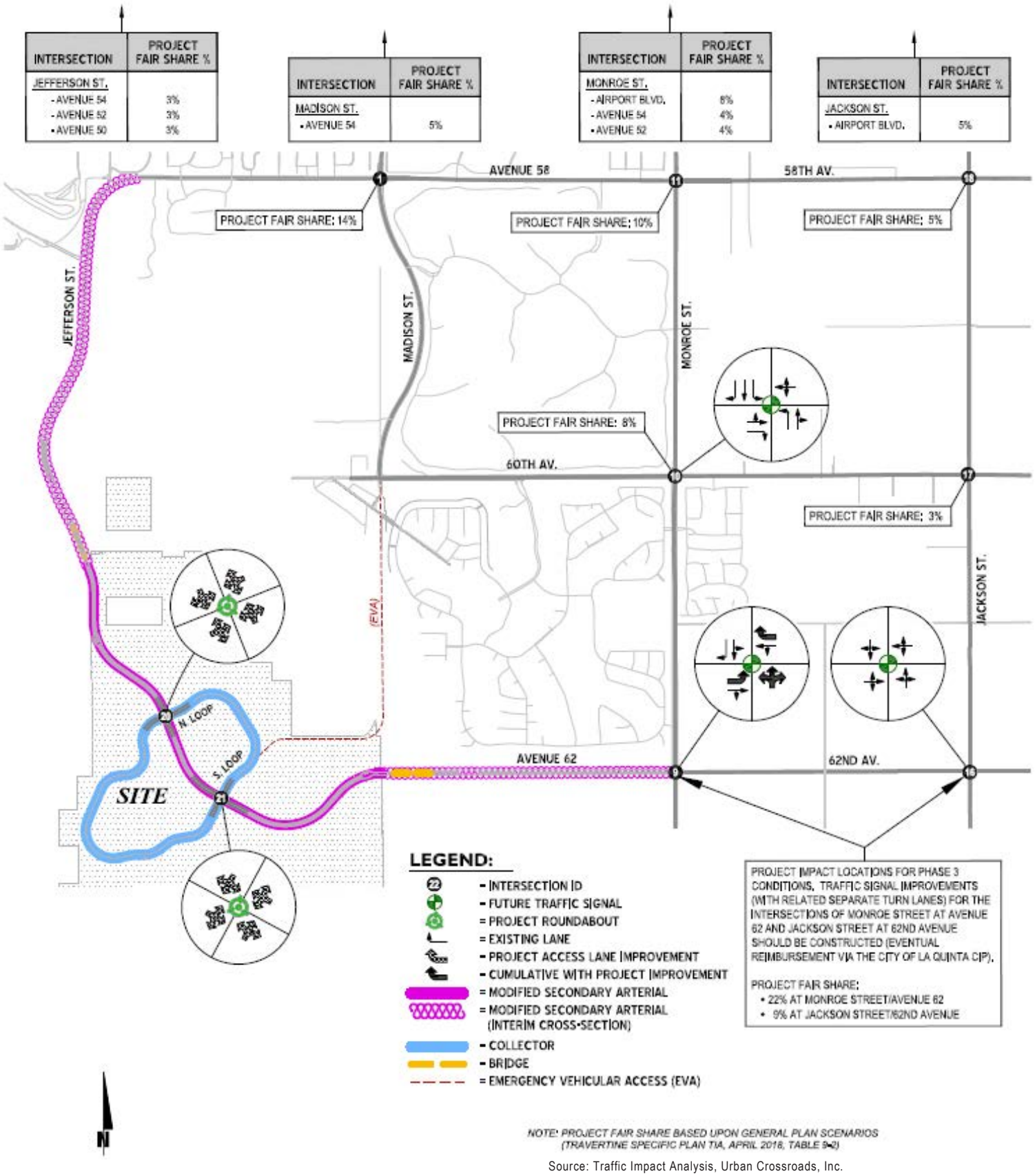
PHASE 3 (2031) SITE DEVELOPMENT PLAN

TRAVERTINE

EXHIBIT 4.16-2



NOTE: PROJECT FAIR SHARE BASED UPON GENERAL PLAN SCENARIOS (TRAVERTINE SPECIFIC PLAN TIA, APRIL 2018, TABLE 9-2)

Source: Traffic Impact Analysis, Urban Crossroads, Inc.

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PHASE 3 (2031) RECOMMENDED ACCESS FEATURES & CONTRIBUTIONS TO OFF-SITE IMPROVEMENTS

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EXHIBIT 4.16-4

Project Buildout Site Access Improvements

Public access at Project buildout will be accommodated by the aggregate of prescribed on-and off-site improvements for Phases 1 through 3. These include the above-described improvements along Avenue 62 and Jefferson Street to Avenue 58. The Madison Street EVA will also remain in place but will be limited to providing emergency access only. With implementation of **TRA-1,** the Project will be consistent with General Plan policies related to LOS. Intersections found in other jurisdictions, such as the County of Riverside and the City of Indio will be updated in accordance with their relative General Plan policies. Both Jurisdictions utilize LOS D as an acceptable level of service.

Project Site Internal Circulation

Project Intersection Controls and Street Cross-Sections

Two main access points of public access are South Jefferson Street and Avenue 62. Madison Street will provide long-term emergency access to the property. The internal road (Loop) would intersect with Jefferson Street at two roundabout-controlled intersections (Jefferson Street at North Loop and Jefferson Street at South Loop). Jefferson street through the Project property and the Loop Road are depicted in **Exhibit 3-14, *Circulation Plan,*** in **Chapter 3.0, *Project Description***.

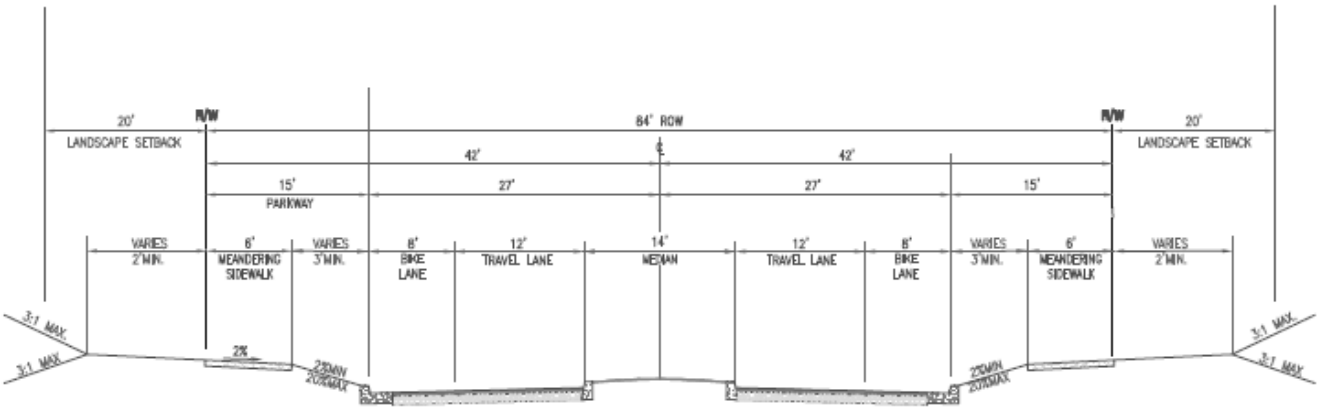
Five additional Project gated access points along Jefferson Street are proposed as cross-street stop-controlled intersections with median breaks to allow left turns. All five full access intersections meet Jefferson Street as three-legged intersections, with turning volume of less than 50 vehicles per hour in the peak hour. The opposing volume in each instance is less than 500 vehicles per hour in the peak hour, and the left turn bays/lanes needed are less than the minimum (100 feet with 90-foot transition). **Exhibit 4.16-4, *Recommended On-Site Road Improvements*,** shows the recommended roadway lane improvements for the main roads through the property. Internal lane improvements are shown on **Exhibit 4.16-5**, ***On-Site Recommended Lane Improvements***. The following is a summary of the road improvements proposed as part of the Project.

Jefferson Street – The applicant will construct Jefferson Street from the Project boundary to Avenue 58 as an interim section with 1 lane northbound, 1 lane southbound with bike lanes on both sides of the street, and a sidewalk adjacent to the west side of the street. Within the Project property, Jefferson Street will be constructed at its ultimate full section width, with curb and gutters. Outside of the Project property, future General Plan lanes would occur without or with the Project (by others). Improvements are part of Phase 1 and will be completed prior to Project occupancy.

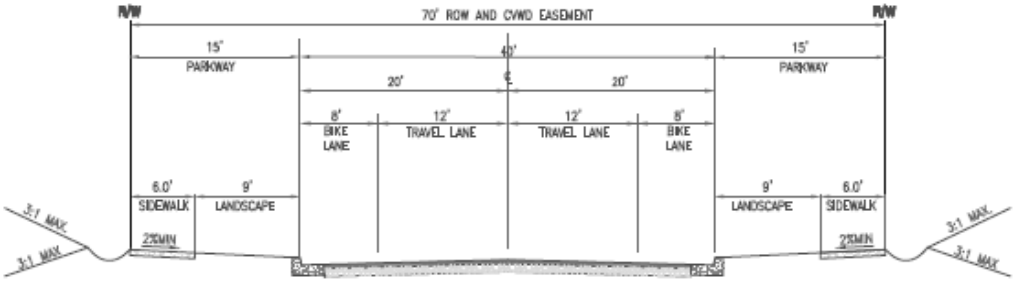
Avenue 62 – The applicant will construct Avenue 62 from the Project property to Monroe Street as an interim section with 1 lane eastbound, 1 lane westbound, bike lanes, and a sidewalk adjacent to the north side of the street due to existing limitations of levee construction and offsite ROW availability from adjacent ownership. Within the Project property, Avenue 62 will be constructed at

its ultimate full section width as shown on **Exhibit 4.16-4**, with curb and gutters. Improvements are part of Phase 1 and will be completed prior to Project occupancy.

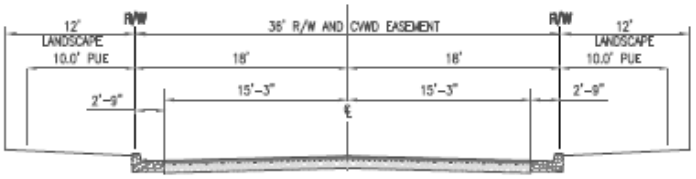
Loop – The North and South Loop roads will operate as a circular roadway between the North and South Loop intersections with Jefferson Street. The applicant will construct Loop Road at its ultimate full section width as a Collector (70-foot right-of-way with a 40-foot paved section), with curb and gutters with bike lanes and sidewalks.



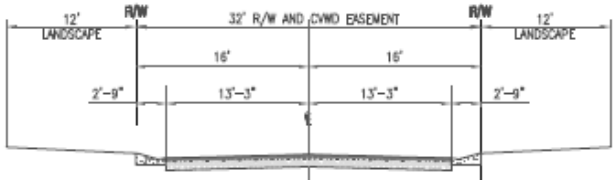
MODIFIED SECONDARY
(JEFFERSON STREET/AVENUE 62)



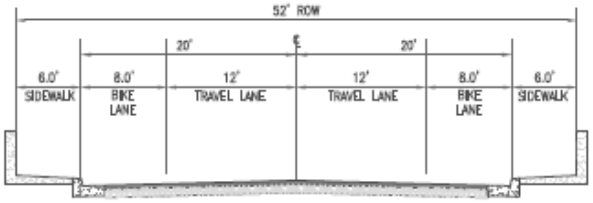
COLLECTOR



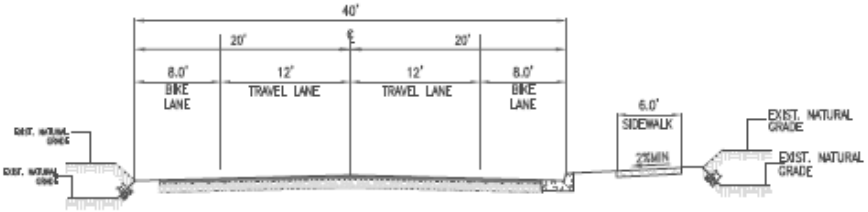
LOCAL, PARKING ON BOTH SIDES



LOCAL, PARKING ON ONE SIDE



JEFFERSON STREET GUADALUPE BRIDGE AND AVENUE 62 BRIDGE



INTERIM OFF-SITE JEFFERSON STREET AND AVENUE 62 ACCESS CONNECTIONS

Source: Traffic Impact Analysis, Urban Crossroads, Inc.

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RECOMMENDED ON-SITE ROAD IMPROVEMENTS
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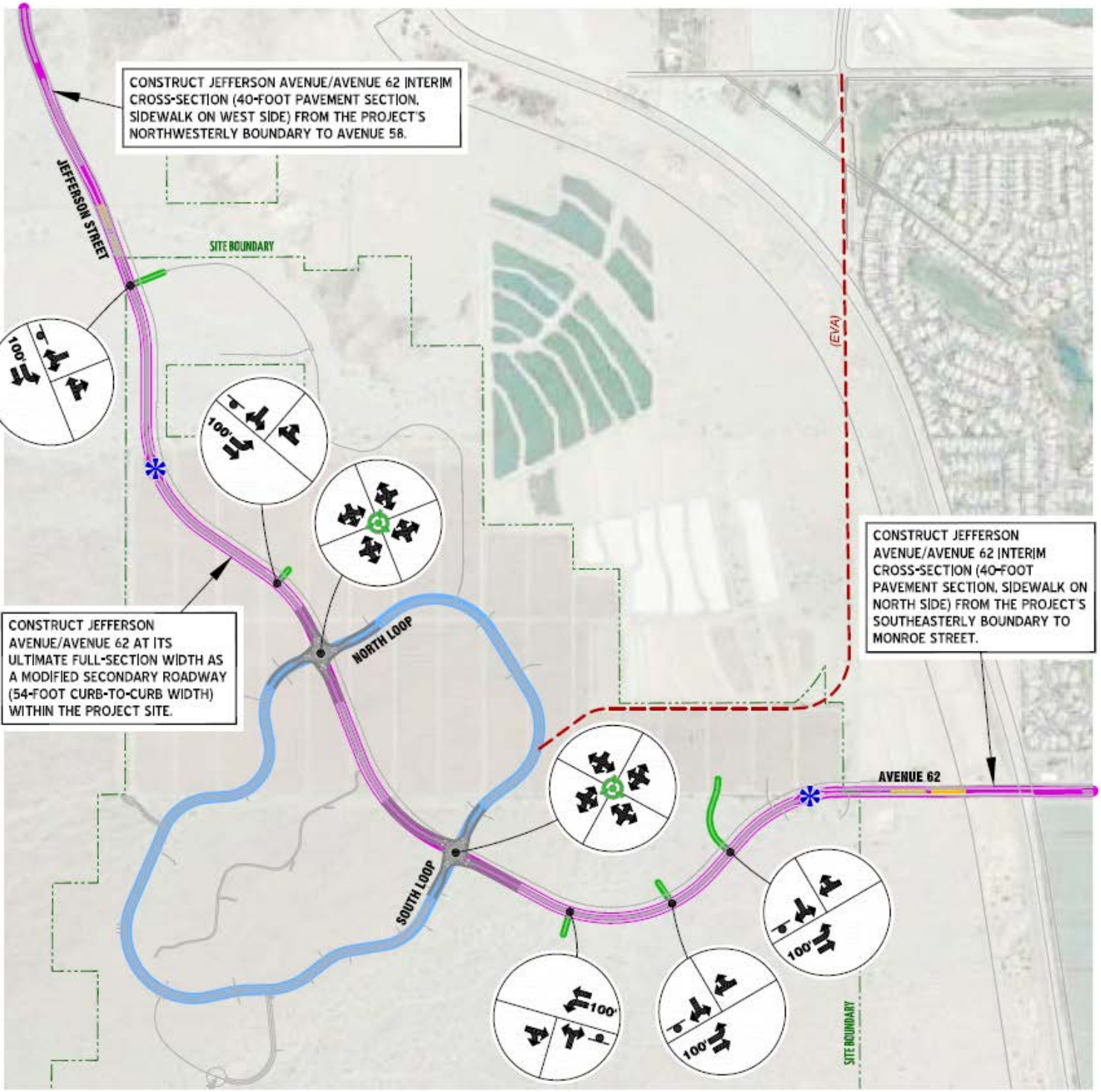
EXHIBIT 4.16-4



Source: Traffic Impact Analysis, Urban Crossroads, Inc.

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RECOMMENDED ON-SITE LANE IMPROVEMENTS

TRAVERTINE

EXHIBIT 4.16-5

Transit Service

The City of La Quinta is currently served by the SunLine Transit Agency, but there is no bus service currently serving the Project property study area. Transit service is reviewed and updated by the SunLine Transit Agency periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. Therefore, because SunLine does not currently serve the Project property study area, there will be no impacts to SunLine services or facilities and the Project will not otherwise interfere with implementation of SunLine transit network.

Non-motorized Transportation Facilities

These facilities include sidewalks, multipurpose trails, bicycle lanes and golf cart/neighborhood electric vehicles (NEV) lanes. The proposed Project property includes pedestrian and bicycle facilities distributed throughout the proposed development. Sidewalks and two Class II bike lanes will be provided along Jefferson Street and Loop throughout the Project property. Off-site, the interim section of Jefferson Street from the Project property boundary to Avenue 58 includes bike lanes on both sides of the roadway and a sidewalk on the westside of the roadway. The offsite section of Avenue 62 from the Project property boundary to Monroe Street includes a bike lane and sidewalk on the north side only. The City does not have jurisdiction over the south half of this street.

The Travertine Specific Plan includes routes for golf carts and NEVs (also referred to as Low-Speed Electric Vehicles or LSEVs), as well as recharging facilities at the resort/spa, golf clubhouse and community clubhouse. The Specific Plan provides an extensive pedestrian and bicycle network of paths to allow safe and convenient access to recreational and community centers.

The proposed internal Class II bike lanes will be developed along Jefferson Street, connecting to Avenue 62. These lanes will be 8-feet wide to accommodate both bikes and golf carts. Implementation of the Travertine Specific Plan would be consistent with the City's General Plan 2035 goals and policies for non-motorized transportation, specifically Policy CIR 1.12 to reduce vehicular traffic and vehicles miles traveled by developing a land use pattern that maximizes interactions between adjacent or nearby land uses; and Program CIR-1.12.c, where new development shall provide pedestrian and bicycle connections to adjacent streets and assure that infrastructure and amenities accommodate pedestrian and bicycle use. The Specific Plan Circulation Plan includes a network of sidewalks, bike lanes and trails through and around the Project property, as well as along the extension of Jefferson Street between the Project property and Avenue 58, and along Avenue 62 east of the Project site. In addition, the bike lanes will be striped as 8-foot-wide lanes to accommodate golf carts and NEVs.

Hiking trails are also included in the proposed Project that will generally run outside the developed portion of the Project property. A multi-use trail will bisect the Loop and connect east to the hiking

trail, as well, with grade separation at Jefferson Street (i.e., the trail goes under the roadway). Two trail heads are proposed as part of the Project to provide access to the onsite hiking, biking and multi-use trails. Exhibit 8-3 of the TIA illustrates the proposed Pedestrian and Bicycle Routes.

In summary, the proposed Project provides a robust network of bike paths, pedestrian ways, and other multi-modal facilities. Therefore, with implementation of **Mitigation Measure TRA-1** and **TRA-2**, the Project will not conflict with any City program, plan, ordinance, or policy regarding multi-modal transportation.

Therefore, this impact would be less than significant because the proposed Project is consistent with the General Plan 2035 Circulation Plan regarding non-motorized transportation.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Vehicle Miles Travelled

The California Environmental Quality Act (CEQA) procedures for determination of transportation impacts have recently changed to add an evaluation of Vehicle Miles Traveled (VMT) rather than an emphasis on vehicle delay or LOS, due to Senate Bill 743 (SB 743).

VMT Methodology

The Vehicle Miles Traveled Analysis Policy (June 2020) (**City Guidelines)** is consistent with the VMT analysis methodology recommended in CEQA Guidelines section 15064.3. As outlined in the La Quinta Guidelines, a Mixed-Use project such as Travertine, which includes both residential and non-residential uses, has each type of use analyzed independently, applying the following significance thresholds for each land use component:

- For Residential Uses, VMT per resident exceeding a level of (1) 15 percent below the Citywide per resident VMT OR (2) 15 percent below regional VMT per resident, whichever is more stringent.
- For Retail Uses (Includes Hotels), a net increase in the total existing VMT for the region.

The La Quinta Guidelines identify the Riverside County Transportation Analysis Model (RIVTAM) as the appropriate tool for conducting VMT analysis for land use projects. RIVTAM considers interaction between different land uses based on socio-economic data such as population, households, and employment.

Project VMT was calculated using the most current version of RIVTAM. Adjustments in socioeconomic data (SED) (i.e., employment) were made to a separate Traffic Analysis Zone (TAZ) within the RIVTAM model to reflect the Project's proposed population and employment uses. Separate TAZs are used to isolate the Project's VMT.

Construction

CEQA Guidelines section 15064.3(b)(3) provides that if existing models or methods are not available to estimate the vehicles miles traveled, a lead agency may analyze the Project's vehicle miles traveled qualitatively. CEQA Guidelines section 15064.3(b)(3) further provides that a qualitative analysis of construction traffic may be appropriate. Vehicle trips used for construction purposes would be temporary, and any generated VMT would generally be minor and limited to construction equipment and personnel and would not result in long-term trip generation. **Table 4.16-17** summarizes the service population estimates (population, hotel guests and employment) for the Project. It should be noted that the employment estimates have been developed from land use to employment generation factors from the Riverside County General Plan but modified for the specific Project characteristics and then confirmed with the Client. Although the Project employment is a mix of employment types, the City of La Quinta guidelines are explicit indicating that the hotel land uses are categorized as retail uses for the purposes of VMT analysis.

Table 4.16-17 Service Population and Employment Estimates

Land Use	Estimated Service Population
Residential	3,250 Residents
100-Room Hotel/Resort	170 Employees
100-Room Hotel/Resort Villas	200 Occupants
PA 11 Resort/Golf • Golf Practice (4-Holes) & Driving Range • Golf Academy • Banquet Facility & Restaurant	 15 Employees 30 Employees 35 Employees
Total Service Population:	**3,700 Service Population**

Adjustments to population and employment factors for the Project TAZ were made to the RIVTAM base year model (2012) and the cumulative year model (2040). Each model was then run with the updated SED factors included for the Project TAZ.

Project Residential VMT Calculation

The residential calculation of VMT is based upon the home-based Project generated VMT per population. This calculation focuses on the occupants of dwelling units within the Project, whereas hotel occupants and employees are evaluated separately using the boundary method discussed below. **Table 4.16-18** shows the home-based VMT associated with the Project for both baseline and cumulative conditions. VMT estimates are provided for both the base year model (2012) and cumulative year model (2040), and linear interpolation was used to determine the Project's home-based baseline (2020) VMT.

Table 4.16-18 Baseline and Cumulative Project Residential Home-Based VMT

	Project 2012	Project 2040	Project 2020 (interpolated)
Residents	3,250	3,250	3,250
VMT	47,140	51,926	48,508
VMT/Resident	14.50	15.98	14.93

For baseline (2020) conditions, the residential portion of the Project generates 48,508 Home-Based VMT. Upon buildout, there will be approximately 3,250 Project residents. The result is approximately 14.93 home-based VMT /Capita for the 2020 Baseline with Project conditions.

Citywide home-based VMT estimates have been also developed from the RIVTAM model run for baseline conditions. Once total home-based VMT for the area is calculated, total area VMT is then normalized by dividing by the population as shown on **Table 4.16-19**.

Table 4.16-19 Citywide Home-Based VMT

Category	City of La Quinta
VMT	544,993
Population	42,000
VMT/Resident	12.98

The estimates of baseline residential home-based Project VMT / Capita are compared to the City of La Quinta VMT of 12.98 home-based VMT / Capita. The City of La Quinta guidelines indicate that residential VMT exceeding 15 percent below the Citywide VMT per resident (11.03 VMT / capita) represents a Project impact. The Project's unmitigated home-based VMT / Capita of 14.93 is greater than the City VMT / Capita threshold, and a potentially significant VMT impact is indicated.

Project Design Features for VMT Reduction

Transportation demand management (TDM) strategies have been evaluated for the purpose of reducing VMT impacts determined to be potentially significant. Quantifying Greenhouse Gas Mitigation Measures, (CAPCOA) 2010 provides guidance for evaluating the potential reduction in VMT expected for individual measures. CAPCOA indicates that ten percent is the maximum reduction when combining multiple mitigation strategies for the *suburban* place type as the Project setting most closely reflects (characterized by dispersed, low-density, single-use, automobile dependent land use patterns) and requires a project to contain a diverse land use mix, workforce housing, and project-specific transit. The maximum reduction expected when combining multiple mitigation strategies for the *suburban* place type is 10 percent and requires a project to contain a diverse land use mix, workforce housing, and project-specific transit, according to CAPCOA. As discussed below, the Project is not eligible for the maximum 10% reduction, however it is eligible for a smaller reduction.

The Project incorporates design features and attributes promoting trip reduction (discussed subsequently). Because these features/attributes are integral to the Project, and/or are regulatory requirements, they are not considered to be mitigation measures. However, the RIVTAM does not incorporate modeling of these features, so they are considered after the VMT data is extracted from the traffic model.

Project vehicle miles traveled (VMT) are reduced by the following project design features/attributes, which are anticipated to collectively reduce Project home-based VMT by approximately 3%:

- Having different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport. For example, when residential areas are in the same neighborhood as resort land uses, a resident does not need to travel outside of the neighborhood to meet his/her recreational needs. The Project will implement marketing strategies to optimize interaction between on-site resort and residential uses. Information sharing and marketing are important components to successful trip reduction strategies. Marketing strategies will include:
  - Resident member benefits that include use of the resort amenities
  - Event promotions
  - Publications
- The Project's mix of resort and residential uses could provide for a potential reduction in Project residential VMT of 2%.
- The Project includes sidewalk connections and would minimize barriers to pedestrian access and interconnectivity. The Project's implementation of this measure could provide for a potential reduction in Project residential VMT of 1%.

The above Project design features are enumerated in PDF ENR-1 and PDF ENR-2 in Section 3.5 (***Project Description***). The VMT reduction achieved by the implementation of project design features/attributes is anticipated to be approximately 3%. This would result in a Project Residential VMT of 12.59 which is more than the City's VMT residential threshold of 11.03 VMT per resident and a VMT impact.

Due to the Project property's location and lack of access to public transit, additional CAPCOA Transportation Strategies considered but not applicable to the Project for VMT reductions include:

- Land Use/ Location: Location Efficiency, Transit Accessibility, Orientation Toward Non-Auto Corridor.
- Neighborhood/Site Enhancement: Urban Non-Motorized Zones.
- Transit System Improvements: Network Expansion, Service Frequency/Speed, Bus Rapid Transit, Access Improvements.

- Commute Trip Reduction: Transit Fare Subsidy, Workplace Parking Pricing, End of Trip Facilities

In summary, travel demand modeling of VMT for the Project based upon City of La Quinta guidelines indicates a potential to generate excessive VMTs especially from on-site residential uses. Project design features taken into account after the modeling process reduce home-based VMT from 14.93 VMT / resident. However, the estimated 12.59 home-based VMT per resident is more than the City's VMT residential threshold and a VMT impact. **Mitigation Measures AQ-3** and **AQ-4** are recommended to reduce residential and non-residential VMT. However, even with the incorporation of feasible mitigation, impacts are significant and unavoidable for residential VMT.

Project Employment Impact on VMT

Travel activity associated with total link-level VMT was extracted from the "without Project" and "with non-residential Project" RIVTAM model runs for 2012 and 2040 conditions, then interpolated for baseline (2020) conditions. This "boundary method" includes the total VMT for all vehicle trips with one or both trip ends within a specific geographic area. The "boundary method" VMT per service population for the CVAG subregion is utilized to normalize VMT into a standard unit for comparison purposes, focusing on the total population and employment in the Coachella Valley. Once total VMT for the area is calculated, total area VMT is then normalized by dividing by the respective service population (i.e., population and employment of the Coachella Valley) as shown on **Table 4.16-20**.

Table 4.16-20 Base Year Sub-Regional Link-Level VMT

	Without Project Employment	With Project Employment
VMT Interacting with CVAG Area	15,173,739	15,172,507
CVAG Area Population	510,550	510,550
CVAG Area Employment	193,090	193,340
VMT / Service Population	21.56	21.56

To determine whether there is a significant impact using the boundary method, CVAG area VMT with the Project employment is compared to without Project conditions. The CVAG subregion VMT / SP without Project employment and with Project employment are both estimated at 21.56. However, the total VMT slightly decreases from 15,173,739 to 15,172,507 with the addition of the Project. When a Project includes a mix of uses that provides additional opportunities for nearby (and Project) residents to work, recreate, etc., the non-residential VMT for an area can decrease. Additional new jobs in an area work to reduce the regional VMT. The Project's effect on VMT (for non-residential uses) is not considered significant.

Therefore, impacts associated with VMT can be considered less than significant for non-residential uses but significant for residential uses.

c. Substantially increase hazards due to a geometric design feature or incompatible uses

As shown in **Exhibit 3-14** in **Chapter 3.0** ***Project Description***, the proposed Project will be developed as a private ungated community (with potential gates at individual residential areas). The two major streets through the site will be Jefferson Street/Avenue 62 and a Loop Street. These main streets will be fed by local streets developed within individual planning areas. The Project's circulation system will be designed for motor vehicles as well as cyclists and golf carts/NEVs and will comply with the City of La Quinta standards for road development. Project design will include adequate stacking distances and lines of sight at gated entries to residential communities. Proposed landscape and signage design will be reviewed to ensure that lines of sight are not impeded. All onsite design will require review and approval by the City of La Quinta and County of Riverside Fire Department.

Temporary impacts may occur during the construction of infrastructure improvements serving the Project, including offsite roadway and infrastructure, include five CVWD wells and an IID substation. Construction of these infrastructure improvements would cause short-term impacts related to noise, dust, and traffic flows as a result of temporary lane closures, if required. To minimize potential temporary traffic flow impacts during construction, a detailed construction traffic management plan(s) shall be prepared and submitted to the City of La Quinta. Offsite improvements including the proposed substation and well sites may undergo additional environmental review by the appropriate agencies (IID and CVWD respectively). Applicable design/access standards will be determined based on future facility locations and each agency's requirements. **Mitigation Measure TRA-2** would substantially reduce the temporary short-term construction related traffic impacts to a level of less than significant.

d. Result in Inadequate Emergency Access

The Project property is located in a relatively isolated area surrounded on the west and south by undeveloped native desert within and adjacent to the Santa Rosa and San Jacinto Mountains Conservation Area; on the east by agricultural land and residential communities, and on the north and northeast by Coral Mountain, and the CVWD groundwater recharge facilities and Dike No. 4 impoundment area. North and northeast of this area and beyond Dike 4 are residential communities, vacant parcels that are designated for residential use, and Lake Cahuilla. There is currently no access to the Project property except from an unpaved road from the north which approximates the future alignment of Jefferson Street south of Avenue 58. On the east, Avenue 62 stops at the toe of Dike No. 4 with CVWD gates that restrict access onto Dike 4. Future access would be provided by the permanent extension of Jefferson Street south of Avenue 58, from the extension of Avenue 62 across the dike and the extension of Madison Street south of Avenue 60 and over Dike 4.

Evacuation and Access Considerations with Flood Events

The Jefferson Street, Avenue 62 and Madison Street roadway extensions into the Project property will require crossings of the Guadalupe Creek Diversion Dikes and the Dike No. 4 impound levee. The conceptual design for these three all-weather crossings includes the use of a multiple arch bridge. The bridge configuration and sizing shall be determined during the final design. The design shall address freeboard and scour calculations as well as impacts to the dikes.

Evacuation and Access Considerations with Fire Events

In order to provide secondary and emergency access to the Phase 1 development area, two alternative Emergency Vehicle Access (EVA) alignments are identified (see **Exhibit 4.16-1** and **-2).** The easterly EVA alignment extends from the northwesterly edge of Planning Area 6 to the intersection of Madison Street at Avenue 60. The alternative westerly EVA alignment extends from the northwesterly edge of Planning Area 6 to the existing western terminus of Avenue 58.

Jefferson Street temporarily ends at the North Loop intersection for Phase 1. This results in an interim roundabout design with the future north and east legs of the intersection temporarily closed. Implementing the interim roundabout configuration provides a turning path for vehicles between the west and south legs of the intersection, rather than an L-shaped (knuckle) intersection. Ultimate roundabout design features at the on-site Project intersections are documented in Section 8.3 of the TIA.

Segments of the Loop Road will be constructed at its ultimate full section width as a Collector (40-foot curb-to-curb), with curb and gutters and parkway improvements for the segments of Loop Road located southwest of Jefferson Street, and also northerly from the Jefferson Street/South Loop intersection. All Project roadways, including interim roads and the EVA route, will be paved. The EVA route will remain in place for future use by CVWD (see **Exhibit 4.16-2**).

A Fire Master Plan for the Travertine Specific Plan Project property was established to provide in depth information to aid in determining the level of service proposed for the property during construction and operation of the Project. Emergency response plans and evacuation plans during Project development were established in the Project's Fire Master Plan. For additional discussion of the Fire Master Plan, see **Section 4.19*, Wildfires,*** of this EIR.

Project construction phasing will occur in three phases, will ensure adequate access at all times, and that complete and adequate public facilities and services are in place and available for the emergency responders, residents and visitors to the community. This includes fire department approved emergency roadway design and facilities including fire hydrants. This access will be available at the proposed Avenue 62 extension and one emergency vehicle access road (EVA) for Development Phase 1a and/or prior to the completion of the Jefferson Street extension. The Avenue 62 access point will be designed to have 3 lanes (2 evacuation lanes and 1 incoming lane to allow for emergency services).

The local onsite loop street will have a typical right-of-way of 70 feet, with curb-to-curb distances of 40 feet with 9-foot curb-adjacent landscaped parkways and a 6-foot-wide pedestrian walkway on both sides in all Project phases. Additionally, local roads are planned to be utilized within the Project. The local roads will be comprised of a curb-to-curb paved section of 32 feet with single loaded parking and 36 feet if double loaded. Street parking will only be allowed on the loaded side of the street. Construction of the selected EVA will be required prior to occupancy of Development Phase 1a.

City staff, including Police and Fire Department staff, would review site plans and provide conditions of approval that are specific to the provision of emergency access on a project-by-project basis. The development of the roads is not anticipated to impact the evacuation plan and routes within the region.

Evacuation and Access Considerations On-site Project Design

The extension of the secondary arterial connection between Jefferson Street and Avenue 62 will be an ungated public road. Gated access, if any, will serve the uphill and downhill portions of the Project, both of which are in the loop roads that are connected to the Jefferson Street and Avenue 62 arterial road. A possible third gate is proposed at the entry to the Resort/Spa (PA-2) and individual residential areas.

Gates located at the entrances to the residential planning areas and the Resort/Spa will not restrict access to the property for emergency services. Each gate will include a keyed emergency lock box such as the Knox Box to provide access to emergency vehicles, in addition, the completion of Jefferson Street, including the interim cross section between Avenue 58 and the Project's northern boundary, the full cross section through the Project property and the interim/revised cross section connecting with Avenue 62, east of the Project property, will provide a new access for existing and future residential neighborhoods such as the Quarry located at the western terminus of Avenue 58, and the proposed Coral Canyon project located south of the intersection of Avenue 58 and Jefferson and through which the proposed Jefferson Street extension will pass.

Individual neighborhoods within the residential planning areas may also be gated at the discretion of future developers. The location of any proposed gates must be reviewed and approved by the City as part of either a tentative tract map application or as a part of a site plan review application. At this time, City staff including police and fire department staff would review site plans and provide conditions of approval that are specific to the provision of emergency access on a project-by-project basis. Design standards for the main road through the Project site that will be created by the extension of Jefferson Street and Avenue 62 are included in the Project as design features. **Mitigation Measure TIA-1** provides offsite roadway improvement requirements. Additionally, all roadway design shall be reviewed and approved by the City and Fire Department. With implementation of mitigation measures, standard conditions, and design features, including roadway design review and approval, impacts associated with the emergency access would be reduced to a less than significant impact.

4.16.5 Cumulative Impacts

Year 2040 Conditions Traffic Analysis

This section discusses the results of the General Plan Buildout (Year 2040) HCM intersection analysis and roadway segment capacity analysis for conditions at Project Buildout. This analysis is designed to determine if the roadway classifications and prescribed improvements set forth in the City of La Quinta Circulation Element are adequate to accommodate future project and other traffic at the target LOS, or if additional mitigation is necessary. This section provides recommended intersection and segment lanes to provide acceptable levels of service for three roadway network scenarios.

General Plan Buildout (Year 2040) with Madison Street Extension Conditions

The roadway network for the proposed Project includes a temporary and a permanent extension of Madison Street south from Avenue 60 to the Project property. It is envisioned as a secondary/emergency access that, once Project buildout has occurred, will be closed from public use and be accessible only for emergency vehicles, CVWD maintenance vehicles and as an evacuation route. The following presents the expected operating conditions on Project roadways and intersections with the inclusion of Madison Street. It also evaluates 2040 LOS operations without the Madison Street extension.

Intersection Operations Analysis

A potentially significant cumulative traffic impact is defined to occur at any study area roadway segment if the Project would cause the Existing LOS to fall to worse than LOS D for Existing Plus Ambient Growth Plus Cumulative Projects traffic conditions. A potentially significant cumulative traffic impact is also defined to occur on any study area roadway segment that is already operating at LOS E or LOS F, if the Project traffic will increase the V/C ratio by more than 0.02 for Opening Year Cumulative with Project traffic conditions (see table 4.16-3 for V/C ratios and associated LOS).

A potentially significant cumulative traffic impact at an unsignalized study area intersection occurs when, with Project traffic included, an intersection has a projected LOS F on a side street for a two-way stop control or LOS E or worse for an all-way stop controlled intersection and the addition of Project traffic results in an addition of 3 seconds or more of delay for any movement.

In general, cumulative traffic impacts occur with or without the Project.

The lane configurations and traffic controls assumed to be in place for General Plan Buildout (Year 2040) with Madison Street Extension conditions are consistent with the City of La Quinta General Plan buildout (2035) intersection configurations.

LOS calculations were conducted for the study area intersections to evaluate their operations under General Plan Buildout (Year 2040) with Madison Street Extension traffic conditions. The intersection analysis results are summarized in **Table 4.16-21.**

All intersections are anticipated to experience acceptable operations under General Plan Buildout (Year 2040) with Madison Street Extension conditions with improvements including the following intersection lane recommendations:

- General Plan Buildout (Year 2040) With Madison Street Extension (Existing General Plan). This scenario includes the following:
  1. Future Madison Street extension, south of Avenue 60 to Avenue 62.
  2. Future Jefferson Street connection from Avenue 58 to Avenue 62.
- General Plan Buildout (Year 2040) Without Madison Street Extension (GPA Option 1). This scenario includes the following:
  1. Termination of Madison Street as a General Plan roadway, south of Avenue 60.
  2. Future Jefferson Street connection from Avenue 58 to Avenue 62.
  3. Emergency vehicle access (EVA) is provided via Madison Street, from the northerly boundary of the Project's Planning Area 18 to Avenue 60.

Roadway Segment Capacity Analysis

The roadway segment capacities are approximate figures and are typically used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet future forecasted traffic demand. **Table 4.16-21** provides a summary of the General Plan Buildout (Year 2040) with Madison Street Extension traffic conditions roadway segment capacity analysis based on the City of La Quinta roadway segment capacity thresholds identified previously in **Table 4.16-18.**

As shown on **Table 4.16-22,** The study roadway segments analyzed are anticipated to operate at acceptable LOS for General Plan Buildout (Year 2040) with Madison Street Extension traffic conditions. However, one roadway segment along Madison Street, between Avenue 54 and Airport Boulevard appears to exceed the theoretical daily segment LOS thresholds. It should be noted that where the peak hour roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis is undertaken. Further review of the more detailed peak hour intersection analysis indicates that the recommended improvements at adjacent study area intersections provide acceptable level of service. Therefore, roadway segment widening is not anticipated.

Table 4.16-21 includes "Bolded" text. If Delay and/or LOS is Bold, this indicates an unacceptable condition with an existing traffic control mechanism. If Traffic Control is bold, RDB indicates a proposed Project roundabout improvement and TS indicates a proposed traffic signal improvement in compliance with the General Plan. Improvements are further described within the Transportation Mitigation Monitoring section of this DEIR.

4.16-21 Intersection Analysis for 2040 Conditions with Madison Street Extension Conditions

ID	Intersection	Traffic Control[3]	Delay (in seconds)[2]		Level of Service[2]	
			AM	PM	AM	PM
1	Madison St. / Avenue 58	**TS**	35.8	54.7	D	D
2	Madison St. / Airport Blvd.	TS	24.9	30.6	C	C
3	Madison St. / Avenue 54	**TS**	41.7	54.3	D	D
4	Madison St. / Avenue 52	TS	52.1	54.0	D	D
5	Madison St. / Avenue 50	TS	40.8	53.1	D	D
6	Jefferson St. / Avenue 54	**TS**	21.2	39.4	C	D
7	Jefferson St. / Avenue 52	RDB	5.8	8.3	A	A
8	Jefferson St. / Avenue 50	TS	42.8	44.7	D	D
9	Monroe St. / Avenue 62	**TS**	32.1	29.0	C	C
10	Monroe St. / Avenue 60	**TS**	37.1	46.6	D	D
11	Monroe St. / Avenue 58	**TS**	41.4	54.2	D	D
12	Monroe St. / Airport Blvd.	**TS**	33.6	42.3	C	D
13	Monroe St. / Avenue 54	**TS**	32.0	54.7	C	D
14	Monroe St. / Avenue 52	**TS**	38.3	54.7	D	D
15	Monroe St. / 50th Avenue	TS	34.2	54.7	C	D
16	Jackson St. / Avenue 62	**TS**	44.4	38.9	D	D
17	Jackson St. / Avenue 60	**TS**	37.6	45.2	D	D
18	Jackson St. / 58th Avenue	**TS**	27.5	35.8	C	D
19	Jackson St. / Airport Blvd.	**TS**	38.4	39.1	D	D
20	Jefferson St. / N. Loop	**RDB**	5.7	7.0	A	A
21	Jefferson St. / S. Loop	**RDB**	5.9	7.3	A	A
22	Madison St./Avenue 60	**TS**	48.4	49.1	D	D
23	Madison St./Avenue 62	**TS**	14.4	25.5	B	C

Source: Travertine Specific Plan Traffic Impact Analysis, Table 1-4, Urban Crossroads, November 2020.

1. **RDB** = Improvement; **TS**= improvement per City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis (May 2012)
2. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
   Delay and level of service is calculated using Synchro 10.1 analysis software.
   Bold = LOS does not meet the applicable jurisdictional requirements (i.e. unacceptable LOS)
3. TS = Traffic Signal; CSS = Cross-street Stop; AWS = All-Way Stop; RDB = Roundabout

Table 4.16-22 includes "Bolded" text. If Through Travel Lanes is bold, the number indicates a proposed additional lane improvement in compliance with the General Plan. Improvements are further described within the Transportation Mitigation Monitoring section of this DEIR.

Table 4.16-22 Roadway Segment Volume/Capacity Analysis for 2040 Conditions With Madison Street Extension Conditions

Roadway	Segment	Roadway Designation	Through Travel Lanes[1]	Capacity[2]	ADT[3]	Volume/ Capacity Ratio
Ave 58	West of Madison St.	Secondary	**4**	28,000	12,000	0.43
	West of Monroe St.	Secondary	4	28,000	10,200	0.36
	West of Jackson St.	Secondary	**4**	28,000	18,600	0.66
Madison St.	South of Ave 56	Primary	4	42,600	35,600	0.84
60th Ave	West of Jackson St.	Primary	**4**	42,600	12,000	0.28
Ave 62	West of Monroe St.	Modified Secondary	2	19,000	9,600	0.51
	West of Jackson St.	Secondary	**4**	28,000	19,800	0.71
Monroe St.	South of Ave 60	Secondary	4	28,000	19,000	0.68
	South of Ave 58	Primary	4	42,600	26,000	0.61
	South of Ave 56	Primary	4	42,600	25,000	0.59
Jackson St.	South of Airport Bl	Primary	4	42,600	28,400	0.67

Source: Travertine Specific Plan Traffic Impact Analysis, Table 2-4, Urban Crossroads, November 2020.

Notes:

1. 1=Existing number of lanes: **1** =City of La Quinta General Plan Buildout number of lanes
2. Source: City of La Quinta Engineering Bulletin #06-13 (July 2015)
3. Average Daily Traffic (ADT) expressed in vehicles per day.

Traffic Signal Warrant Analysis

Traffic signal warrant analyses have been performed at all applicable unsignalized study area intersections for General Plan Buildout (Year 2040) with Madison Street Extension traffic conditions. Three additional study area intersections (Jackson Street at Avenue 62, Jackson Street at Avenue 60, and Jackson Street at Avenue 58) are anticipated to warrant traffic signals beyond those warranted for EAPC conditions.

General Plan Buildout (Year 2040

This scenario includes the removal of Madison Street as a General Plan Street south of Avenue 60. Madison Street roadway improvements will terminate at Avenue 60 as is the current condition.

Intersection Operations Analysis

The lane configurations and traffic controls assumed to be in place for General Plan Buildout (Year 2040) without Madison Street Extension conditions are consistent with the City of La Quinta General Plan buildout (2035) intersection configurations.

LOS calculations were conducted for the study intersections to evaluate their operations under General Plan Buildout (Year 2040) without Madison Street Extension traffic conditions. The intersection analysis results are summarized in **Table 4.16-23.**

Four intersections require modifications to the previously identified improvements for General Plan buildout conditions if either of the following scenarios occur:

- General Plan Buildout (Year 2040) without Madison Street Extension (GPA)

Intersection improvements will be funded by a combination of Capital Improvement Funds (CIP) and Development Impact Fees (DIF). General Plan Circulation Element (GPCE) improvements are improvements anticipated and analyzed in the General Plan. The four intersections which would require modification are as follows:

- Madison Street at Avenue 58 -
    - CIP (GPCE): install CIP-Funded traffic signal control; one westbound right (WBR) overlap phase
    - Modified GPCE: 2nd northbound left (NBL) and northbound right (NBR) overlap phase; 2nd southbound left (SBL) lane and 1 eastbound right (EBR) lane.
- Monroe Street at Avenue 62-
    - CIP (GPCE): Install CIP-funded traffic signal; 1 shared NBL/through (T)/R lane; 1 eastbound left (EBL) turn lane; 1 WBR with overlap phase.
    - Modified GPCE: 1 SBL and southbound right (SBR) overlap; modify EBT/R to shared EBL/T/R lanes; 1 WBL lane
- Monroe Street at Avenue 60
    - CIP (GPCE): Install CIP-funded traffic signal, 2nd NBT lane, 2nd SBT lane, 2nd EBT lane; 1 WBL, 1 WBR w/overlap
    - Modified GPCE: 1 SBR lane; 1 EBR with overlap phase; second WBT lane
- Monroe Street at Avenue 58
    - CIP (GPCE): Install CIP-funded traffic signal; 2nd NBT lane, 1 NBR lane; 1 SBL, 2nd SBT lane; 1 EBL, 2nd EBT lane; 1 WBL, 2nd WBT lane.
    - Modified GPCE: 2nd NBL and NBR overlap phase, 2nd SBL lane, 1 EBR lane.

As shown in **Table 4-16-23**, below, all intersections are anticipated to experience acceptable operations under General Plan Buildout (Year 2040) without Madison Street Extension conditions with improvements.

If Delay and/or LOS is Bold, this indicates an unacceptable condition with an existing traffic control mechanism. If Traffic Control is bold, RDB indicates a proposed Project roundabout improvement and TS indicates a proposed traffic signal improvement in compliance with the General Plan. General Plan Circulation Element (GPCE) and Modified GPCE Improvements are described above. Improvements are further described within the Transportation Mitigation Monitoring section of this DEIR.

Table 4.16-23 Intersection Analysis for 2040 Conditions without Madison Street Extension Conditions

ID	Intersection	Traffic Control[3]	Delay (in seconds)[2]		Level of Service[2]	
			AM	PM	AM	PM
1	Madison St. / Avenue 58					
	-With GPCE Update Improvements	**TS**	37.7	**67.8**	D	**E**
	-With Modified GPCE Improvements	**TS**	33.2	51.5	C	D
2	Madison St. / Airport Blvd.	TS	24.7	28.8	C	C
3	Madison St. / Avenue 54	**TS**	41.7	51.7	D	D
4	Madison St. / Avenue 52	TS	50.9	53.6	D	D
5	Madison St. / Avenue 50	TS	39.8	50.1	D	D
6	Jefferson St. / Avenue 54	**TS**	23.5	49.0	C	D
7	Jefferson St. / Avenue 52	RDB	5.9	9.1	A	A
8	Jefferson St. / Avenue 50	TS	40.5	43.1	D	D
9	Monroe St. / Avenue 62					
	-With GPCE Update Improvements	**TS**	53.0	**137.3**	D	**F**
	-With Modified GPCE Improvements	**TS**	42.3	53.8	D	D
10	Monroe St. / Avenue 60					
	-With GPCE Update Improvements	**TS**	45.4	103.3	D	**F**
	-With Modified GPCE Improvements	**TS**	42.9	52.6	D	D
11	Monroe St. / Avenue 58					
	-With GPCE Update Improvements	**TS**	51.2	**77.8**	D	**E**
	-With Modified GPCE Improvements	**TS**	39.1	51.8	D	D
12	Monroe St. / Airport Blvd.	**TS**	33.9	44.7	C	D
13	Monroe St. / Avenue 54	**TS**	32.4	54.6	C	D
14	Monroe St. / Avenue 52	**TS**	38.2	54.4	D	D
15	Monroe St. / 50th Avenue	TS	36.0	54.9	D	D
16	Jackson St. / Avenue 62	**TS**	47.4	40.7	D	D
17	Jackson St. / Avenue 60	**TS**	38.0	54.8	D	D
18	Jackson St. / 58th Avenue	**TS**	29.7	36.8	C	D
19	Jackson St. / Airport Blvd.	**TS**	39.0	40.1	D	D
20	Jefferson St. / N. Loop	**RDB**	6.1	8.4	A	A
21	Jefferson St. / S. Loop	**RDB**	6.4	8.9	A	A
22	Madison St./Avenue 60	**TS**	35.1	53.3	D	D

Source: Travertine Specific Plan Traffic Impact Analysis, Table 1-4, Urban Crossroads, November 2020.

1. **RDB** = Improvement; **TS**= improvement per City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis (May 2012)
2. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
   Delay and level of service is calculated using Synchro 10.1 analysis software.
   Bold = LOS does not meet the applicable jurisdictional requirements (i.e. unacceptable LOS)
3. TS = Traffic Signal; CSS = Cross-street Stop; AWS = All-Way Stop; RDB = Roundabout
4. Since roundabout analysis in Synchro is limited to a maximum of 2 lanes per approach, traffic has been utilized at this location (similar to the City of La Quinta General Plan Buildout TIA worksheets.)

Roadway Segments Capacity Analysis

The roadway segment capacities are approximate figures and are typically used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet future forecasted traffic demand. **Table 4.16-24** provides a summary of the General Plan Buildout (Year 2040) without Madison Street Extension (GPA) traffic conditions roadway segment capacity analysis based on the City roadway segment capacity thresholds identified previously.

As shown on **Table 4.16-24**, the study roadway segments analyzed are projected to operate at acceptable LOS for General Plan Buildout (Year 2040) without Madison Street Extension (GPA) traffic conditions with roadway improvements. However, one roadway segment along Madison Street, between Avenue 54 and Airport Boulevard (Avenue 56) appears to exceed the theoretical daily segment LOS thresholds. It should be noted that where the peak hour roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis is undertaken. Further review of the more detailed peak hour intersection analysis indicates that the recommended improvements at adjacent study area intersections will provide acceptable level of service. Therefore, the need for roadway segment widening is not anticipated.

If in the table below Through Travel Lanes is bold, the number indicates a proposed additional lane improvement in compliance with the General Plan. Improvements are further described within the Transportation Mitigation Monitoring section of this DEIR.

Table 4.16-24 Roadway Segment Volume/Capacity Analysis for 2040 Conditions Without Madison Street Extension Conditions

Roadway	Segment	Roadway Designation	Through Travel Lanes[1]	Capacity[2]	ADT[3]	Volume/ Capacity Ratio
Ave 58	West of Madison St.	Secondary	**4**	28,000	12,500	0.45
	West of Monroe St.	Secondary	4	28,000	14,000	0.50
	West of Jackson St.	Secondary	**4**	28,000	19,000	0.68
Madison St.	South of Ave 56	Primary	4	42,600	34,000	0.80
60th Ave	West of Jackson St.	Primary	**4**	42,600	15,000	0.35
Ave 62	West of Monroe St.	Modified Secondary	2	19,000	13,000	0.68
	West of Jackson St.	Secondary	**4**	28,000	19,000	0.68
Monroe St.	South of Ave 60	Secondary	4	28,000	25,000	0.89
	South of Ave 58	Primary	4	42,600	27,000	0.63
	South of Ave 56	Primary	4	42,600	26,000	0.61
Jackson St.	South of Airport Bl	Primary	4	42,600	29,000	0.68

Source: Travertine Specific Plan Traffic Impact Analysis, Table 2-4, Urban Crossroads, November 2020.

Notes:

4. 1=Existing number of lanes: **1** =City of La Quinta General Plan Buildout number of lanes
5. Source: City of La Quinta Engineering Bulletin #06-13 (July 2015)

6. Average Daily Traffic (ADT) expressed in vehicles per day.

Cumulative Growth Traffic

A trip generation summary of cumulative projects is shown in **Table 4.16-25, *Cumulative Development Trip Generation Summary***. Where applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative forecasts to ensure that traffic generated by the listed cumulative development projects in **Table 4.16-25** are reflected as part of the background traffic.

Table 4.16-25 Cumulative Development Trip Generation Summary

ID	Project/Location	Land Use	Quantity1	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	Daily
1	Pavillion Palms Shopping Center	Shopping Center	125 TSF	111	68	179	334	361	695	7,851
2	Silver Rock - Phase 1	Hotel	140 RM	55	39	94	48	50	98	1,249
	Silver Rock - Phase 2	Hotel	200 RM	78	56	134	68	72	140	1,784
		Residential Condo/Townhouse	255 DU	18	94	112	89	43	132	1,482
	Subtotal			151	189	340	205	165	370	4,515
3	La Quinta Penthouses	Residential Condo/Townhouse	8 DU	1	3	4	3	1	4	46
	Mountain Village Residences	Apartment	6 DU	1	2	3	2	1	3	40
	Crabpot	High Turnover (Sit-Down) Restaurant	1.8 TSF	11	9	20	11	7	18	229
	Subtotal			13	14	27	16	9	25	315
4	Polo Community[2]	Residential (Senior/ Single Family Detached)	859 DU	87	185	272	210	136	346	4,073
5	Estates at Griffin Lake	Single Family Detached	78 DU	15	44	59	49	29	78	743
	Griffin Ranch Amendment	Single Family Detached	4 DU	1	2	3	3	1	4	38
	Subtotal			16	46	62	52	30	82	781
6	Monterra	Single Family Detached	40 DU	8	22	30	25	15	40	381
	Residential (west of Monroe, north of Monterra)	Single Family Detached	11 DU	2	6	8	7	4	11	105
	Residential (west of Monroe, north of Estates at La Quinta	Single Family Detached	40 DU	8	22	30	25	15	40	381
	Subtotal			18	50	68	57	34	91	867
7	Signature at PGA West	Single Family Detached	230 DU	44	129	173	145	85	230	2,190
8	The Shops at Coral Mountain[3]	Shopping Center	105.071 TSF	100	61	161	297	322	619	7,012
		Pass-By (25%)		-25	-15	-40	-74	-81	-155	-1,753
	Subtotal			75	46	121	223	241	464	5,259
9	Andalusia at Coral Mountain	Single Family Detached	39 DU	7	22	29	25	14	39	371

	Andalusia Village	Single Family Detached	71 DU	13	40	53	45	26	71	676
	Subtotal			20	62	82	70	40	110	1,047
10	Estate Collection at Coral Mountain	Single Family Detached	57 DU	11	32	43	36	21	57	543
11	Coral Canyon	Single Family Detached	219 DU	42	123	165	138	81	219	2,085
12	Bellesera	Single Family Detached	320 DU	61	179	240	202	118	320	3,046
	Vista Soleada[4]	Residential/Equestrian Way Station	--	45	130	175	146	86	232	2,197
	Subtotal			106	309	415	348	204	552	5,243
13	Villas at Indian Springs	Single Family Detached	15 DU	3	8	11	9	6	15	143
	Contour Dermatology	Medical-Dental Office	5.554 TSF	10	3	13	6	14	20	201
	American Tire Depot	Tire Store	6.72 TSF	12	7	19	12	16	28	167
	Regency Marinita New Fitness Center	Health/Fitness Club	37.776 TSF	27	27	54	76	57	133	1,244
	Subtotal			52	45	97	103	93	196	1,755
14	Canyon Ridge	Single Family Detached	74 DU	14	41	55	47	27	74	704
	El Pollo Loco	Fast Food w/ Drive Thru	2.66 TSF	62	59	121	45	42	87	1,320
	The Centre La Quinta[5]	Single Family Detached Hotel	152 DU 125 RM	29 39	85 28	114 67	96 39	56 36	152 75	1,447 1,021
	Subtotal			144	213	357	227	161	388	4,492
15	Mayer Villa Capri	Shopping Center Medical-Dental Office	103.972 TSF 130.45 TSF	99 247	60 65	159 312	295 130	320 335	615 465	6,965 4,713
	Washington St. Apartments	Apartment	26 DU	3	11	14	10	6	16	173
	Subtotal			349	136	485	435	661	1,096	11,851 1
Cumulative Development Grand Total				**1,296**	**1,815**	**3,111**	**2,788**	**2,433**	**5,221**	**55,723**

Source: Travertine Specific Plan Traffic Impact Analysis, Table 4-3, Urban Crossroads, April 2018. Trip Generation; Institute of Transportation Engineers (ITE, Trip Generation Manual, 9th Edition (2012)

Notes:

1. DU = Dwelling Units; TSF = Thousand Square Feet; RM = Rooms
2. Source: Polo Community TIA, prepared by Urban Crossroads, Inc. (June 2017).'
3. Source: Shops at Coral Mountain TIA, prepared by Urban Crossroads, Inc. (November 2009).
4. Source: Vista Soleada (TTM 36590) TIA, prepared by Urban Crossroads, Inc. (December 2013).
5. Source: The Centre La Quinta TIA (Draft), prepared by Urban Crossroads, Inc. (June 2017)

Cumulative impacts associated with the proposed Travertine Specific Plan Project traffic are evaluated under Year 2040 Conditions Traffic Analysis in the TIA as described in this Transportation Section. Project impacts will not be cumulatively considerable with the implementation of the design recommendations found in the TIA and as set forth below in the subsequent Mitigation Measures Under CEQA Threshold b, travel demand modeling of VMT for the Project based upon City of La Quinta guidelines, indicates a potentially significant impact relative to VMT for residential uses. The estimated 12.59 home-based VMT per resident is more than the City's VMT residential significance threshold and a significant and unmitigable VMT impact. Cumulatively considerable impacts are anticipated relative to the Project's residential VMT.

4.16.6 Mitigation Measures

The following **Mitigation Measures AQ-3** and **AQ-4** and the following Mitigation Measures are presented in the TIA and include a combination of physical improvements and fee payments (DIF, CIP and TUMF) that will address the need for the identified improvements. Improvements are a combination of General Plan Circulation Element (GPCE) mandated improvements as well as modified improvements identified in the TIA process.

Improvements are presented relative to construction phasing and some improvements are reflected in multiple phases. Improvements are intended to mitigate impacts created and/or increased by the proposed Project.

Buildout of the Project, in conjunction with General Plan (2040) buildout conditions will result in potential impacts, without improvements. However, with the implementation of Project and CIP-programmed improvements, cumulative transportation impacts (other than VMT) will be reduced to less than significant levels.

TRA-1 Project mitigation may include a combination of a fair share of fee payments to the affected jurisdiction, construction of specific improvements and reimbursement to the Project proponent to account for proponent fair share of improvement, or a combination of these approaches. The Summary of 2040 Intersection Improvements (**Table 4.16-26**) are set forth below, are feasible and will mitigate Project impacts for all three access options discussed above to levels that are less than significant.

The following improvements are recommended by the TIA:

- ***Monroe Street at Avenue 52(#14)*** – Install traffic signal control; Provide separate northbound left turn lane, provide second northbound through lane.
- ***Monroe Street at Avenue 60 (#10)*** – Construct traffic signal improvements for eventual reimbursement via the City of La Quinta.

In addition to General Plan geometrics, provide the following lanes:

  - SB Approach: Provide separate right turn lane
  - EB Approach: Provide separate right turn lane with right turn overlap phase
  - WB Approach: Provide 2nd through lane

- ***Madison Street at Avenue 58 (#1)*** – Install traffic signal control; provide second eastbound through lane.

In addition to General Plan geometrics, provide the following lanes:

EB Approach: Convert inside through lane into 2nd left turn lane.

- ***Madison Street at Avenue 54 (#3)*** – Install traffic signal control; Convert eastbound de facto right turn lane into free right turn lane.

- ***Jefferson Street at Avenue 50 (#8)*** – Provide second westbound through lane. (This intersection is located in both the City of La Quinta and the City of Indio. The proposed improvement is in the City of Indio.)
- ***Jefferson Street at Avenue 54 (#6)*** – Install traffic signal control, convert 2nd eastbound through lane into right turn lane, provide westbound right turn overlap phasing.
- ***Monroe Street at Avenue 58 (#11)*** – Install traffic signal control, provide separate northbound left turn lane, provide separate northbound right turn lane, provide separate southbound left turn lane, provide separate eastbound left turn lane, provide separate westbound left turn lane; Provide separate northbound left turn lane.

  In addition to General Plan geometrics, provide the following lanes:

  - NB Approach: Provide 2nd left turn lane, add right turn overlap phase to right turn lane
  - SB Approach: Provide 2nd left turn lane
  - EB Approach: Provide separate right turn lane
- ***Monroe Street at Airport Blvd (#12)*** – Install traffic signal control
- ***Monroe Street at Avenue 54 (#13)*** – Install traffic signal control, provide separate southbound left turn lane, provide separate westbound left turn lane; provide second northbound through lane, provide second southbound through lane.
- ***Jefferson Street at Avenue 52 (#7)*** – reconstruct the current roundabout design to incorporate 2 circulating lanes around the center island to accommodate an additional through lane in the northbound and southbound directions.
- ***Jackson Street at Avenue 58 (#18)*** – Install traffic signal control (This intersection is located in the County of Riverside).
- ***Jackson Street at Airport Boulevard (#19)*** – Install traffic signal control. (This intersection is located in the County of Riverside.)
- ***Monroe Street at Avenue 62 (#9)*** – Install traffic signal control, provide northbound shared left-through-right lane, provide separate eastbound left turn lane, provide separate westbound right turn lane. (This intersection is located in the City of La Quinta at the northwest corner, and in the County of Riverside at the northeast, southwest and southeast corners).

In addition to General Plan geometrics, provide the following lanes:

- SB Approach: Provide 2nd left turn lane, add right turn overlap phase to existing right turn lane
- EB Approach: Convert through-right lane into left-through-right lane

    - WB Approach: Provide separate left turn lane
- ***Jackson Street at Avenue 62 (#16)*** – Install traffic signal control. (This intersection is located in the County of Riverside.)
- ***Jackson Street at Avenue 60 (#17)*** – Provide traffic signal. (This intersection is located in the County of Riverside.)

Table 4.16-26 Summary of 2040 Intersection Improvements

ID	Intersection	Jurisdiction	Recommended Improvements[1]			Funding Source?	Project Fair Share (%)[2]		
			Existing General Plan (2040 w/ Madison Street Extension)	GPA Option 1 (2040 w/o Madison Street Extension)	GPA Option 2 (2040 w/o Madison Street Extension and w/ Project Entry Gates)		Existing General Plan	GPA Option 1	GPA Option 2
1	Madison St. / Avenue 58	City of La Quinta	• Install Traffic Signal • 2nd EB through lane • WBR overlap phase	• Same • N/A • Same	• Same • N/A • Same	La Quinta CIP	18%	14%	13%
				Modified Improvements: • Modify EB approach to provide 2EBL , 1 EBT/R lanes	*Modified Improvements:* • Same	TBD[3]			
3	Madison St. / Avenue 54	City of La Quinta	• Install Traffic Signal • 1 EB free RT lane • WBR overlap phase	• Same • Same • Same	• Same • Same • Same	La Quinta CIP	7%	5%	5%
4	Madison St. / Avenue 52	City of La Quinta/ City of Indio	• 2nd NBT lane • 2nd SBL, 2nd SBT, & 1 SBR • 1 WBR turn lane	• Same • Same • Same	• Same • Same • Same	La Quinta CIP	6%	4%	4%
5	Madison St. / Avenue 50	City of La Quinta/ City of Indio	• 2nd & 3rd NBT, 1 NBR • 2nd SBL, 2nd SBT, & 1 SBR • 2nd EBT lane • 2nd WBT, 1 WBR w/ overlap	• Same • Same • Same • Same	• Same • Same • Same • Same	La Quinta CIP	4%	2%	2%
6	Jefferson St. / A	City of La Quinta	• Install Traffic Signal • 1 NBL, 1 NBR • 2nd WBR w/ overlap phase	• Same • Same • Same	• Same • Same • Same	La Quinta CIP	3%	3%	3%
7	Jefferson St. / Avenue 52	City of La Quinta	• 3 lane roundabout	• Same	• Same	La Quinta CIP	3%	3%	3%
8	Jefferson St. / Avenue 50	City of La Quinta/ City of Indio	• 2nd EBL turn lane • 2nd WBL, 2nd WBT	• Same • Same	• Same • Same	La Quinta CIP	3%	3%	3%
9	Monroe St. / Avenue 62	City of La Quinta/ County of Riverside	• Install Traffic Signal • 1 shared NBL/T/R lane • 1 EBL turn lane • 1 WBR with overlap phase	• Same • Same • Same • Same	• Same • Same • Same • Same	La Quinta CIP	15%	22%	19%
				Additional GPCE Improvements • 1 SBL and SBR overlap • Modify EBT/R to shared EBL/T/R • 1 WBL	*Additional GPCE Improvements* • Same • Same • Same	TBD[3]			
10	Monroe St. / Avenue 60	City of La Quinta/ County of Riverside	• Install Traffic Signal • 2nd NBT lane • 2nd SBT lane • 2nd EBT lane • 1 WBL, 1 WBR w/ overlap	• Same • Same • Same • Same • Same	• Same • Same • Same • Same • Same	La Quinta CIP	4%	8%	8%
				Additional GPCE Improvements • 1 SBR • 1 EBR with overlap phase • 2nd WBT	*Additional GPCE Improvements* • Same • Same • Same	TBD[3]			

ID	Intersection	Jurisdiction	Recommended Improvements[1]			Funding Source?	Project Fair Share (%)[2]		
			Existing General Plan (2040 w/ Madison Street Extension)	GPA Option 1 (2040 w/o Madison Street Extension)	GPA Option 2 (2040 w/o Madison Street Extension and w/ Project Entry Gates)		Existing General Plan	GPA Option 1	GPA Option 2
11	Monroe St. / Avenue 58	City of La Quinta/ County of Riverside	• Install Traffic Signal • 2nd NBT, 1 NBR • 1 SBL, 2nd SBT lane • 1 EBL, 2nd EBT lane • 1 WBL, 2nd WBT lane	• Same • Same • Same • Same • Same	• Same • Same • Same • Same • Same	La Quinta CIP	6%	10%	10%
				Additional GPCE Improvements • 2nd NBL & NBR overlap phase • 2nd SBL • 1 EBR	*Additional GPCE Improvements* • Same • Same • Same	TBD[5]			
12	Monroe St. / Airport Blvd.	City of La Quinta/ County of Riverside	• Install Traffic Signal	• Same	• Same	La Quinta CIP	4%	8%	8%
			Additional Improvements • 2nd NBT • 2nd EBT • 1 WBL, 2nd WBT, 1 WBR w/ overlap phase	*Additional Improvements* • Same • Same • Same	*Additional Improvements* • Same • Same • Same	TBD[7]			
13	Monroe St. / Avenue 54	City of La Quinta/ County of Riverside	• Install Traffic Signal • 1 NBL, 2nd NBT, 1 NBR • 1 SBL, 2nd SBT, 1 NBR • 2nd EBL, 2nd EBT, 1 EBR • 1 WBL, 2nd WBT, 1 WBR	• Same • Same • Same • Same • Same	• Same • Same • Same • Same • Same	La Quinta CIP	2%	4%	4%
14	Monroe St. / Avenue 52	City of La Quinta/ City of Indio / County of Riverside	• Install Traffic Signal • 2 NBL, 2nd NBT, 1 NBR • 2nd SBL • 2nd EBT • 1 WBR	• Same • Same • Same • Same • Same	• Same • Same • Same • Same • Same	La Quinta CIP	2%	4%	4%
15	Monroe St. / 50th Avenue	City of Indio	• 2nd NBL, 1 NBR • 2nd SBL • 2nd EBT • 2nd WBT	• Same • Same • Same • Same	• Same • Same • Same • Same	TBD[4]	2%	3%	3%
16	Jackson St. / 62nd Avenue	City of Indio	• Install Traffic Signal • 1 NBL, 2nd NBT • 1 SBL, 2nd SBT • 1 EBL, 1 EBR • 1 WBL, 2nd WBT	• Same • Same • Same • Same • Same	• Same • Same • Same • Same • Same	TBD[4]	9%	9%	8%
17	Jackson St. / 60th Avenue	City of Indio	• Install Traffic Signal • 1 NBL, 2nd NBT • 1 SBL, 2nd SBT • 1 EBL, 2nd EBT • 1 WBL, 2nd WBT, 1 WBR w/ Overlap phase	• Same • Same • Same • Same • Same • Same	• Same • Same • Same • Same • Same • Same	TBD[4]	4%	3%	3%

ID	Intersection	Jurisdiction	Recommended Improvements[1]			Funding Source?	Project Fair Share (%)[2]		
			Existing General Plan (2040 w/ Madison Street Extension)	GPA Option 1 (2040 w/o Madison Street Extension)	GPA Option 2 (2040 w/o Madison Street Extension and w/ Project Entry Gates)		Existing General Plan	GPA Option 1	GPA Option 2
18	Jackson St. / 58th Avenue	City of Indio	• Install Traffic Signal • 1 NBL, 2nd NBT • 1 SBL, 2nd SBT • 1 EBL, 2nd EBT • 1 WBL, 2nd WBT	• Same • Same • Same • Same • Same	• Same • Same • Same • Same • Same	TBD[4]	3%	5%	5%
19	Jackson St. / Airport Blvd.	City of Indio	• Install Traffic Signal • 1 NBL, 2nd NBT • 1 SBL, 2nd SBT • 1 EBL, 2nd EBT • 1 WBL, 2nd WBT	• Same • Same • Same • Same • Same	• Same • Same • Same • Same • Same	TBD[4]	6%	5%	5%
20	Jefferson St. / N. Loop	City of La Quinta	• Install single lane roundabout	• Same	• Same	Project	N/A[3]	N/A[3]	N/A[3]
21	Jefferson St. / S. Loop	City of La Quinta	• Install single lane roundabout	• Same	• Same	Project	N/A[3]	N/A[3]	N/A[3]
22	Madison St. / Avenue 60	City of La Quinta	• Install Traffic Signal • 1 NBL, 2 NBT • 2nd SBL, 2 SBT, & 1 SBR w/ Overlap phase • 2 EBL • 1 WBL, 2nd WBT	• Same • 1 Shared NBT/R • 2nd SBL, 1 SBT, 1 SBR w/ Overlap phase • Same • Same	• Same • Same (GPA Option 1) • Same (GPA Option 1) • Same • Same	CIP	7%	0%	0%
23	Madison St. / Avenue 62	City of La Quinta/ County of Riverside	• Install Traffic Signal • 1 SBL, 1 SBT • 1 EBT • 1 WBT, 1 WBR	*Intersection does not exist*	*Intersection does not exist*	TBD[6]	34%	-	-

[1] Intersection improvements within the City of La Quinta are consistent with the City's General Plan City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis (May 2012).

[2] Program improvements constructed by project may be eligible for fee credit, at discretion of City. See Table 9-2 for General Plan Buildout 2040 Fair Share Calculations.

[3] Fair Share is not applicable (N/A) for the improvements identified as they are needed to facilitate site access and would be constructed by the Project as design features.

[4] City of Indio Funding Sources To Be Determined - City General Plan update in process.

[5] City of La Quinta Funding Sources To Be Determined for lane improvements associated with GPA Options.

[6] City of La Quinta/County of Riverside Funding Sources To Be Determined for lane improvements which are consistent with existing General Plan.

[7] City of La Quinta/County of Riverside Funding Sources To Be Determined for lane improvements which are consistent with existing General Plan and GPA Options.

TRA-2: Traffic Control Plan

Prior to obtaining a grading permit, the applicant shall prepare and submit the City of La Quinta for review and approval detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans as necessary for any off-site work that would encroach on public right-of-way. The construction traffic management plans shall include the following elements, as appropriate:

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

4.16.7 Level of Significance After Mitigation

Implementation of mitigation measures for Project impacts to study area intersections would reduce Project impacts to less than significant levels. With implementation of existing regulations and standards, and **Mitigation Measures MM TRA-1** and **MM TRA-2**, any potential impacts associated with 3 of the 4 traffic and transportation thresholds would remain less than significant (CEQA Thresholds a, c and d). The applicant will undertake appropriate consultation with the City to ensure funding provided by the applicant is sufficient to meet the Project's requirements for traffic improvements, and how these funds would be used to cover the Project's fair share contribution for **Mitigation Measure MM TRA-1.**

Regarding CEQA Threshold D, Travel demand modeling of VMT for the Project based upon City of La Quinta guidelines indicates a potentially significant impact for residential uses while also indicating the Project's non-residential uses do not exceed VMT thresholds and will not result in a significant VMT impact. This will be the case if project design features are taken into account after the modeling process reduce home-based VMT from 12.98 VMT / resident. However, the estimated 12.59 home-based VMT per resident is more than the City's VMT residential threshold and a VMT impact.

Therefore, a significant unavoidable adverse impact related to Residential VMT has been identified.

4.16.8 References

1. Travertine Specific Plan Traffic Impact Analysis, Urban Crossroads, May 13, 2020, revised November 5, 2020
2. Travertine Specific Plan Vehicle Miles Traveled (VMT) Analysis, Urban Crossroads, November 3, 2020

4.17 Tribal Cultural Resources

4.17.1 Introduction

This section discusses the Tribal Cultural Resources that may be present on or within the area of potential effects (APE) of the Project site and assesses potential direct and indirect impacts on these resources from Project construction and operation, whether the Project may result in potentially significant impacts to tribal cultural resources, and the mitigation measures that are proposed to reduce and avoid such impacts to below a level of significance. The APE also includes a vertical APE of up to 50 feet below ground surface. The APE is depicted in **Exhibit 4.5-1**. While not included in the Project defined APE, the EIR includes a programmatic assessment of tribal cultural resources impacts associated with wells and an electrical substation to be developed on lands within the off-site utility field east of the Project property. Descriptions and analysis in this section are based on information contained in the *Addendum to the Supplemental Cultural Resources Technical Report for The Travertine Development,* prepared by SWCA Environmental Consultants ("SWCA") in 2021, *Supplemental Cultural Resources Technical Report for the Travertine Development,* prepared by SWCA in 2017, and the Native American Tribal consultations initiated by the City of La Quinta, as required under Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18). Sources used in the preparation are included as **Appendix E.1** and **Appendix E.2** of this Draft EIR, and in **Chapter 8.0, *References***, at the end of this Draft EIR.

4.17.2 Existing Conditions

Current Natural Setting

The Project area is located on the southern-most portion of the City of La Quinta, corporate limits located on the western margin of the eastern Coachella Valley. The Project property is generally isolated from existing development within La Quinta due to its location between natural, development constraining landforms (i.e., Santa Rosa Mountains, Martinez Rockslide, and Coral Mountain) to the west, south and north respectively; engineered dikes (Guadelupe Dike and Dike No. 4) to the north and east respectively; and water replenishment ponds to the east. Portions of the Project property have been subject to agricultural disturbance in the northern portion (approximately 220 acres) of the greater property, while the remainder of the property is undisturbed drainages and desert vegetation.

Ethnohistoric Context

Ethnographic history is provided in the *Supplemental Cultural Resources Technical Report*, provided by SWCA and included as Appendix A in the 2021 *Addendum to the Supplemental Cultural Resources Technical Report*. The Project property is situated within the traditional territory of the Cahuilla (Bean 1978; Kroeber 1925). The Cahuilla are a Native American people that migrated approximately 2,000 to

3,000 years ago to the inland areas of southern California most likely from the southern Sierra Nevada ranges of east-central California (Moratto 1984:559). The Cahuilla traditional territory extended from the present-day City of Riverside to the central portion of the Salton Sea region in the Colorado Desert, and from the San Jacinto Valley to the San Bernardino and Little San Bernardino Mountains.

Cahuilla socio-political identity had three main levels. The highest most overarching level was that of cultural nationality, encompassing all *Ivi'lyu'atam*, otherwise known as the traditional term for the Cahuilla cultural identity. The next level was a division of two patrimonies, with each patrimonial clan belonging to either the *tuktum* (Wildcats) or the *'istam* (Coyotes). Within these two overarching patrimonies is the third level of organization, which consists of a collection of individual patrimonial clans called *sibs* (Bean 1978: 580). The separate lineages within the clans cooperated in many, including defense, subsistence activities, and religious ceremonies, and although most lineages had their own village and resource area, most of Cahuilla territory was considered communal property.

The *sibs'* individual territories within the Coachella Valley desert were formed around natural springs and alluvial fans spreading out from mountain canyons to maximize the use of natural resources. The villages were occupied year-round, with groups leaving for hunting, gathering, visiting other villages, or trade between villages. The relationship between individual patrilineal groups and different *sibs* were maintained through intermarriage and ceremonial reciprocity (Bean 1972). Each lineage had houses (*kish*), granaries for food storage, and *ramadas* (shades) for working and cooking. Villages also had sweat houses and song houses for non-religious music, and each village had a separate house for the lineage or clan leader. A separate ceremonial house was used for major religious ceremonies. Spacing between structures was often great, causing villages to extend over a mile in some cases.

Resource collection locations for food gathering, hunting, and/or mineral collection were the property of individual patrilineal lineages, and locations considered sacred could only be used by shamans or healers (Bean 1990:2). There were some limited agriculture practices by the Cahuilla prior to European contact. Bean, squash, and corn were grown using techniques likely adopted from Colorado River groups to the east (Bean 1978:578). Corn, pumpkins, and beans were observed being grown by the time of the 1823-1824 Romero Expedition (Bean and Mason 1962:104). It is also likely that the Cahuilla practiced controlled burning, selective harvesting and pruning, replanting, seed distribution, and limited irrigation (Bean and Lawton 1993).

Cahuilla material culture consisted of a variety of tools to gather and collect food resources, including the bow and arrow, traps, nets, slings, and hunting blinds. Some of the food-processing tools included portable and bedrock mortars, basket hopper mortars, pestles, manos, metates, bedrock grinding slicks, hammerstones, anvils, leaching baskets, bone saws, knives, and wooden drying racks. Food consumption was facilitated by woven baskets and carved wood and ceramic vessels. Pottery was introduced to the Cahuilla during the Late Prehistoric period through trade with Yuman-speaking groups across the Colorado River, and ceramic production using the paddle-and-anvil technique was adopted later. Typical ceramic vessels included jars, cooking vessels, ladles, *ollas* (large round pots with small

necks), and pipes. Ollas were sometimes filled with foodstuffs, sealed, and cached in caves and rock shelters for later consumption (Bean 1978:578-579).

Spanish mission outposts were established at San Bernardino and San Jacinto by 1819, though interactions with Europeans were less intensive in Cahuilla territory than for the coastal native groups because the extreme environment made the area undesirable. By the 1820s, there was constant contact with the ranchos of Mission San Gabriel, and the Cahuilla frequently gained employment from the private rancheros or were relocated to the Mission San Luis Rey. The later Mexican ranchos also provided employment for the Cahuilla. The Bradshaw Trail was established in 1862 as the first major east-west stagecoach and freight line road through Coachella Valley (Bean 1978:583-584).

Between 1875 and 1891, the U.S. government established 10 reservations for the Cahuilla within their traditional territory: Agua Caliente, Augustine, Cabazon, Cahuilla, Los Coyotes, Morongo, Ramona, Santa Rosa, Soboba, and Torres-Martinez (Bean 1978:585). Four of these reservations are shared with other Native American groups, including the Chemehuevi, Cupeño, and Serrano.

4.17.3 Regulatory Setting

See **Section 4.5, *Cultural Resources,*** for a full discussion of the federal and State regulations related to cultural resources that may also be considered Tribal cultural resources. Regulations specifically related to Tribal cultural resources are outlined below.

State

Senate Bill 18

As of March 1, 2005, California Government Codes 65092; 65351; 65352; 65352.3; 65352.4; 65352.5; and 65560, formerly known as Senate Bill 18 (SB 18), requires that cities and counties contact and consult with Native American Tribes prior to amending or adopting any general plan or specific plan, or designating lands as open space. The purpose of SB 18 is to involve Native Americans at the onset of the planning process to allow for considerations concerning the protection of traditional Tribal cultural places in the context of broad local land use policy prior to individual site-specific, project level land use decisions. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the Tribe. At least 45 days before a local government adopts or substantially amends a general plan or specific plan, the local government must refer the proposed action to any Native American Tribes identified by NAHC, for review and comment.

California Assembly Bill 52 (AB 52)

In addition to Native American Consultation that occurs as part of the Cultural Resource Assessment, AB 52, which went into effect on July 1, 2015 requires a lead agency to consider a project's impacts on Tribal Cultural Resources ("TCR"). TCR as defined in Public Resources Code § 21074 are as follows:

(a) "Tribal cultural resources" are either of the following:
  (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following:
    (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
    (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
  (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.

(b) A cultural landscape that meets the criteria of subdivision (a) is a Tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a Tribal cultural resource if it conforms with the criteria of subdivision (a).

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a Tribal cultural resource has a significant effect on the environment." Effects on Tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a Tribal cultural resource or alternatives that would avoid significant impacts to a Tribal cultural resource." Further, if a California Native American Tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to Tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted by the lead agency (PRC Section 21082.3[a]).

Under AB 52, the CEQA Lead Agency is required to begin consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project. Tribal consultation shall be initiated by the CEQA lead agency prior to the release of a Draft EIR by providing notice to the Tribes and within 14 days after an application for an entitlement is deemed completed by the Lead Agency. Once the Lead Agency has contacted necessary Tribal governments, Tribes have 30 days to respond to comments or request for consultation. "Consultation" is the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement.

Consultation between government agencies and Native American Tribes must be conducted in a way that is mutually respectful of each party's sovereignty. Consultation must also recognize the Tribes' potential needs for confidentiality with respect to places that have traditional Tribal cultural significance. Consultation concludes when either: the parties agree on measures to mitigate or avoid significant impacts to TCRs or the CEQA Lead Agency concludes that a mutual agreement cannot be reached despite a reasonable and good faith effort by the consulting parties.

4.17.4 Project Impact Analysis

Thresholds of Significance

Land disturbance and development has the potential to directly and indirectly impact Tribal Cultural Resources within or near a development site. The thresholds analyzed in this section are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effects associated with the Project's development and operation. The significance determination is based on the recommended criteria set forth in Section 15064.5 of the CEQA Guidelines. For analysis purposes, development of the proposed Project would have a significant effect on Tribal cultural resources if it is determined that the Project will:

a. Cause a substantial adverse change in significance of a Tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:
    i. Listed or is eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
    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.

Methodology

SWCA Environmental Consultants ("SWCA") conducted cultural resource investigations in 2004, 2005 2006, 2017, 2019, 2020 and 2021. The investigations were completed to determine whether significant cultural and historical resources or tribal cultural resources are located within the Project property. The Project boundary and the Project Area of Potential Effects (APE) was modified following the 2006 and 2017 surveys. The final APE is shown in **Exhibit 4.5-1, *Project Area of Potential Effects,*** and includes a vertical APE of up to 50 feet below ground surface. The Area of Direct Impact (ADI) is smaller than the APE and comprises the areas where Project construction and development activities may have a direct

impact affect or impact to cultural resources. The total ADI comprises 557 acres of the APE and excludes the archaeological district (Martinez Mountain Rockslide District) and other tribal cultural resources identified by SWCA in 2017 at the south end of the Project property.

The assessments were conducted to determine whether tribal cultural resources are located within the Project property. Tribal consultation was conducted in 2017 and 2020 and thoroughly discussed in SWCA's 2017 Cultural Report and summarized below.

Native American Outreach and Coordination

Outreach was conducted in 2017 and 2020. In August 2017, the NAHC conducted a Sacred Lands File (SLF) search. The City initiated SB 18- and AB 52-compliant Native American consultation to inform interested parties of the proposed Project and to address any concerns regarding Tribal cultural places or Tribal cultural resources that might be affected by the Project, as required by SB 18 and AB 52 and 36 CFR 800.2(A) of Section 106 of the NHPA, and to determine whether Tribal cultural resources exist in the Project APE.

The City of La Quinta sent Tribal consultation letters to eighteen Native American Tribes on August 28, 2017. The letter included a short project description and an explanation of entitlements associated with the proposed Project. The following Tribes were contacted:

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Missions Indians
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Campo Band of Mission Indians
- Ewiaapaayp Tribal Office
- Jamul Indian Village
- La Posta Band of Mission Indians
- Los Coyotes Band of Mission Indians
- Manzanita Band of Kumeyaay Nation
- Mesa Grande Band of Mission Indians
- Ramona Band of Cahuilla Mission Indians
- San Pasqual Band of Mission Indians
- Santa Rosa Band of Mission Indians
- Sycuan Band of the Kumeyaay Nation
- Torres-Martinez Desert Cahuilla Indians
- Twenty-Nine Palms Band of Mission Indians
- Viejas Band of Kumeyaay Indians

Tribes were given thirty days to request consultation under AB 52 and 90 days under SB 18. Three Tribes responded to the City's letters. Tribal responses are discussed in detail in the discussions of Project impacts.

In 2020, the City of La Quinta initiated updated tribal consultation with the Native American Tribes that were suggested by the NAHC on March 3, 2020. The City sent the letters to the tribes via email on March 5, 2020. The City did not receive responses from the tribes within the 30-day consultation period. However, the City provided updated project information and cultural resources findings to the Torres Martinez Desert Cahuilla Indians and the Agua Caliente Band of Cahuilla Indians. Consultation with these Tribes occurred between July and September 2020 and is discussed in greater detail in the discussions of Project impacts.

Project Impact

a.i. Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource to be listed or eligible for listing in the California Register of Historical Resources or in a Local Registrar of Historical Resources

Public Resource Code 21074 identifies "Tribal Cultural Resources" as "sites, features, places, cultural landscapes, sacred places, and objects with culture value to California Native American Tribe" and that are either included or determined to be eligible for inclusion on the national, State, or local register of historic resources or that are determined by the lead agency, in its discretion, to be significant when taking into consideration the significance of the resource to a California Native American Tribe.

In August 2021, SWCA prepared an *Addendum to the Supplemental Cultural Resources Technical Report for The Travertine Development* ("Cultural Report") to update the previously completed 2006 and 2017 cultural reports for the Project site (also conducted by SWCA). The 2021 Cultural Report identified 37 previously recorded resources and nine new resources within the Project area of potential effects (APE). Of the 37 previously recorded resources, ten historical or archaeological resources within the Project APE were recommended eligible for listing in the NRHP or CRHR. They include Sites P-33-001331, P-33-003872, P-33-003873, P-33-003874, P-33-005323, P-33-014844, P-33-014845, P-33-014846, and P-33-014847; and P-33-014988. The nine new resources recorded by SWCA during the 2019-2020 efforts included six sites and three isolates. Specifically, the resources consist of two prehistoric isolates, each consisting of two ceramic sherds; one historic isolate consisting of four crushed pull-tab cans; three historic-era refuse scatters; and three prehistoric archaeological sites. None of the newly identified resources were recommended eligible for the NRHP or CRHR.

Of the recommended eligible resources, SWCA determined that Site P-33-014988, which included prehistoric milling slicks, is *individually* eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). The remaining nine resources appear associated with one another and consist of prehistoric milling slicks, ceramic scatter, bedrock milling

station and a habitation site, and are recommended eligible as contributors to the Martinez Mountain Rockslide District (MMRD). Although not specifically identified as a Tribal Cultural Resource, the MMRD has a temporal affiliation to the Late Prehistoric period that is significant for the prehistory and to the contemporary tribal communities of the region. Based on its association with the Late Prehistoric period, the MMRD is recommended eligible for listing to the NRHP Criterion A and CRHR Criterion 1, as well as NRHP Criterion D and CRHR Criterion 4 because it could yield data that are relevant to the prehistory of the region.

Table 4.5-1, *Cultural Resources*, in **Section 4.5, *Cultural Resources,*** list the previously recorded and new resources and their status, as determined in the Project Cultural Reports, and indicates whether isolated finds (isolates) or archaeological sites were discovered.

Based on the Project site investigations conducted between 2006 and 2021, inclusive, SWCA determined that the proposed Project avoids impacts to significant archaeological sites located within the APE. Specifically, the Project boundary avoids disturbances to all historic properties and historic and archaeological resources in and near the APE. A planned open space land use area has been established in the southern portion of the site to buffer identified MMRD resources. This area is currently designated for Open Space Natural uses (Planning Area 20) and will not be developed. The area of direct impacts (ADI), which includes all areas proposed effected by Project construction within the broader APE, completely avoids all resources that are eligible either individually or as contributors to the MMRD. These resources are now located within designated open space natural areas, which allows for their long-term protection and conservation.

Although the Project will avoid impacts to cultural resources, the Project applicant shall be required to prepare a monitoring and mitigation program plan to implement strategies for avoiding impacts to Tribal cultural resources, provide cultural sensitivity training to construction crew, and retain a qualified archaeologist and/or a compliance officer to implement the mitigation measures and training, and an archaeological monitor during certain ground-disturbing activities, as well as implement avoidance mechanisms for environmentally sensitive areas. This is required by **Mitigation Measure CR-1** through **CR-3,** and **CR-5** through **CR-7. Mitigation Measure CR-8** requires that if cultural resources are exposed during excavations, work in the immediate vicinity of the find must stop until a qualified archaeologist can evaluate the significance of the find. See **Section 4.5, *Cultural Resources***, of this Draft EIR.

Off-Site Utility Field

SWCA conducted a programmatic review of the off-site utility field area in order to determine whether cultural resources are likely to occur on the site. The programmatic review consisted of SWCA's review of previous survey work, records searches and reports completed for the Project in 2006, 2017, and 2020, as well as environmental literature and previous studies conducted in the vicinity provided by the City of La Quinta. Historical maps and aerial photographs were also examined for historic-era activity within the off-site utility field and a geoarchaeological assessment was conducted to assess the buried

site sensitivity of the proposed off-site area. While the record search did not specifically cover the off-site utility field area, some of the results overlapped with the off-site area. In total, 47 cultural resources were previously documented within the off-site utility field area and a 0.5-mile radius, including 16 sites and 31 isolates. SWCA determined that seven (of the 16) sites were located within the off-site utility field area. Five were prehistoric: two with unknown eligibility (P-33-008331 and P-33-008379) and three recommended eligible for the NRHP and CRHR (Temporary #LQ-S-2/CA-RIV-5158, CA-RIV-6109, and CA-RIV-6110). The remaining two were recommended ineligible (CA-RIV-6111/H and CA-RIV-6112/H). The 31 isolates are not eligible for the NRHP or CRHR.

The Project property and vicinity are located at the edge of previous stands of ancient Lake Cahuilla. Archaeologists agree that Native American settlements and activity occurred in higher concentrations around permanent water sources, such as Lake Cahuilla. The significance of Lake Cahuilla to the Cahuilla people is well documented in ethnographic works and oral history. Record searches for other adjacent and overlapping projects identified several prehistoric archaeological resources within the western portion of the off-site utility field area and immediate vicinity as well as numerous isolated finds. Therefore, SWCA determined that there is a high density of cultural resources in and around the western edge of the off-site utility field area.

Agricultural development within the off-site utility field area has occurred since the 1870s. The agricultural activity in this area may reduce the likelihood of encountering intact prehistoric or historic-period Native American archaeological resources since the highest potential for the presence of archaeological material is in the undisturbed (i.e., native) sediments, which occur below the plow zone. The depth of these sediments has not been confirmed for the off-site utility field area; however, due to the presence of known resources, the location of the off-site utility field area within the lakebed, the likely location of a known and previously identified ethnographic village in the vicinity of the off-site area, and the surrounding dense archaeological landscape, the off-site utility field area appears to have a high sensitivity for prehistoric and historic-era Native American resources.

To ensure avoidance of previously identified and any unidentified cultural resources occurring in the utility field, a records search at the Eastern Information Center (EIC), an updated Sacred Lands File search, and a pedestrian survey of prospective well and substation sites shall be conducted to confirm the presence or absence of potentially sensitive cultural resources shall be required. Additionally, continued outreach to local Tribes and Tribal involvement in site monitoring shall be required. Development should be avoided in areas identified in the Cultural Report, and within the western halves of Section 35 and 26 of Township 6 South, Range 7 East. This is required by **Mitigation Measures CR-4, CR-7,** and **CR-8**.

With the implementation of **Mitigation Measures CR-1** through **CR-8** the proposed Project's impact to Tribal cultural resource to be listed or eligible for listing in the California Register of Historical Resources or in a Local Register of Historical Resources is reduced to less than significant levels. Moreover, the proposed distribution lines connecting the substation to other facilities and to the Project would occur

within existing rights-of-way, which have already been disturbed. Therefore, the undergrounding of the distribution lines would not result in impacts to Tribal cultural resources.

a.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 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.

As required by SB 18, AB 52 and 36 CFR 800.2(A) of Section 106 of the NHPA, the City of La Quinta initiated SB 18 and AB 52 Native American consultation in 2017 and 2020 in order to determine whether Tribal cultural resources exist in the Project APE and whether Tribes wished to consult. Eighteen Tribes were contacted with a letter that included a short project description and explanation of entitlements associated with the proposed Project.

The City of La Quinta received three responses from Native American Tribes in 2017. The Tribes include Agua Caliente Band of Cahuilla Indians, Twenty-Nine Palms Band of Mission Indians, and Viejas Band of Kumeyaay Indians. The Viejas Band of Kumeyaay Indians encompass areas within San Diego County. Thus, in their response letter, dated September 5, 2017, the Tribe indicated that no further consultation would be needed unless there were inadvertent discoveries at the site.

Katie Croft, the Archaeologist with the Tribal Historic Preservation Office (THPO) for the Agua Caliente Band of Cahuilla Indians (ACBCI), responded in a letter dated September 22, 2017. Ms. Croft stated that the Project property is not within the boundaries of the Agua Caliente Band of Cahuilla Indians Reservation. However, the Project property is within the Tribe's Traditional Use Area. A records check of the ACBCI Registry identified previous surveys in the area that were positive for the presence of cultural resources. On behalf of the Tribe, Ms. Croft requested the following during consultation:

- A copy of the records search with associated survey reports and site records from the information center;
- Copies of any cultural resource documentation (report and site records) generated in connection with the Project;
- The presence of an approved Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer; and

- The presence of an archaeologist that meets the Secretary of Interior's standards during any ground disturbing activities.

In continuing consultation correspondence with the City, Pattie Garcia-Plotkin, Director with the Tribal Historic Preservation Office (THPO) for the Agua Caliente Band of Cahuilla Indians (ACBCI), responded in a letter dated January 12, 2018. Although no specific Tribal cultural resources were identified by the Tribe, on behalf of the Tribe, Ms. Garcia-Plotkin requested the following during consultation:

- Formal government to government consultation under California Senate Bill 18;
- A map that includes all cultural resources identified in all phases of survey and from the records search; and
- A table composed of all cultural resources with the following information: site number(s), site description, landownership, in/out of APE, date recorded, eligibility, impacted/avoided.

Anthony Madrigal, Jr., the Tribal Historic Preservation Officer for Twenty-Nine Palms Band of Mission Indians, responded in a letter dated September 18, 2017. He stated that the Tribal Historic Preservation Office is not aware of any additional cultural or archaeological sites that pertain to the Twenty-Nine Palms Band of Mission Indians within the Project area. However, the Project is adjacent to the Chemehuevi Traditional Use Area and in the summary of the previous surveys of cultural resources that the City provided to the Tribe, archaeological resources have been identified within or adjacent to the Project. On behalf of the Tribe, Mr. Madrigal requested the following during consultation:

- Copies of all available cultural reports related to the Project.

Mr. Madrigal stated that receipt of the requested materials does not constitute consultation and the Tribe may have recommendations or require further mitigation measures based on information contained in the requested materials. The City provided the cultural reports to the Tribe and no further correspondence was received from the Tribe.

The City of La Quinta initiated an updated AB 52 consultation period in 2020. The City sent a letter to Native American Tribes suggested by the NAHC on March 3, 2020. The City did not receive comments from the Tribes during the 30-day comment period. Although responses were not received, the Applicant requested a meeting with the ACBCI to discuss the Tribe's past participation. Meetings were held on July 21, 30, and August 13, 2020 with the ACBCI to discuss the Project and necessary mitigation measures. On August 11, 2020, the Torres Martinez Desert Cahuilla Indians (TMDCI) called the City to inquire about projects within the City. The City notified the TMDCI of the Travertine Project and emailed the Tribe the cultural studies. TMDCI attended the meeting with the City and the ACBCI on September 3, 2020. **Table 4.17-1**, below, outlines the various meetings held by the City with the ACBCI and the TMDCI.

Table 4.17-1 Tribal Consultation 2020

Meeting Date	Tribe	Discussed
July 21, 2020	ACBCI	Introduced Project and reviewed location of sensitive sites.
July 30, 2020	ACBCI	Discussed Martinez Mountain Rockslide District, villages located near there, trails map, interpretive exhibits, etc.
August 13, 2020	ACBCI	Discussed the geology in the area, geomorphology to find depth of hard rock and determine potential resources.
September 3, 2020	ACBCI TMDCI	Project discussed with both Tribes in attendance.
September 22, 2020	TMDCI	Applicant explained Project, monitoring protocol was discussed.
September 28, 2020	ACBCI TMDCI	Suggestions for mitigation measures were provided. Both Tribes understood the Project and were satisfied with the consultation process.

The TMDCI provided feedback on resource protection measures in a meeting between the Project applicant, the City, and SWCA on September 22, 2020. This included a request for monitors to be present for both excavation and for observing areas where the excavated soils will be used as fill to ensure that no artifacts are inadvertently transferred to new portions of the Project area. The TMDCI indicated that excavations over 10 feet deep would not need to be monitored and that the two interested Tribes could work together to provide monitors as needed (i.e., one monitor could represent both Tribes). However, after the meeting on September 28, 2020 the TMDCI did not provide a written letter with recommendations, as requested by the City. Communication from the Tribe stopped although the City made multiple attempts to follow-up with the TMDCI. In a letter dated September 28, 2020, the ACBCI thanked the City in their efforts to include the THPO and stated that the concerns of the Tribe THPO were addressed and proper mitigation measures have been proposed to ensure the protection of Tribal cultural resources. The letter concluded the AB 52 consultation efforts. However, the THPO requested the following:

- An Avoidance Mitigation Plan developed in consultation with the Tribes. This plan shall address process and procedures for avoiding and mitigating impacts to cultural resources and historic properties;
- The City require fencing with a buffer placed around resources to be avoided;
- The City assign a Compliance Officer to ensure mitigation measures are in place and followed during the duration of the Project with a monthly report on compliance; and
- The City require Cultural Sensitivity Training for all construction crew members.

Although no Tribal cultural resources were identified within the development portion of the Project property during AB 52 consultation, **Mitigation Measure CR-7** requires that the Project applicant hire an approved Native American Monitor during certain ground disturbing activities. The Project site would be initially subject to grubbing and grading, in which the Project applicant would be responsible for hiring a

Native American Monitor during grading activities to depths of 10 feet. The Project applicant shall also be required to retain a qualified archaeologist (**Mitigation Measure CR-1**). The archaeologist shall provide cultural sensitivity training (**Mitigation Measure CR-6**) and prepare a Tribal Cultural Resources Monitoring and Mitigation Plan (**Mitigation Measure CR-3**).

Additionally, prior to ground disturbance, an archaeological monitor, working under the supervision of the qualified archaeologist, and Native American monitors from the Agua Caliente Band of Cahuilla Indians and/or the Torres Martinez Desert Cahuilla Indians, shall be retained to monitor certain ground-disturbing activities (**Mitigation Measure CR-7**). If Tribal cultural resources are encountered, additional consultation with California Native American Heritage Commission (NAHC)-listed Tribal groups should be conducted immediately (**Mitigation Measure CR-8**). A compliance officer shall also be retained to ensure mitigation measures are in place and followed for the duration of the Project (**Mitigation Measure CR-2**). With the implementation of **Mitigation Measures CR-1**, **CR-2, CR-3**, **CR-6**, **CR-7**, and **CR-8,** impacts will be reduced to less than significant.

Off-Site Utility Field

As previously stated, the specific location of the off-site utilities has not yet been determined but a field of prospective well and substation development has been delineated. Continued outreach to local Tribes to determine if Tribal cultural resources may be impacted shall be required once the prospective off-site utility sites are determined. This is required by **Mitigation Measure CR-4** and **CR-7**. With the implementation of **Mitigation Measures CR-4** and **CR-7** well and substation development within the off-site utility field impacts to Tribal cultural resources will be reduced to less than significant levels.

4.17.5 Cumulative Impacts

Cumulative impacts relating to Tribal cultural resources are regional in nature, due to the wide distribution of native peoples in the Coachella Valley. Buildout of the Project area, including off-site utility sites, has the potential to result in cumulatively considerable impact on Tribal cultural resources. Development within the Project site with implementation of **Mitigation Measures CR-1**, **CR-2, CR-3**, **CR-6**, **CR-7**, and **CR-8,** will ensure that impacts to Tribal resources are less than significant. Development of other projects within the City and surrounding area would also be subject to the same standard requirements, mitigation measures (as applicable), and compliance with federal and State law as the proposed Project. Although continued development has the potential to cumulatively impact these resources, the continued application of City policies, General Plan policies and programs, federal and State law all will assure that cumulative impacts associated with Tribal cultural resources will be less than significant.

4.17.6 Mitigation Measures

The following mitigation measures from **Section 4.5, *Cultural Resources*** *(4.5.6, Mitigation Measures),* also apply to reducing potential impacts to Tribal Cultural Resources:

CR-1 Prior to any ground-disturbing activities, the Project applicant shall retain a qualified archaeologist, defined as an archaeologist that meets the Secretary of Interior's Standards for professional archaeology, to carry out all mitigation measures related to cultural resources. Tribal monitoring of site disturbance will also be accommodated.

CR-2 The Project applicant shall assign a compliance officer for the Project to ensure mitigation measures are in place and followed for the duration of Project construction. The compliance officer should prepare a monthly compliance report for distribution to the City, BOR, BLM, and interested Native American groups. The compliance officer may be the same person as the Project archaeologist or may be another qualified individual designated by the Project applicant.

CR-3 Prior to the commencement of ground disturbance, a Tribal Cultural Resources Monitoring and Mitigation Plan (Monitoring Plan) shall be prepared. The Monitoring Plan shall include, but not be limited to: principles and procedures for the identification of cultural resources monitoring protocols consistent with **CR-1, CR-2,** and **CR-7** for ground-disturbing activities, a worker training program consistent with **CR-6**, and discovery and processing protocols for inadvertent discoveries of cultural resources consistent with **CR-7** and **CR-8**. The plan shall detail protocols for determining circumstances in which additional or reduced levels of monitoring (e.g., spot checking) may be appropriate. Fencing with a buffer shall be placed around resources to be avoided. The Monitoring Plan shall also establish a protocol for communicating with the lead agencies and interested Native American parties.

CR-4 Prior to ground-disturbing activities in any areas outside the APE described in the Project EIR, **Exhibit 4.5-1**, including but not limited to locations proposed for an off-site utility area, a supplemental study including an updated records search at the EIC, updated Sacred Lands File search, and pedestrian survey, shall be conducted. If resources are identified and cannot be avoided, they shall be assessed for their eligibility for the NRHP and CRHR. Avoidance and minimization measures identified as a result of the study shall be incorporated into the Monitoring Plan.

CR-5 In the event of unanticipated discovery of NRHP- and CRHR-eligible resources within the APE or the off-site utility field, where operationally feasible, such resources shall be protected from direct Project impacts by Project redesign (i.e., relocation of the ground disturbance, ancillary facilities, or temporary facilities or work areas). Avoidance mechanisms shall include temporary fencing and designation of such areas as environmentally sensitive areas (ESAs)

for the duration of the proposed Project. ESAs shall include the boundary of each historic property plus a 30-m (98-foot) buffer around the resource.

CR-6 Prior to the commencement of ground-disturbing activities, typically at the Project kick-off, the qualified archaeologist or their designee will provide cultural sensitivity training to construction crews. The training will provide information on signs of potential cultural resources, regulatory requirements for the protection of cultural resources and the proper procedures to follow should unanticipated cultural resources discoveries be made during construction. Workers will be provided contact information and protocols to follow if inadvertent discoveries are made. Workers will be shown examples of the types of Tribal cultural resources that might be encountered and that would require notification of the Project archaeologist. The Project archaeologist shall create a training video, PowerPoint presentation, or printed literature that can be shown to new workers and contractors to avoid continuous training throughout the life of the Project.

CR-7 Prior to ground disturbance, an archaeological monitor, working under the supervision of the qualified archaeologist, and Native American monitors from the Agua Caliente Band of Cahuilla Indians and the Torres Martinez Desert Cahuilla Indians, shall be retained to monitor ground-disturbing activities. Monitoring will take place within or near ESAs or in other areas agreed upon by the archaeologist, City, and Native American monitor, and as identified in the Monitoring Plan. Monitoring activities will include examining the excavation of native soils as well as the disposal of spoils in certain areas. The duration, timing and location of the monitoring shall be determined by the City in consultation with the qualified archaeologist and Native American monitors as outlined in the Monitoring Plan. Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer. Additionally, fencing with a buffer shall be required around resources to be avoided.

CR-8 In the event that cultural resources are exposed during excavation, work in the immediate vicinity of the find must stop until a qualified archaeologist can evaluate the significance of the find. Ground-disturbing activities may continue in other areas. For discoveries located outside of BLM land, if the City determines, in consideration of the subsequent analysis by the qualified archaeologist, that the resource is a protected resource under CEQA (Section 15064.5f; PRC 21082) additional work such as testing or data recovery may be warranted prior to resumption of ground-disturbing activity in the location of discovery. For discoveries located on BLM-land, if the BLM determines, in consideration of the subsequent analysis of the qualified archaeologist, that the resource is protected under Section 106 of the NHPA, additional work such as testing or data recovery may be warranted prior to resumption of

ground-disturbing activity in the location of discovery. Should any Tribal cultural resources be encountered, additional consultation with California Native American Heritage Commission (NAHC)–listed Tribal groups should be conducted in coordination with the City and/or with the BLM and BOR if the discovery occurs on federal lands.

CR-9 If human remains are encountered, pursuant to State of California Health and Safety Code Section 7050.5, no further disturbance shall occur until the Riverside County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Riverside County Coroner must be notified of the find immediately. Additional procedures for responding to the unanticipated discovery of human remains are outlined below.

Modern Remains

If the Coroner's Office determines the remains are of modern origin, the appropriate law enforcement officials will be called by the Coroner and conduct the required procedures. Work will not resume until law enforcement has released the area.

Archaeological Remains

If the remains are determined to be archaeological in origin, the appropriate protocol is determined by whether the discovery site is located on federally or non-federally owned or managed lands.

Remains Discovered on Federally Owned or Managed Lands

After the Coroner has determined that the remains are archaeological or historic in age, the appropriate BLM Palm Springs Field Office or BOR archaeologist must be called. The archaeologist will initiate the proper procedures under the Archaeological Resources Protection Act and the Native American Graves Protection and Repatriation Act (NAGPRA). If the remains can be determined to be Native American, the steps as outlined in NAGPRA, 43 Code of Federal Regulations [CFR] 10.6 Inadvertent discoveries, must be followed.

Resumption of Activity: The activity that resulted in the discovery of human remains on federal lands may resume after a written, binding agreement is executed between the BLM or BOR and federally recognized affiliated Indian Tribe(s) that adopts a recovery plan for the excavation or removal of the human remains, funerary objects, sacred objects, or objects of cultural patrimony following 43 CFR Section 10.3(b)(1) of these regulations. The disposition of all human remains and NAGPRA items shall be carried out following 43 CFR 10.6.

Remains Discovered on Non-Federally Owned/Managed Lands

After the Coroner has determined the remains on non-federally owned or managed lands are archaeological, the Coroner will make recommendations concerning the treatment and disposition of the remains to the person responsible for the excavation or discovery, or to his or her authorized representative. If the Coroner believes the remains to be those of a Native

American, he/she shall contact the California NAHC by telephone within 24 hours. The NAHC will notify the person it believes to be the most likely descendant (MLD) of the remains. The MLD has 48 hours after accessing the site of the discovery to make recommendations to the landowner for treatment or disposition of the human remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from further disturbance. If the landowner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

4.17.7 Level of Significance After Mitigation

The implementation of **Mitigation Measures CR-1** through **CR-9** will ensure that impacts to Tribal cultural resources are reduced to less than significant levels.

4.17.8 References

1. *Supplemental Cultural Resources Technical Report for The Travertine Development;* prepared by SWCA Environmental Consultants, December 2017.
2. *Addendum to Supplemental Cultural Resources Technical Report for the Travertine Land Development Project;* prepared by SWCA Environmental Consultants, November 2021.

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4.18 Utilities and Service Systems

4.18.1 Introduction

This section of the Draft EIR addresses the Project environmental setting for purposes of utilities and service system, identifies both the applicable thresholds of significance and the Project's potentially significant utilities and service system impacts, and identifies mitigation measures capable of reducing any potentially significant impacts to below a level of significance. This section is based on the information contained in the *Travertine Specific Plan Amendment, Travertine Water Supply Assessment and Water Supply Verification (WSA/WSV)* (**Appendix N.1** and **N.2**), the *Travertine Drainage Master Plan* (**Appendix J.3**)*,* and *Chapter V, Public Infrastructure and Services,* from the La Quinta General Plan, as well as public documents published by the Coachella Valley Water District (CVWD).

4.18.2 Existing Conditions

The Project property occupies approximately 855 acres in the southern portion of La Quinta. The majority of the Project property is undeveloped, lying on broad gently sloping alluvial fans, with shrubs, boulders, and rocks scattered throughout the site. Approximately 220 acres of the Project property was previously developed and operated as a vineyard, occupying a central portion of the property. The vineyard has been abandoned since 2007. The properties surrounding the Project are vacant and undeveloped. CVWD groundwater recharge basins and the Dike 4 flood control levee are located to the immediate east.

The Project will develop an off-site utility field which will include water wells and an electric power substation to support the proposed Project. The exact locations of the off-site improvements have not been determined; however, they are proposed to be located east and within a two-mile radius of the Project site. Currently, the off-site locations are primarily characterized by vacant, undeveloped land and agricultural land.

Domestic Water Service

CVWD is the Public Water Supplier that provides water services to the City of La Quinta. Established in 1918 under the County Water District Act provisions of the California Water Code, CVWD provides water related services for domestic water, wastewater collection and treatment, recycled water, agricultural irrigation water, drainage management, imported water supply, groundwater replenishment, stormwater management, and flood control and water conservation.

Domestic water is provided to the Coachella Valley by groundwater. 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 replenished, or recharged, by precipitation that seeps into the land's surface.

In the Coachella Valley, groundwater is also recharged by imported Colorado River water. The Coachella Valley Groundwater Basin (also known as the Whitewater River Subbasin and the Upper and Lower Thermal Subbasin) has been the principal source of water for the valley since the early 1900s. This basin has an estimated 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 estimated to have approximately 29.8 million AF of water in the first 1,000 feet below ground surface, and approximately 76 percent of the total groundwater in the Coachella Valley groundwater basin. CVWD works with other local water agencies and Coachella Valley stakeholders to implement water conservation, water reuse, and groundwater recharge strategy to ensure water availability and system capacity to meet the growing needs of the Coachella Valley.

The Coachella Valley is bordered on the west and north by high mountains, which provide an effective barrier against coastal storms, and which greatly reduce the contribution of direct precipitation to recharge of the Coachella Valley Groundwater Basin. The majority of natural recharge comes from runoff from the adjacent mountains. 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. CVWD's groundwater replenishment strategy involves the operation and maintenance of three replenishment facilities serving the Indio Subbasin: Whitewater River Groundwater Replenishment Facility, the Thomas E. Levy Groundwater Replenishment Facility, and the Palm Desert Groundwater Replenishment Facility. The Thomas E. Levy Groundwater Replenishment Facility is located east of the Project. This facility uses imported Colorado River water to recharge the lower valley aquifer.

CVWD currently has approximately 110,899 active domestic water connections and provided approximately 88,911 AF of potable water in 2020. Existing domestic water infrastructure proximate to the proposed Project property extends to the Madison Street and Avenue 60 intersection (approximately 0.50 miles north of the Project), and along Monroe Street at the Avenue 62 intersection (approximately 0.75 miles east of the Project).

CVWD operates more than 97 active wells and serves a population of 300,000 in its service area. CVWD's 2020 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.

Wastewater that has been treated and disinfected can be reused for landscape irrigation and other purposes. Recycled wastewater has been used for irrigation of golf courses and municipal landscaping in the Coachella Valley since the 1960s. As growth occurs in the eastern Coachella Valley, the supply of recycled water is expected to increase, creating an additional opportunity to maximize local water supply.

Wastewater Service System

CVWD provides the City with wastewater collection and treatment. Most of the City and Sphere of Influence (SOI) are served by the wastewater system, although some septic systems are still in use, particularly in the SOI area. CVWD treats nearly 17 million gallons per day (mgd) of wastewater from approximately 95,000 user accounts. CVWD operates five water reclamation plants and maintains more than 1,100 miles of sewer pipeline and more than 30 lift stations that transport wastewater to the nearest treatment facility. CVWD operates five water reclamation plants (WRPs), two of them (WRP-7 and WRP-10) generate recycled water for irrigation of golf courses and large landscaped areas. Sewage generated north of Miles Avenue, in the northern part of the City, is conveyed to Wastewater Reclamation Plant 7 (WRP-7), located at Madison Street and Avenue 38. The capacity of WRP-7 is five mgd. For all land in the City and Sphere located south of Miles Avenue, sewage is treated at the Mid-Valley Water Reclamation Plant (WRP-4), located southeast of the City, which has a capacity to treat 9.5 mgd. WRP-4 became operational in 1986 and serves the communities from La Quinta to Mecca. WRP-4 effluent is not currently recycled; however, it will be in the future when the demand for recycled water develops, and tertiary treatment is constructed. The other two WRPs serve isolated communities near the Salton Sea. A sixth WRP (WRP-9) was decommissioned in July 2015.

Currently, the Project is not served by wastewater systems due to its undeveloped condition. However, the closest collector to the Project site is located at Monroe Street and Avenue 62. The Project will extend the existing sewer lines at this location via Avenue 62. The Project's connection to the existing sewer facility is discussed in greater detail below.

Stormwater

The Project site is located on a bajada extending eastward from the base of the Santa Rosa Mountains toward the Eastern Coachella Valley floor. The site is isolated from the Valley's regional drainage patterns by the BOR Dike No. 4 levee, and the associated stormwater impound located immediately east of the proposed Project. The hydrologic setting of the Project is also defined by the eastern slopes of the Santa Rosa Mountains and various associated canyon drainages (Devil Canyon and unnamed smaller drainages) west of the Project site. Immediately north of the Project site is the existing Guadalupe Channel, which diverts and conveys canyon drainage into the Dike No. 4 impound. Some Project-affecting hillside runoff is also associated with a small portion of the Coral Mountain on the north end of the Project. To the east and intervening between the Project site and the Dike No. 4 impound is the Thomas Levy Groundwater Replenishment Facility which uses imported Colorado River water to recharge the lower valley aquifer.

The Project setting can also be described as the lower extent of the watershed area tributary to Dike No. 4 Drainage from various canyons on the easterly front of the Santa Rosa Mountains occur along distributary flow paths and active alluvial fan conveyances to the engineered retention area on the west side of Dike No. 4. The Guadalupe Creek Diversion Dikes, located off-site on the northern end of the

Project, are also designed to convey flows to Dike No. 4. The CVWD groundwater percolation ponds are presently protected from off-site drainage by a combination of earthen berms, rock lining, and concrete channelization.

Solid Waste

Riverside County Department of Waste Resources (RCDWR) is responsible for the efficient and effective landfilling of non-hazardous county waste. In this effort the Department operates five landfills and has a contract agreement for waste disposal with an additional private landfill; it also administers several transfer station leases.

Solid waste collection, disposal and recycling services for the City of La Quinta are provided by Burrtec. This provider offers its customers a wide range of services for residential to commercial businesses, construction-related activities and special events. Solid waste and recycling collected from the proposed project will initially be hauled to the Edom Hill Transfer Station. This transfer station is permitted to receive 3,500 tons per day (tpd). Residual waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. These include Badlands Landfill, and the Lamb Canyon Landfill. Additional information on each landfill is provided below:

- **Lamb Canyon Landfill** is located between the City of Beaumont and City of San Jacinto at 16411 Lamb Canyon Road (State Route 79), south of Interstate 10 and north of Highway 74. The landfill is owned and operated by Riverside County. The landfill property encompasses approximately 1,189 acres, of which 703.4 acres encompass the current landfill permit area. Of the 703.4-acre landfill permit area, approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 5,000 tpd of solid waste for disposal and 500 tpd for beneficial reuse. The site has an estimated total disposal capacity of approximately 20.7 million tons as of January 1, 2022, the landfill has a total remaining capacity of approximately 19,242,950 cubic yards. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2029. Landfill expansion potential exists at the Lamb Canyon Landfill site.
- **Badlands Landfill** is located northeast of the City of Moreno Valley at 31125 Ironwood Avenue and accessed from State Highway 60 at Theodore Avenue. The landfill is owned and operated by Riverside County. The existing landfill encompasses 1,168.3 acres, with a total permitted disturbance area of 278 acres, of which 150 acres are permitted for refuse disposal. The landfill is currently permitted to receive 4,500 tpd of solid waste for disposal and 300 tpd for beneficial reuse. The site has an estimated total capacity of approximately 20.5 million tons. As of January 1, 2022, the landfill had a total remaining disposal capacity of approximately 7,800,000 cubic yards. Landfill expansion potential exists at the Badlands Landfill site.
- **El Sobrante Landfill** is located in the City of Corona at 10910 Dawson Canyon Road. This landfill is privately owned and operated by USA Waste Services of California, Inc. and the County of

Riverside Community Health Agency is the local enforcement Agency for this landfill. The El Sobrante Landfill has a maximum total permitted disposal of 16,054 tons per day and a maximum permitted capacity of 209,910,000 cubic yards. As of 2018, the landfill has a remaining capacity of 143,977,170 cubic yards.

As part of its long-range planning and management activities, the 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.

Currently, the Project does not generate solid waste due to its vacant and undeveloped condition.

Electricity

In La Quinta, electric power service is provided by Imperial Irrigation District (IID), a local taxing district which provides electric power to the eastern Coachella Valley and Imperial County. IID generates over 60 percent of its power from a number of facilities, including the Coachella Gas Turbine facility in Coachella, and its transmission facilities, including its Green Path system, which transmits geothermal energy produced in Imperial County. IID also procures renewable energy from diverse sources including biomass, biowaste, hydroelectric, solar, and wind.

The Project site is not currently served by electricity, due to its vacant and undeveloped condition. Electric utilities for the site will be provided by IID. The closest substation to the Project is located at the IID La Quinta Headquarters at 81600 Avenue 58, approximately 1.40 miles northeast of the Project property. Existing distribution power poles are located on Avenue 62 and extend approximately 0.64 miles onto the Project property. The power poles continue along Avenue 62 to the Monroe intersection where the above-ground poles extend one-mile north to the Avenue 60 intersection. In order to obtain electricity service from IID, it is anticipated that the Project will be required to contribute to the construction of an off-site substation which will serve the substation's regional limits and the Project.

Natural Gas

Natural gas is provided to the City of La Quinta and will be extended to the Project site by the Southern California Gas Company (SoCalGas). SoCalGas is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas has 21.4 million customers in more than 500 communities encompassing approximately 20,000 square miles throughout Central and Southern California, from the City of Visalia to the US-Mexico border.

High-pressure distribution lines are located approximately 3.30 miles north of the Project at the Madison Street and Avenue 54 intersection. Natural gas lines are also located on Avenue 62 and on Avenue 58. Currently, natural gas is not provided to the Project.

Telecommunications

As telephone service has become deregulated and technology has improved, a number of communication alternatives have become available to the public, including cellular, internet, fiber optic, and cable-based services. As the City of La Quinta continues to develop, it is expected that a number of new technologies will become available to assure adequate and effective communication and data transfer for the City's residents and businesses. The Project is not currently served by telecommunication facilities, but the Project is located within the service areas of Frontier and Charter Communications. Existing telecommunication lines are located along Madison Street, south of Avenue 60. Surrounding properties, including Trilogy, La Quinta, are served by telecommunications.

4.18.3 Regulatory Setting

Federal

Clean Water Act and Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. SDWA authorizes the EPA to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants that may be found in drinking water. The U.S. EPA, states, and water systems then work together to make sure that these standards are met (EPA 2020). Not all local groundwater supplies in the region are safe for consumption without treatment owning to the occurrence of such natural and manmade contaminants as arsenic and perchlorate. The local water purveyor (CVWD) is responsible for ensuring that all domestic water supplies are in accordance with the SDWA.

Resource Conservation and Recovery Act (RCRA)

RCRA was enacted in 1976 and is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. The U.S. EPA oversees waste management regulation pursuant to Title 40 of the Code of Federal Regulations. Under RCRA, however, states are authorized to carry out many of the functions of the federal law through their own hazardous waste programs and laws, as long as they are at least as stringent (or more so) than the federal regulations. Thus, CalRecycle manages the State of California's solid waste and hazardous materials programs pursuant to U.S. EPA approval.

State

Senate Bill 610

Senate Bill 610 (SB 610), which was enacted in 2001 and became effective January 1, 2002. SB 610 amended Section 21151.9 of the Public Resources Code. It requires cities and counties and other CEQA

lead agencies to request specific information on water supplies from the Public Water System (PWS) that would serve any project that is subject to CEQA and is defined as a "Project" in Water Code Section 10912. This information is to be incorporated into the environmental review documents prepared pursuant to CEQA. Specifically, SB 610 requires the PWS or the CEQA lead agency, where a PWS is not available, to prepare a Water Supply Assessment for any project that consists of one or more characteristics specified in SB 610, which this Project satisfies as it is a residential development of more than 500 units. The Travertine WSA can be found in **Appendix N.1** and **N.2** of this Draft EIR.

Urban Water Management Plan

The Urban Water Management Planning Act (UWMPA) requires that water suppliers providing water for municipal purposes either directly or indirectly to more than 3,000 customers, or supplying more than 3,000 acre-feet of water annually, prepare and submit an Urban Water Management Plan (UWMP) to the California Department of Water Resources (DWR) every five years. The UWMP assists water districts in their effort to regulate the provision of water to individual projects by identifying and defining applicable Demand Management Measures (DMMs). DMMs include Water Waste Prevention Ordinances, Metering, Conservation Pricing, and Public Education and Outreach.

UWMPs are required to support the water suppliers' long-term resource planning to ensure that adequate water supplies are available to meet existing and future water needs. UWMPs must assess the reliability of water sources over a 20-year planning horizon during normal, single-dry, and multiple-dry years, describe management measures and water shortage contingency plans, report progress toward meeting conservation goals and targeted reduction in per-capita urban water consumption, and discuss the uses and planned uses of recycled water (CVWD 2020).

CalRecycle

The State of California uses for its Department of Resources Recycling and Recovery (CalRecycle), formerly known as the California Integrated Waste Management Board (CIWMB), performs a variety of regulatory functions pursuant to California Code of Regulations (CCR) Title 27 and other regulations, according to the County of Riverside Environmental Impact Report No. 521 4.17-44 Public Review Draft § February 2015. Among other things, CalRecycle set minimum standards for the handling and disposal of solid waste designed to protect public health and safety, as well as the environment. It is also the lead agency for implementing the State of California municipal solid waste program deemed adequate by the US EPA for compliance with RCRA (Riv. County EIR No. 521). The CalRecycle Enforcement Agency (EA) is required to inspect and enforce state minimum standards, solid waste facility permit terms and conditions, and the administration of solid waste facilities permits and their operating documents.

California Integrated Waste Management Act (IWMA) Assembly Bill (AB) 939

AB 939 was passed by the State Legislature in 1989 to reduce dependence on landfills for the disposal of solid waste and to ensure an effective and coordinated system for the safe management of all solid waste generated within California. AB 939 required all California cities, counties, and approved regional solid waste management agencies responsible for enacting plans and implementing programs to divert 25 percent of their solid waste by 1995 and 50 percent by year 2000. It also required local governments to prepare and implement plans to improve waste resource management by integrating management principles that place importance on first reducing solid waste through source reduction, reuse, recycling and composting before disposal at environmentally safe landfills or via transformation (e.g., regulated incineration of solid waste materials). These plans must also be updated every five years (CalRecycle and Riv. County EIR No. 521).

Mandatory Diversion and Recycling, AB 341

Approved in 2011, this act amended the California Public Resources Code (Section 42649 et seq.) to address solid waste diversion (i.e., recycling) targets to decrease the amount of waste going to landfills and thus extend their usable lives. AB 341 requires cities and counties, including La Quinta and Riverside County, to include source reduction, recycling and composting in their integrated waste management plans (IWMP). In addition, under AB 341 counties were required to "divert 50% of all solid waste from landfill disposal or transformation [e.g., incineration] by January 1, 2000, through source reduction, recycling and composting activities." By 2020, the target rises to "not less than 75% of solid waste." The RCDWR is responsible for implementing AB 341 in the unincorporated portions of Riverside County (Riv. County EIR No. 521).

Regional and Local

Coachella Valley Regional Urban Water Management Plan

The 2020 Regional Urban Water Management Plan (RUWMP) has been prepared on behalf of the six urban water suppliers that serve customers in the Coachella Valley:

- Coachella Valley Water District (CVWD)
- Coachella Water Authority (CWA)
- Desert Water Agency (DWA)
- Indio Water Authority (IWA)
- Mission Springs Water District (MSWD)
- Myoma Dunes Mutual Water Company (MDMWC)

These agencies have historically collaborated on planning efforts related to water resources and their efficient use in the Coachella Valley. The purpose of this RUWMP is to allow the six agencies to address Urban Water Management Plan (UWMP) requirements. Although most agencies prepare an individual

UWMP and submit it to DWR, the California Water Code allows agencies to join together to prepare a RUWMP. The RUWMP must include all the same elements as an individual UWMP. Jointly preparing a RUWMP presents an opportunity for agencies to coordinate their efforts on demand projections, characterization of shared supplies, and planning for potential water shortages. The RUWMP analyzes the potential sources of water supply, including: their probable yields; the probable urban water demand, given reasonable assumptions; the comparability of the supply and demand figures; and the water supplies under a range of hydrologic conditions. These are addressed in the RUWMP by the identification of feasible and cost-effective opportunities to meet existing and future demands.

CVWD Model Water Efficient Landscape Ordinance 1302.4

CVWD Landscape Ordinance 1302.4 required a series of reduction methods, including requirements that new developments install weather-based irrigation controllers that automatically adjust water allocation. Additional requirements included setbacks of spray emitters from impervious surfaces, as well as use of porous rock and gravel buffers between grass and curbs to eliminate run-off onto streets. With the exception of turf, all landscaping, including groundcover and shrubbery, must be irrigated with a drip system. Also, the maximum water allowance for landscaped areas throughout the CVWD service area has been reduced by programming that requires developers to maximize the use of native and other drought-tolerant landscape materials and minimize use of more water-intensive landscape features, including turf and fountains. The City of La Quinta has adopted by reference this landscape ordinance.

City of La Quinta Municipal Code

The City of La Quinta Municipal Code (LQMC) establishes guidelines and requirements regulating water use, runoff, and drainage within the City. LQMC Chapter 8.13, *Water Efficient Landscaping,* implements the requirements of the California Code of Regulations Title 23, Waters Division 2, Department of Water Resources Chapter 2.7, Model Efficient Landscaping Ordinance, and State of California Water Conservation in Landscaping Act. Chapter 8.13 establishes effective water efficient landscape requirements for newly installed and rehabilitated landscapes, in order to promote water conservation through climate appropriate plant material and efficient irrigation. Chapter 8.70, *Surface Water Management and Discharge Controls,* of the LQMC prohibits non-stormwater discharges into the Municipal Separate Storm Sewer System (MS4), in order to reduce pollutants in urban runoff. Finally, Chapter 13.24.120, *Drainage,* sets forth the design parameters for establishing stormwater management for subdivisions, noting that the hydrologic and hydraulic design of drainage facilities shall be based on the storm event having a frequency of occurrence once every 100 years, also referred to as the controlling 100-year storm event.

4.18.4 Project Impact Analysis

Thresholds of Significance

The following standards and criteria for establishing significance of potential impacts related to utilities and service system were derived from the CEQA Guidelines, Appendix G. Development of the proposed project would have a significant effect to if it is determined that the project would:

a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
b. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate 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. Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Methodology

A quantitative comparison was used to determine impacts of the Project on public utilities and service systems considering the available capacity and service area of existing infrastructure and services.

The Water Supply Assessment/Water Supply Verification (WSA/WSV) and Drainage Master Plan for the Travertine development were consulted to determine Project-related water use and stormwater facilities, respectively. Analysis and findings of the Project-specific WSA/WSV and Drainage Master Plan are provided in the discussions below.

Project Impact

a. Requires or results 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

Water

Infrastructure

Currently, domestic water lines exist in the intersection of Avenue 60/Madison Street and the intersection of Avenue 62/Monroe Street. The existing line at Monroe Street and Avenue 62 is 24 inches, and the line at Madison and Avenue 60 is 30 inches. During Construction Phase 1, water lines will be

extended into the Project to support construction activities. The proposed water system for the site would consist of a 12-inch water line connecting to the existing Avenue 60/Madison Street and Monroe Street/Avenue 62 water lines. The 12-inch water lines will connect to the existing infrastructure and travel south under Madison Street EVA extension, and west under Avenue 62. Twelve-inch and smaller lines will be installed throughout the Project property creating a network to serve the individual developments. Precise locations, alignments, and sizes of water service facilities will be determined at the Tentative and Final Map stage of development, per City and CVWD regulations and standards. Once the Project site is connected to the existing water lines, the Project's domestic water demand would be accommodated by CVWD. The Project will be connected to and served by CVWD's water distribution system.

In addition to the Project's connection to the existing CVWD water lines, the Project will construct two CVWD water tanks and booster stations to store water at elevations necessary for the prescribed pressure zones. The water tanks are proposed to be located in the southwest property corner in order to provide the site with adequate domestic water and water pressure. The two water tanks with a storage capacity of 600,000 gallons and 2,650,000 gallons, identified as the "upper" and "lower" tanks (respectively). These water reservoirs and associated booster stations are proposed to convey well water and store it at elevations that provide required water pressure to service the site. The upper tank would be located at an elevation of 425 feet, while the lower tank would be located at an elevation of 335 feet. The water reservoir locations, including related facilities (service roadway, underground pipelines, etc.) are subject to review and approval by the USFWS, CVWD, and the CVCC. Both water tanks proposed onsite will be designed and developed in compliance with CVWD's Development Design Manual and included in Phase A Grading stage (grading of the southern portion of the site) and operable prior to lumber drop.

Precise locations, alignments, and sizes of water service facilities will be determined at the Tentative and Final Map stage of development, per City and CVWD regulations and standards. The infrastructure and design components for the Project will be consistent with CVWD requirements and the UWMP. The Project will be further reviewed by City and CVWD staff to ensure compliance with all current and applicable water requirements.

During Phase A Grading stage, the Project must also have the necessary fire flows to all hydrants in addition to providing two points of access. The Project will provide all wet and dry utilities from Avenue 62 to the point of connection for various builder phases. The Project will have to adequately secure all common area landscape prior to construction. **Exhibit 4.18-1, *Conceptual Water Plan,*** identifies the conceptual on-site water service facilities that are required to provide domestic water service to the community.

These improvements discussed above would not result in a significant affect to CVWD water facilities, and once connected to the CVWD water lines, CVWD will have sufficient water to accommodate the proposed Project. Extension of water lines will have less than significant impacts on expanded water

services because the physical expansion will occur within the existing disturbed areas of Madison Street and Avenue 62. Onsite expansion will not result in significant environmental affects to CVWD's water infrastructure because they will be developed in compliance with CVWD's existing standards.

The onsite water infrastructure proposed for the Project would not result in environmental impacts to biological resources or air quality. As discussed in **Section 4.3, *Air Quality,*** Project buildout would exceed the applicable SCAQMD regional threshold for operational-source activity for emissions of VOCs. The nature of VOC emissions from the Project will not occur in a concentrated manner from a given point source facility, but rather as a combined total from dispersed land use and mobile emissions attributed to the dwelling units, resort, and golf facilities. The majority of VOC emissions are derived from consumer products (i.e., cleaning supplies, aerosols, etc.) and mobile sources (i.e., traffic-related). Periodic maintenance of the onsite infrastructure would require CVWD staff to drive to and from the site during operation, however, this would not occur on a daily basis and would only require one or two CVWD trucks (depending on the maintenance service). Therefore, the onsite water infrastructure would not result in increased mobile traffic and the exceedance of VOC emissions during operation. Additionally, as stated in **Section 4.3,** all construction activities will be subject to the City's fugitive dust control standards, which ensures that Localized Significance Threshold (LST) impacts associated with particulate matter will be less than significant. Thus, the construction and operation of the onsite water infrastructure would not result in impacts to air quality.

As discussed in **Section 4.4, *Biological Resources,*** the majority of the Project footprint is located outside of the adjacent CVMSHCP Conservation Area. However, approximately 36.89 acres of the Project footprint are within the Conservation Area, including 15.65 acres associated with the proposed water tank facility (6.40 acres of permanent impacts and 9.25 acres of remedial grading). As stated in **Section 4.4,** the impacts subject to the Joint Project Review (JPR) involve the construction of two water tanks and associated infrastructure resulting in disturbance of the acreage within the Santa Rosa and San Jacinto Mountain Conservation Area. The JPR concluded that the total 6.5 acres of disturbance will not significantly impact the conservation objectives of the CVMSHCP. The JPR found the Project as proposed is consistent with the CVMSHCP if conditioned to implement the required Avoidance and Minimization Measures and applicable Land Use Adjacency guidelines as described in the CVMSHCP Plan documents (see **Section 4.4** for further analysis and mitigation measures).

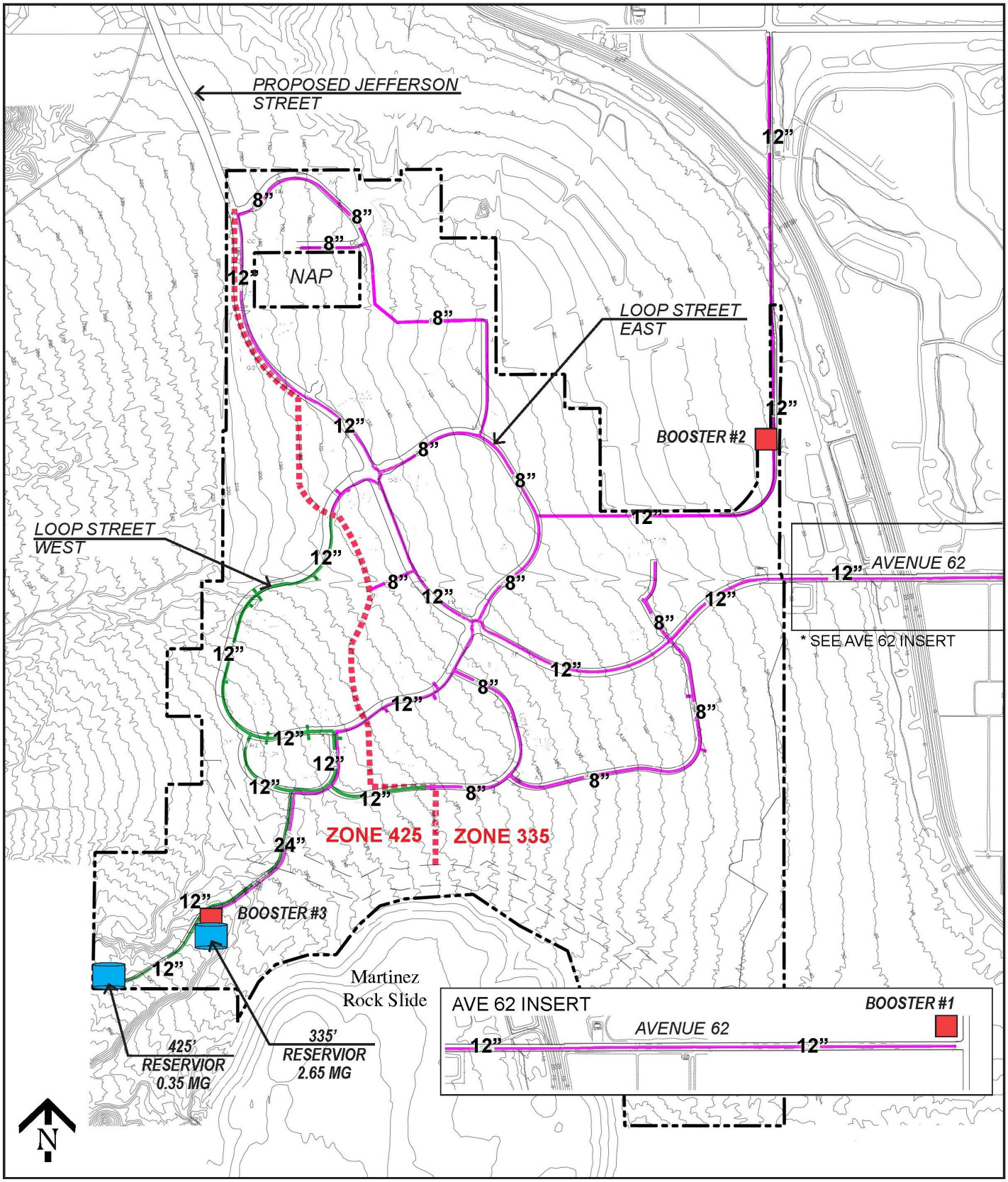
CVWD requires the construction of up to five wells and associated improvements at the off-site utility field at buildout of the Project. The number of well sites necessary to serve the Project has been determined in consultation with CVWD. The initial number of well sites based on the total acreage of the Project is equivalent to up to five well sites at maximum. The final number of well sites that will actually be needed to serve the site will be determined and incorporated into a development agreement between CVWD and the developer based on extenuating circumstances for providing alternative means and measures of water service to not only the Project property, but to the region. The process for acquisition of well sites will be done by a private purchase by the developer, where the environmental

clearance coincident with the Project will be generic for all typical well sites located within CVWD's jurisdiction. The off-site well sites will be purchased by the developer and ultimately dedicated to CVWD. One off-site well will be constructed during the Grading Phase A stage within the identified utility field area north and east of the Project property.

The developer must submit the location of the well sites to CVWD for approval. The well sites should be fully improved with exterior low-maintenance landscaping, 8-foot-high block walls, and a 20-foot-wide concrete driveway, access gates, curbs and gutters, 12-inch minimum diameter water pipeline stub which connects to the domestic water system, power and telephone service, and blow-off water drainage facilities. If the blow-off water will be retained within the site, then the minimum size of the site shall be 0.75 acres. If a retention basin is proposed outside the well site, then a minimum 0.50-acre site is acceptable; however, the maintenance of the pipeline to the retention basin and the retention basin itself, shall be the responsibility of the property owner. A civil site plan must be submitted for final approval prior to construction of the above requirements. The development of the five wells will provide water to future developments within CVWD's service area. All future wells developed on- and off-site would be consistent with the CVWD Development Design Manual (Chapter 5.6, Well Site and Well Pumping Plant Criteria).

Construction impacts associated with the installation of the on-site and off-site connections are expected to be confined to trenching and related construction activities would be temporary and limited. All improvements related to water service will be coordinated in accordance with the City (if in La Quinta jurisdictional boundaries), Riverside County (if in unincorporated area), and CVWD standards which would preclude any interruptions in existing service of the surrounding properties.

The Project will not require or result in the relocation or construction of new or expanded water treatment facilities, the construction or relocation of which could cause significant environmental effects. Therefore, impacts to the existing water infrastructure would be less than significant.



Source: TRG Land, Inc.

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CONCEPTUAL WATER PLAN
TRAVERTINE
EXHIBIT 4.18-1

Wastewater

Wastewater Capacity

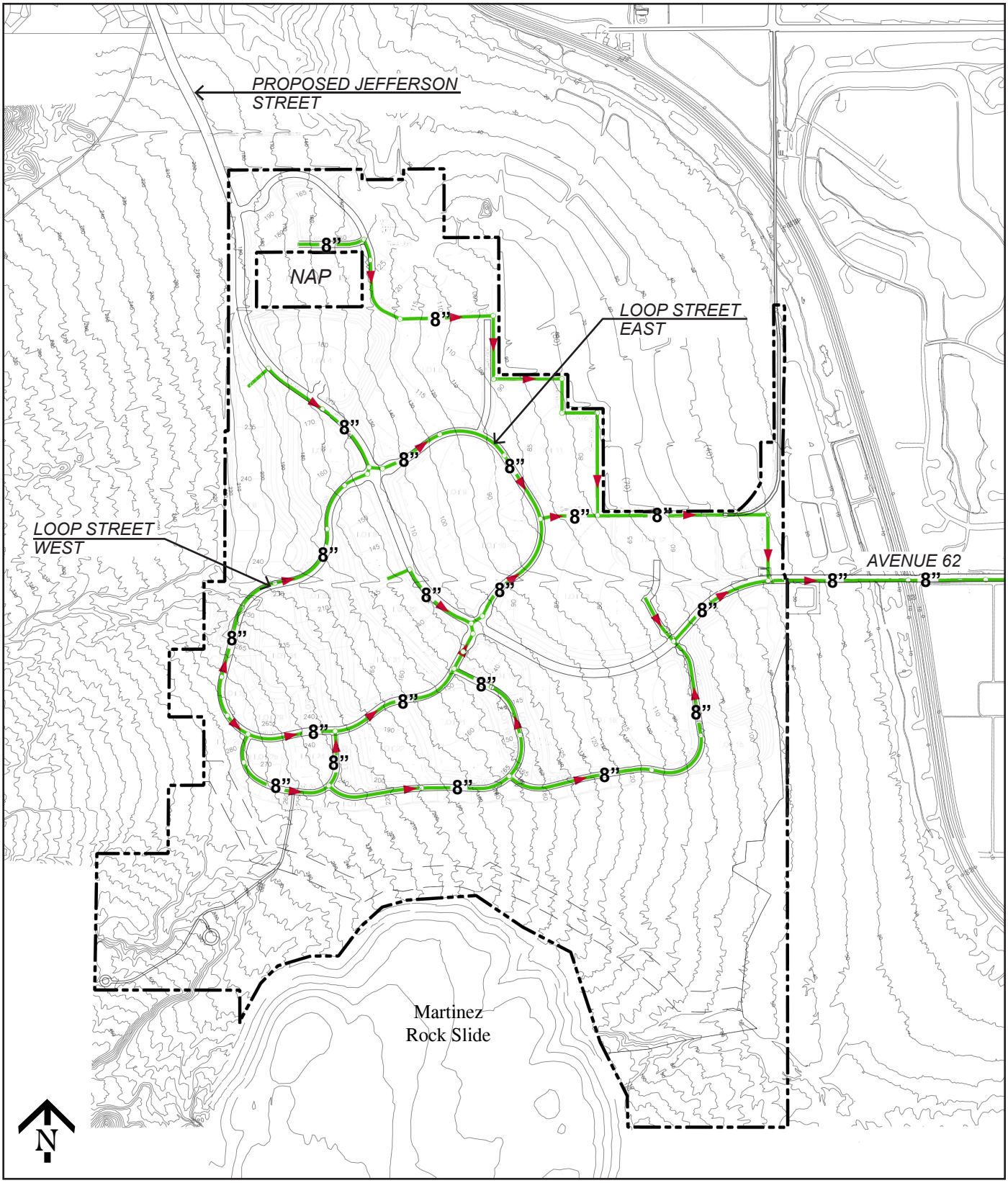
CVWD has two wastewater treatment plants serving the City. For all land, including that of the proposed Project, in the City and Sphere located south of Miles Avenue, sewage is treated at the Mid-Valley Water Reclamation Plant (WRP-4), located on Avenue 62 and Filmore Street southeast of the City. This plant has capacity to treat 9.5 mgd. The average annual flow to this facility is approximately 4.75 mgd. The proposed Project property is estimated to generate wastewater at 261,200 gallons per day (gpd) or 0.27 mgd, which is 2.7 percent of the plant's capacity. Given the current surplus capacity of 4.75 million gallons per day, CVWD has indicated that new wastewater treatment facilities are not required as a result of the proposed development.

Wastewater Infrastructure

The closest wastewater infrastructure to the Project site is located at the Monroe Street and Avenue 62 intersection. The Project proposes to extend CVWD sewer mains west of this point of connection to the project site via 18-inch sewer mains. Similar to the water infrastructure, the 18-inch sewer lines will below located underground below the Avenue 62 roadway towards the project site. Twelve-inch and 8-inch lines will be installed throughout the project creating a network to serve the individual developments. Precise locations, alignments, and sizes of sewer service facilities will be determined at the Tentative and Final Map stage of development, per City and CVWD regulations and standards. Once the project site is connected to the existing sewer lines, the project's wastewater would be accommodated by the CVWD. The Project will be connected to and served by the CVWD's wastewater system. The conceptual on-site sewer facilities and improvements are shown on **Exhibit 4.18-2, *Conceptual Sewer Plan***.

The permanent impacts are 2.3 acres which include road, pad area for tanks, and walls. The temporary impact area is 4.1 acres and includes graded slope that are to be restored to native vegetation with locally harvested seed stock. The total impact is 6.4 acres within the conservation area.

Overall, CVWD has sufficient treatment capacity to treat wastewater generated by the proposed Project, and the Project is not anticipated to require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. The proposed Project's impact on wastewater treatment systems would be less than significant.



LEGEND

Sewer Lines

Source: TRG Land, Inc.

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CONCEPTUAL SEWER PLAN

TRAVERTINE

EXHIBIT 4.18-2

Storm Water Drainage

As discussed in **Section 4.10, *Hydrology and Water Quality,*** the Project property's current hydrologic setting is defined by the eastern slopes of the Santa Rosa Mountains, and the various associated canyon drainages (Devil Canyon and unnamed smaller drainages) west of the Project property; the Guadalupe Channel and the Coral Mountain formation north of the Project property; and the BOR Dike No. 4 Levee and associated stormwater impound (i.e., Thomas Levy Groundwater Replenishment Facility) to the east. These natural and manmade features allow water to flow from the mountains and canyons easterly along distributary flow paths and active alluvial fan conveyances to the engineered retention area on the west side of Dike No. 4. The Guadalupe Creek Diversion Dikes, located off-site on the northern end of the Project property, are also designed to convey flows to Dike No. 4. The CVWD groundwater percolation ponds are presently protected from off-site drainage by a combination of earthen berms, rock lining, and concrete channelization.

In order to determine the existing drainage environment and design the flood control system for the proposed Project, a Project-specific Drainage Master Plan (DMP) was prepared by Q3 Consulting (March 2023) (**Appendix J.3**). The DMP outlines a detailed watershed assessment, including regional and local hydrology, flood hazard analysis, hydraulics and sedimentation for the Project site. The intended use of the DMP is to (1) identify flood hazards within and in the vicinity of the Travertine Specific Planning Area, (2) develop a regional approach to mitigate the flood hazards, (3) identify local drainage facility requirements, and (4) evaluate development-related impacts to existing facilities, including Dike No. 4, the Guadalupe Creed Diversion Dikes, and the CVWD deep aquifer recharge basins. The following discussion evaluates the off-site and on-site stormwater infrastructure proposed for the Project.

Off-Site Drainage and Flood Management

Consistent with the recommendations of the DMP, the Project will incorporate off-site flood protection measures including a combination of perimeter embankments, and drainage swales along the western and southern site development boundaries, and improvements to the Guadalupe Creek Diversion Dikes on the north side. The proposed perimeter embankments would consist of grade differentials and swales along the western boundary (west edge protection to reorient the off-site unconfined alluvial flows from Devil's Canyon and Middle Canyon Area) that currently flow easterly across the Project property around the development and toward the north side of the Project property and into the existing Guadalupe Creek Diversion Dikes. Improvements to the Guadalupe Dike would convey the new flow rates (approximately a 5 percent increase from Project development) with freeboard and scour protection as required by CVWD, and in accordance with Federal standards for levee certification. The off-site runoff from the Middle Canyons, and Rock Avalanche Canyons would be intercepted along the southern development boundary by a perimeter embankment that will convey flows easterly along the southern development boundary to Dike No. 4. The conceptual drainage plan for the Travertine development ensures that all residents of the community, as well as downstream facilities and properties, will be

protected from the local hydrologic conditions. See **Section 4.10, *Hydrology and Water Quality***, of this Draft EIR for further discussion and analysis of the proposed off-site drainage facilities associated with the Project.

To address off-site drainage conditions that interface with and currently pass through the Project site, the DMP proposes a flood protection system, which requires flood control barriers to direct off-site ephemeral drainage in a northerly and easterly direction, as it interfaces with the western and southern edges of the project, respectively. The Project's compliance with the DMP's conceptual design and layout of the proposed flood protection, as well as the requirements and criteria for the facility design is provided in PDF-HWQ-3 in **Chapter 3.0, *Project Description***. The impacts and controls from the DMP are detailed in **Chapter 3.0,** and summarized below:

Proposed West and South Bank Protection: The west and south banks are subject to active and inactive alluvial fan flows. The final design of these facilities will incorporate scour analysis to establish the appropriate toe-down protection. Accordingly, the proposed flood protection banks will take into account the natural erosion and deposition process inherent to the alluvial fan activity. The South Bank is subject to flows from the Middle Canyons and Rock Avalanche Canyon. The bank is proposed to be roughly parallel to the direction of flow and will be designed as a standard channel bank. The top of bank will provide a minimum of 3 feet of freeboard above the controlling 100-year storm event. An Operations and Maintenance (O&M) Plan will be developed and implemented for the west and south banks and include provisions to monitor and remove sediment along the west bank. The O&M Plan is required as **Mitigation Measure HWQ-1** and includes provisions to monitor and remove sediment along the west bank to maintain pre-project conditions and will reduce off-site siltation and erosion impacts to below a level of significance.

Existing Guadalupe Creek Diversion Dikes: The Guadalupe Dike was constructed in 1968 to handle total flow from the Devil Canyon watershed calculated at that time. The construction of the proposed Project will result in additional flow (approximately 5 percent) from the unnamed canyon being diverted north to the Guadalupe Dike. The impacts to the Dike from increased storm flows are generally located downstream for the proposed Jefferson Street crossing, where the flow diversion occurs. The Guadalupe Creek Diversion Dikes downstream of the diversion are proposed to be improved as part of the project to convey the new flow rates with the freeboard and scour protection as required by CVWD, and in accordance with Federal standards for levee certification (PDF-HWQ-2), reducing erosion that could potentially occur at the Dike with the new development to less than significant levels.

Proposed Jefferson Street and Avenue 62 Bridge Crossings: The Jefferson Street and Avenue 62 roadway extension into the Project property will require crossings of the Guadalupe Creek Diversion Dikes and Dike No. 4. The bridge configuration and sizing shall be determined during the final design and incorporated into the hydraulic models. The final design shall address freeboard and scour calculations to ascertain the proper engineering controls. Final design of the Avenue 62 crossing of the Dike shall be

evaluated to ascertain the water surface profile along the Dike and water surface elevations pertaining to stability or seepage. This is required by PDF-HWQ-1.

Existing Dike No. 4: The proposed Project will have little to no impact on the runoff volumes generated from the total watershed tributary to the Dike No. 4. The net bulked volume for the controlling 100-year storm event is effectively equal in the existing and Project conditions. As proposed, Project flow increments will not reach the Dike 4 impound. Rather, on-site runoff will be impounded on site and percolated into the ground. The Project will include the extension of Avenue 62 and Madison Street over Dike No. 4, and a minor re-direction of flow from the unnamed canyon to the Guadalupe Dikes. These Project elements will have a minor impact on the maximum flood stage profile along Dike No. 4. During the 24-hour, 100-year storm event, the maximum water surface depth increases from 15.18 to 15.53 feet, resulting in a minimum freeboard of 11.75 feet. The increased depth still provides for a minimum freeboard of 3.15 feet which far exceeds the prior one-foot criteria adopted by CVWD for the standard Project flood, and the controlling 100-year storm event freeboard on 11.75 feet also far exceeds to current standard of 4-feet. In this context, the term “exceedance” pertains to freeboard capacity, rather than an exceedance of capacity.

Ownership and maintenance of the levees is a responsibility of CVWD. The engineer shall consult and, as necessary, secure approvals from CVWD, BLM, BOR, and any other responsible agency prior to preparation of the final design and technical studies.

In summary, the proposed flood control improvements and PDF-HWQ-1 through PDF-HWQ-3 and **Mitigation Measure HWQ-1** are designed to convey runoff around the Project while taking into consideration the natural erosion and deposition process associated with the active alluvial fan. Therefore, less than significant impacts are expected.

On-Site Drainage and Flood Management

The Hydrology Report recommends a system of underground storm drains and catch basins to intercept, convey, and infiltrate stormwater runoff within the Project property to ensure equivalence between pre- and post-development conditions. Specifically, stormwater will be conveyed down the Project property gradient and into two primary surface basins (Basin A and Basin B) located at the east-end of the Project property. The on-site storm flow volume difference between the pre- and post- development conditions (32.6 ac-ft) will be retained and infiltrated in the two basins. The basins are sized and located so as to ensure that the stormwater flow rates and volumes resulting from the developed condition are equal to or less than the pre-development condition, therefore preventing hydromodifications, such as increases in the total stormwater volume, runoff velocity, or peak discharge outside the Project site. Through the on-site detention function, these basins and associated infrastructure would also address the City’s hydrologic requirements and water quality requirements. The WQMP identifies the structural and non-structural controls and best management practices that will be implemented during the life of the Project to protect water quality. This is achieved through a required Agreement completed in the Final

WQMP and recorded against the property to ensure site maintenance and periodic City inspection of the private storm drain facilities. See **Section 4.10, *Hydrology and Water Quality,*** of this Draft EIR for further discussion of on-site drainage and compliance with relevant requirements regarding drainage.

As a standard requirement, the Project site design will incorporate stormwater management by conveying on-site runoff into on-site retention basins with a combined capacity to handle the water quality management plan design capture volume and the controlling 100-year storm event volume, and impacts will be less than significant with the implementation of project design features and **Mitigation Measures HWQ-1**. See **Section 4.10, *Hydrology and Water Quality*¸** for further analysis.

Electric Power

The Imperial Irrigation District (IID) will provide electric service to the Project property. As previously stated, existing distribution power poles are located on Avenue 62 and extend approximately 0.64 miles onto the Project property. The power poles continue along Avenue 62 to the Monroe intersection where the above-ground poles extend one-mile north to the Avenue 60 intersection. It is likely that these distribution power poles were installed with operation of the vineyard. The distribution poles onsite are along the unpaved Avenue 62 alignment and will be undergrounded during development of the Avenue 62 extension onto the Project property. The undergrounding of the onsite power lines will not result in significant environmental impacts since utility undergrounding will occur throughout the site. The Project will also underground the existing distribution lines along Avenue 62. The undergrounding of the offsite power lines will take place in the existing right-of-way on the north side of Avenue 62, which is an improved road. Onsite electrical power will be underground.

In order to obtain electricity service from IID, it is anticipated that the Project will be required to contribute to the construction of an off-site substation which will serve the substation's regional limits and the Project. The off-site substation required for the Travertine development will be constructed during the Grading Phase A stage. As discussed throughout the DEIR, the precise location of the future IID substation has not yet been determined and its impacts are analyzed at a programmatic level in this DEIR. The future substation must meet the requirements of IID and will be studied with metrics provided by the utility. The location of the 2.5-acre site will be within 2-miles of the Project's northern and northeastern boundaries. IID has indicated that distribution lines to the Project site will be on the order of 16 kV or larger. Lines are expected to be located within public street rights of way and are expected to be underground.

Natural Gas

Natural gas will be provided to the project site by Southern California Gas Company through the extension of existing natural gas infrastructure. Existing underground natural gas lines are located near the Project property along Avenue 58 and Madison Street, north and northeast of the Project property, respectively. A 4-inch natural gas line is located at the northern side of Avenue 58.

A 4-inch natural gas line travels along Madison Street until approximately 425 feet south of the Madison Street and Avenue 58 intersection. At this location, the gas lines enter the Andalusia Country Club property, northeast of the Project site, and terminates at the southwestern corner of the Andalusia property.

Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to extend them to the Project property. Prior to ground disturbance, Project contractors would notify and coordinate with SoCalGas to identify the locations and depths of all existing gas lines and avoid disruption of gas service. The Project is not anticipated to require or result in the relocation or construction of new natural gas facilities which could result in significant environmental effects. The Project's impact to natural gas infrastructure will be less than significant.

Telecommunications

The Project property is located within the service areas of Frontier and Spectrum for telecommunications. The Project will be able to tie into the existing cable, gas and telecommunications lines, located along Avenue 58 and Madison Street. The line extension will go southerly on Madison and will enter the site on both Avenue 62 west and Madison south of Avenue 62. Any surface disturbance will be stabilized following installation activities. The Project will not require or result in the relocation or construction of new or expanded telecommunication facilities. Impacts would be less than significant.

Conclusion

The Project will not require or result in the relocation or construction of new or expanded wastewater treatment facilities but will require the extension of water, wastewater, natural gas and telecommunications lines to connect to existing systems. The extension of water, wastewater, natural gas and telecommunication facilities is expected to occur within existing public rights of way where disturbance has already occurred.

Coordination with CVWD will be required prior to and during the construction of additional water facilities required to serve the Project and also to maintain CVWD's service in anticipation of expected growth that would occur with or without the Project. These additional facilities comprise the construction of the two on-site reservoirs, five off-site wells and the extension of water lines to the Project site. CVWD standards will be implemented during the development of the proposed wells, water reservoirs, as well as the connection to the existing water lines. The impacts of the on-site reservoirs and connections were considered in the assessment of Project impacts, including but not limited to air quality, noise, and biological resources impacts. Project-level environmental review of the off-site wells will be conducted by CVWD in their role as responsible agency, and once site-specific locations of the infrastructure is available.

Coordination with IID will be required prior to and during the construction of the proposed off-site substation. The substation will be developed compliant with IID standards. Its development will also be

evaluated pursuant to CEQA prior to site approval and development. Specifically, project-level environmental review of the substation will be conducted by IID in their role as responsible agency, and once site-specific locations of the infrastructure are available.

As is discussed above, the Project would result in the relocation or construction of new or expanded wastewater treatment facilities and will require the extension of water, wastewater, natural gas and telecommunications lines to connect to existing systems. The extension of water, wastewater, natural gas and telecommunication service to the Project will not result in significant environmental effects.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The groundwater basin that will supply the proposed Project is and has been in a state of overdraft for many years. The adjoining CVWD groundwater recharge basins are serving to recharge the aquifer and help bring the basin into balance. CVWD is also relying on other sources of water, including treatment of municipal wastewater and agricultural tail water to augment supplies. The comprehensive Water Management Plan guides efforts to eliminate overdraft, prevent groundwater level decline, protect water quality, and prevent land subsidence. The RUWMP 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.

Development of the Project would result in an overall increase in water demand. Water consumed by the Project was analyzed in the Project-specific WSA/WSV (**Appendix N.1** and **N.2**). The analysis of water resources and water supply is based upon the understanding of projected water supplies as developed by CVWD and used the WSA/WSV prepared and adopted for the Project, including estimates of available groundwater, future Colorado River water deliveries, and SWP contract sources. The domestic water supply (potable) for the Project will be the Whitewater River Subbasin in the Coachella Valley Groundwater Basin via CVWD's potable water distribution system.

The Project-specific WSA/WSV analyzed the Project water demand (see **Table 4.18-1, *Plan A Land Use Summary***). Based upon this analysis, the WSA/WSV (revised and approved in June 2021) concluded that the Project would consume approximately 867.47 acre-feet per year (AFY). Project water usage was approved in a letter by CVWD, dated June 24, 2021. This estimation includes indoor and outdoor use for the residential and non-residential areas (see table below).

Table 4.18-1 Project Area and Water Usage

	Proposed Project
Indoor Uses	188,200 SF
Outdoor Uses	899,155 SF
Total Water Usage Annual Demand (AF)	867.47 AF

According to the most recently adopted (2015) UWMP, the projected urban water demand for the year 2040 is anticipated to be 194,300. The 2015 UWMP was completed by CVWD in compliance with the Urban Water Management Planning Act. The 2015 UWMP evaluates water supplies and take into account the increased growth throughout its service area. As summarized in the WSA/WSV, normal/single dry year and multiple dry year urban water reliability for the Project is 100 percent. Projected water demand associated with the proposed Project would represent 0.45 percent of CVWD's total projected Urban Water demand in 2040, as indicated in **Table 4.18-2, *Impact of Project Demand on Groundwater Supply***. According to the 2015 UWMP, the groundwater basin and other sources of supply are adequate for an average year, single dry year, and multiple dry years for a 20-year period.

Table 4.18-2 Impact of Project Demand on Groundwater Supply

Project Build-Out	**2020[1]**	**2040**
Total CVWD Supply	114,600 AFY	194,300 AFY
Project		
Project Demand	867.47 AFY	867.47 AFY
Percent of Supply	0.76 %	0.45 %

Source: Total supply extrapolated from the adopted 2015 UWMP, Table 7-4. Project demand extrapolated from Section 2.6, Tables 10 and 11 of this WSA/WSV, based on a 10-year build-out.

Notes:

1. 2030 is the final buildout year for the Travertine Specific Plan Project.

Based on the information, analysis, and findings documented in the water WSA for the Project, there is substantial evidence to support a determination that there will be sufficient water supplies to meet the demands of the Project, as well as for future demands of the Project plus all forecasted demands in the next 20 years.

CVWD's groundwater replenishment programs establish a comprehensive and managed effort to eliminate overdraft. These programs allow CVWD to maintain the groundwater subbasin as its primary water supply and to recharge the groundwater subbasin as its other supplies are available. CVWD has purchased 115,250 AF of additional annual SWP Table A amount since 2002.

Additionally, the City has adopted a water-efficient landscape ordinance equal to or more stringent than CVWD's (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 the proposed Project reduces water demand to meet target demands. The overall development will be expected to implement water conservation measures to reduce impacts to the public water supply per the CVWD UWMP. Therefore, impacts to water supplies are less than significant.

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity the project's projected demand in addition to the provider's existing commitments?

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 SSMP covers the management, planning, design, and operation and maintenance of the District's sanitary sewer (wastewater) system.

Additionally, CVWD treats nearly 17 million gallons per day (mgd) of wastewater from approximately 95,000 user accounts. CVWD operates five water reclamation plants and maintains more than 1,100 miles of sewer pipeline and more than 30 lift stations that transport wastewater to the nearest treatment facility.

The proposed sewer plan for the Project is illustrated in **Exhibit 4.18-1, *Conceptual Sewer Plan*** (above)**.** Project flows would be delivered to CVWD's Wastewater Reclamation Plant No. 4 (WRP-4), located in Thermal. WRP-4 has a plant capacity of 9.5 mgd. The annual average flow to this facility is approximately 4.75 MGD (5,300) AFY. Future flows could reach 34,500 AFY by 2045 without additional conservation. The proposed Project is estimated to generate wastewater at 261,200 gpd, or 0.27 mgd, which is 2.7 percent of the plant's capacity. Effluent from WRP-4 is not currently suitable for water recycling due to the lack of tertiary treatment. However, CVWD plans to add tertiary treatment and reuse effluent from this plant in the future as development occurs. Per CVWD's UWMP, WRP-4 has the potential to be upgraded with a recycled water program with eventual construction of tertiary treatment, plant expansion, and conveyance facilities.

The Project will undergo additional review by CVWD and City staff to ensure compliance with all current and applicable wastewater treatment requirements. Therefore, the Project is not expected to exceed CVWD's wastewater capacity demand and impacts are less than significant.

d. Would the project 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?

Cal-Recycle data indicates the Badlands Disposal site has 7,800 cubic yards of remaining capacity, the El Sobrante Landfill has a remaining capacity of 143,977,170 tons of solid waste, and Lamb Canyon Disposal has a remaining solid waste capacity of 19,242,950 cubic yards. Using the annual generation factors, including a residential solid waste generation factor of 0.41 tons per dwelling unit from the Riverside County General Plan EIR No. 521, adopted in 2015, and 2.4 tons per 1,000 square feet for the commercial operation, the Project could generate up to 894.48 tons per year of solid waste at full buildout, as indicated in the table below.

Table 4.18-3 Annual Solid Waste Generation

Land Use	Total	Rate	Solid Waste (tons/year)
Residential	1,200 units	0.41 tons per du	492
Commercial *Boutique Hotel – 45,000 sf.* *Resort Villas – 97,500 sf.* *Banquet Facility – 10,000 sf* *Spa and Wellness Center - 8,700 sf.* *Golf Club House – 1,000 sf.* *Golf Club Academy – 5,500 sf*	167,700 sf.	2.4 tons per 1,000 sf.	402.48
Total			**894.48**

Generation Rates are from the 2015 Riverside County Environmental Impact Report No 521, Public Facilities, Table 4.17-N.

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 given 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 of countywide waste facilities in the year 2024 is 28,561,626 tons, and therefore, no additional capacity is needed to dispose of countywide waste through 2024.

In addition, all future development would be required to comply with mandatory commercial and residential recycling requirements of Assembly Bill 341. Therefore, 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, impacts relative to solid waste are less than significant.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The project will comply with all applicable solid waste statutes, policies and guidelines. All development, including the proposed Project, is required to comply with the mandatory commercial and multi-family recycling requirements of Assembly Bill 341. The California Green Building Standards Code (CalGreen) applies to all cities in California, and mandates that all new building construction develop a waste management plan that includes diversion of at least 50 percent of construction and demolition material from landfills, through recycling and/or reuse. Prior to applying for a permit, the contractor or property owner must submit a Construction and Demolition Debris Management Plan to the City's Environmental Coordinator. There are no impacts relative to applicable solid waste regulations.

4.18.5 Cumulative Impacts

New and existing local development within the City and the surrounding Project area has the potential to result in substantial cumulative impacts. As discussed above, the Project would not result in a cumulatively considerable impact to utilities and service system because there is adequate capacity to serve the Project. While the Project would require new offsite and onsite stormwater management facilities, these facilities have been designed to avoid potentially significant impacts. Potentially significant impacts resulting from the operation of offsite drainage facilities have been fully mitigated with the implementation of **Mitigation Measure HWQ-1**. As discussed above, the location of the off-site CVWD wells and IID substation has not yet been identified. Project-level environmental review of the wells and substation will be conducted by CVWD and IID, respectively, in their roles as responsible agencies, and once site-specific locations of the infrastructure is available.

Water Supply

As discussed in the above analysis, the proposed Project's water demand is less than 867.47 acre-feet per year (AFY). The projected water demand associated with the Project would represent approximately 0.45 percent of CVWD's total project Urban Water demand in 2040, as displayed in **Table 4.18-6, *Impact of Project Demand on Groundwater Supply***. CVWD confirmed the Project's estimated water use and extended the applicability of the WSA in a letter dated June 24, 2021. The WSA has been extended through June 24, 2026. The analysis concluded that the Project would not exceed the water supplies available to serve the Project. In fact, it would work to reduce the water demand associated with the previously approved project that included a golf course.

Per CVWD's Urban Water Management Plan, CVWD has achieved its 2020 water use target but continues to implement demand management measures to reduce per capita water use. Reduced use is seen in construction for new customers as a result of the implementation of plumbing upgrades required by the building code and updated landscape ordinance requirements. Additionally, the City established a water-efficient landscape ordinance requiring landscape design that incorporates climate appropriate plant material and efficient irrigation for all new and rehabilitated landscaping projects. Compliance with the ordinance will ensure that the proposed Project and future projects reduce water demand to meet target demands. Moreover, CVWD's groundwater replenishment programs establish a comprehensive and managed effort to eliminate overdraft. These programs allow CVWD to maintain the groundwater subbasin as its primary water supply and to recharge the groundwater subbasin as its other supplies are available. The future developments within La Quinta and CVWD's service area will be expected to implement water conservation measures to reduce impacts to the public water supply per the CVWD UWMP. Cumulative impacts to the water supply are not cumulatively considerable.

Wastewater

The Project would result in an increase in wastewater flows collected and treated. Project flows would be delivered to CVWDs Wastewater Reclamation Plant No.4 (WRP-4) located on Avenue 62 at Filmore Street. WRP-4 has a plant capacity of 9.5 mgd and an annualized average daily flow to this facility of approximately 4.75 mgd. At buildout, the proposed Project is estimated to generate wastewater at 261,200 gpd or 0.27 mgd, which is 2.7 percent of the plant's capacity. Proposed projects within the City and other local jurisdictions within CVWD's boundary would be required to undergo environmental review to determine if the existing CVWD wastewater infrastructure has adequate capacity to serve the project or if other onsite and off-site improvements would be necessary in order to provide service.

As discussed in this document, adequate sewage treatment capacity exists to serve the Project's limited increase to WRP-4 flows. The projected increase in wastewater flows would not require the expansion of wastewater treatment facilities. Additionally, all new development in the City and CVWD service area would be required to complete an environmental analysis per CEQA Guidelines, which would analyze and disclose any potentially significant impacts on wastewater services. Therefore, the Project would not result in a cumulatively considerable impact to wastewater systems.

Solid Waste

Development projects in and near the City would be analyzed during the development review process to ensure they are designed to comply with all applicable solid waste regulations. As discussed in this section, the Project is conservatively projected to generate approximately 894.48 tons of solid waste per year and 2.45 tons per day. All five landfills operated by Riverside County Department of Waste Resource have the potential for expansion. The Lamb Canyon Landfill has been designed and permitted for expansion and has a new estimated closure date of 2032. The landfill closure dates are estimated dates and subject to change based on actual tonnage received and any future Riverside County Department of Waste Resource re-permitting activities. The landfills serving the City of La Quinta and the Project site have an available remaining capacity. The proposed Project represents a small percentage of the overall remaining capacity of the landfills and would not substantially shorten the life of the landfills. Therefore, Project impacts to solid waste would be less than cumulatively considerable.

Electricity

IID has adequate policies, programs, and projects in place to provide energy to their users, including the proposed Project, for the foreseeable future. As mentioned previously, IID estimates that electricity consumption within IID's planning area will be approximately 11,144,490 kWh (which is equivalent to 11,144.49 MWh), the Project would account for approximately 0.24 percent of IID's total estimated demand in 2031. See **Section 4.5, *Energy Resources***, for further analysis.

Natural Gas

SoCalGas has adequate policies, programs, and projects in place to provide energy to their users, including the proposed Project, for the foreseeable future. The 2018 California Gas Report (prepared by the gas and electric utility providers in California) 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 0.0033 percent of the 2030 forecasted consumption in SoCalGas's planning area. See **Section 4.5, *Energy Resources***, for further analysis. Therefore, the proposed Project's incremental demand for natural gas would not be cumulatively considerable.

SoCalGas engages in a number of energy efficiency and conservation programs and invests in research and development of new and emerging clean, energy-efficient technologies for residential commercial, industrial, power generation, and transportation markets to reduce their energy use. The proposed Project, as well as future developments, would be required to implement the State and regional regulations regarding energy consumption, such as Title 24 codes, in SoCalGas's service area. The use of more energy efficient structures and the use of renewable resources would reduce natural gas consumption in the City and SoCalGas service area. The implementation of new technologies, as well as State guidelines to reduce energy consumption ensure future development does not result in cumulative considerable impacts to SoCalGas's capacity.

Telecommunication

The Project is located within the service areas of Frontier and Spectrum for telecommunications. The Project will be able to tie into the existing cable, gas, and telecommunications lines, located along Avenue 58 and Madison Street. It is understood that the Project will absorb some of the backbone infrastructure capacity, but that future capacity needs are addressed in utility long-range planning. Future demand generated by the Project and anticipated future projects will be accommodated by these utilities. The Project will result in the limited extension of network-connecting telecommunication infrastructure. The Project would generate a de minimis increase in demand of telecommunication capacity and its incremental demand would not be cumulatively considerable.

4.18.6 Mitigation Measures

The Project will not result in impacts to water infrastructure or supply, wastewater infrastructure and capacity, electric, natural gas, or telecommunication infrastructure. Therefore, no Mitigation Measures are required for these topics.

4.18.7 Level of Significance After Mitigation

Impacts associated with Utilities and Service Systems will be less than significant.

4.18.8 References

1. CalRecylce Estimated Solid Wase Generation Rates, CalRecycle, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Residential.
2. Coachella Valley Regional Urban Water and Management Planning Website http://www.cvwd.org/543/Urban-Water-Management-Planning.
3. Coachella Valley Water District 2020-2021 Annual Report https://www.cvwd.org/Archive.aspx?AMID=36
4. City of La Quinta 2035 General Plan, Chapter V, Public Infrastructure and Services, Riverside County EIR No. 52, Public Facilities, Section 4.17.
5. County of Riverside Environmental Impact Report No. 521 Public Review Draft February 2015 https://planning.rctlma.org/Portals/14/genplan/general_plan_2015/DEIR%20521/04-17_PublicFacilities.pdf.
6. Riverside County Department of Waste Resources https://www.rcwaste.org/business/planning/ciwmp.

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4.19 Wildfire

4.19.1 Introduction

This section of the Draft EIR addresses potential wildfire hazard impacts that may result from construction or operation of the proposed Travertine Specific Plan Amendment Project ("Project"). This section is based on the information contained in the *Travertine Specific Plan Amendment* (Project), the *Travertine Fire Master Plan,* the *La Quinta General Plan,* and the *La Quinta General Plan Environmental Impact Report*. Additional resources consulted in this discussion is cited in Subsection 4.19.8, *References*, of this section, and **Chapter 8.0, *References***, of this Draft EIR.

4.19.2 Existing Conditions

Wildfire Risk

A wildfire is an unplanned fire in a natural area such as a forest, grassland, or prairie. Wildfires are often caused by humans or lightning 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 other buildings.

The City of La Quinta is comprised of both urban and undeveloped lands. The northern and central portions of the City are primarily urbanized, with few remaining vacant areas. Meanwhile, the southern and western portions of the City are primarily vacant, undeveloped and agricultural lands, as well as open space lands of the Santa Rosa Mountains, which conserve important habitat and provide for limited recreational uses (i.e., hiking trails). The Santa Rosa Mountains in the southern portion of the City are characterized by alluvial drainages and include steep slopes that are typically conducive to spreading wildfires. Furthermore, the region's hot, dry summer and autumn weather is considered ideal for generating the dry vegetation that fuel most wildfires, however, wildfires in the undeveloped local mountains adjacent to the Coachella Valley cities are not common due to the mountain's natural rocky terrain, which contain relatively low fuel loads, and therefore does not allow wildfires to spread easily.

In addition to the mountains' rocky terrain, the flat urban and developed areas of the City of La Quinta are considered low wildfires areas, as indicated in the La Quinta General Plan Environmental Impact Report (LQGP EIR). Within the urban context of La Quinta, landscaped areas throughout the City are carefully maintained and watered regularly, creating conditions that limit the possibility for vegetation fires to ignite and spread.

Wildland Urban Interface

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 is situated at the base of the Santa Rosa Mountains, introducing an urban-wildland interface to the western and southern portions of the City. The Project site is located in the southern portion of the City, east of the Santa Rosa Mountains. As stated previously, the Santa Rosa Mountain's natural terrain is rocky and contains relatively low fuel loads. These limited vegetative conditions in the City's mountain ranges and WUI, are unlikely to cause a major wildfire.

CALFIRE Fire Hazard Severity Zones

CALFIRE has established and updated mapping of high fire zones in California. The CALFIRE fire maps indicate areas that have high risk of fires based on topography, vegetation, and proximity to WUI, which are then categorized as Moderate, High, or Very High Fire Hazard Severity Zones (FHSZ) in State Responsibility Areas (SRA), or Local Responsibility Areas (LRA).

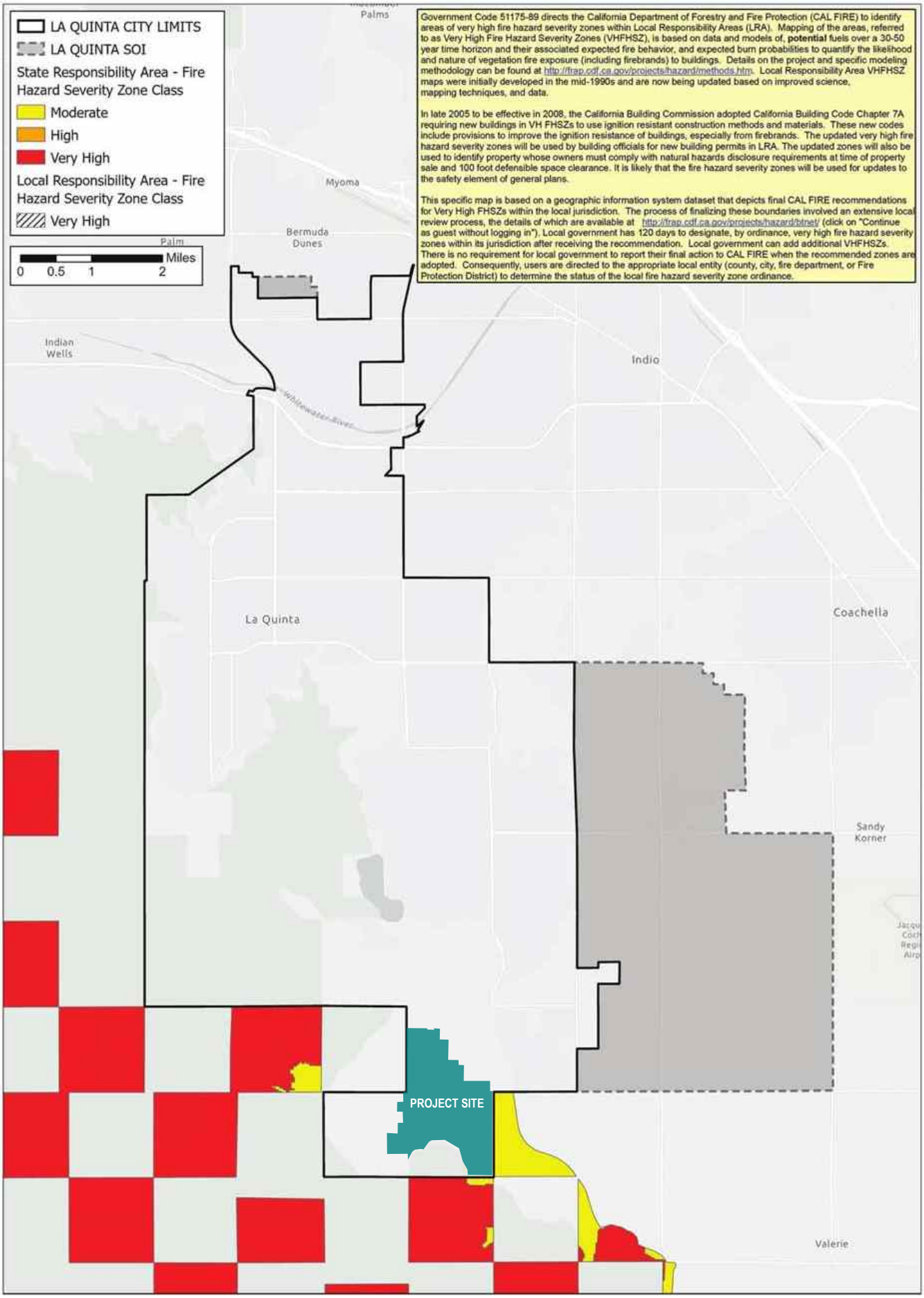
State Responsibility Areas (SRAs) are those lands within California that meet specific geographic and environmental criteria. These are areas where CALFIRE has legal and financial responsibility for wildland fire protection. SRAs are defined as lands that (1) are county incorporated areas; (2) are not federally owned; (3) have wildland vegetation cover rather than agricultural or ornamental plants; (4) have watershed and/or range/forage value; and (5) have housing densities not exceeding three units per acre. Where SRAs contain built environment or development, the responsibility for fire protection of those improvements (non-wildland) is that of a local government agency. The Project property does not lie in an SRA FHSZ. The southeastern side of the property, however, is located adjacent to an area designated as "Moderate" FHSZ in an SRA. See **Exhibit 4.19-1** below. However, the area southeast of the Project does not contain vegetative fuel for wildfires.

Local Responsibility Areas (LRAs) include land within incorporated cities, cultivated agriculture lands and non-flammable areas in unincorporated areas and those lands that do not meet the criteria for SRA or Federal Responsibility Areas (FRAs). LRA fire protection is typically provided by city fire departments, fire protection districts, and counties, and by CALFIRE under contract to local governments. The City and Project site are not located near or adjacent to Very High FHSZ in LRA.

<u>California Wildfire Perimeter Maps</u>

In addition to the CALFIRE fire maps, CALFIRE mapped California wildfire perimeters dating back to the 1950s. According to the wildfire perimeter map, the closest large (5,000 or more acres) fire to the Project property was the Palm Fire (July 1994), approximately 10 miles west of the subject site. A

smaller fire occurred in 1975, approximately 0.25 miles east of the Project property, on agricultural land uses.



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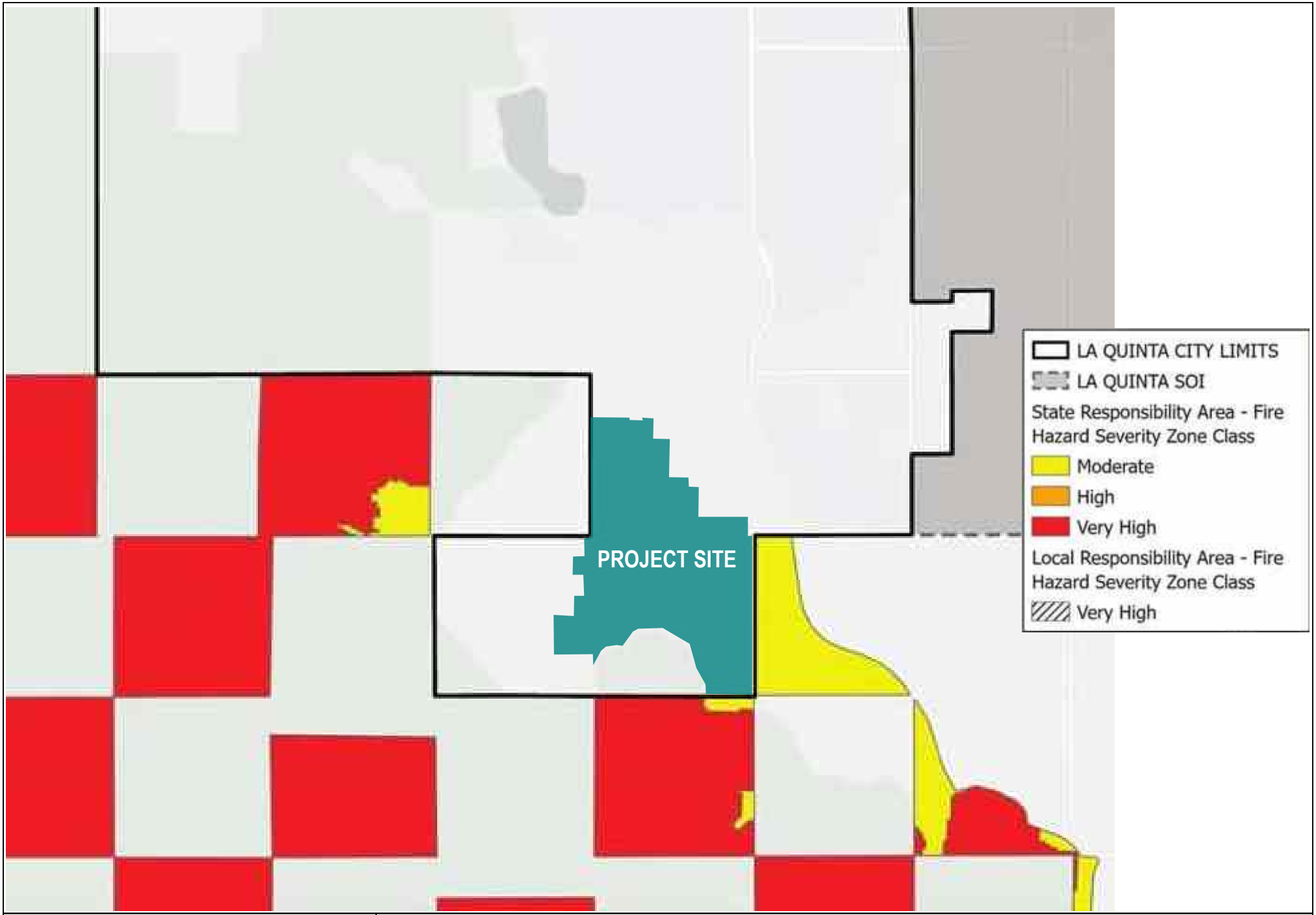
Source: CALFIRE; ESRI 2021; La Quinta General Plan Safety Element, Exhibit IV-7.

FIRE HAZARD SEVERITY ZONE
TRAVERTINE
EXHIBIT 4.19-1



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> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

NORTH
N.T.S.

Source: CALFIRE; ESRI 2021; La Quinta General Plan Safety Element, Exhibit IV-7

FIRE HAZARD SEVERITY ZONE - PROJECT

TRAVERTINE
EXHIBIT 4.19-2

Post-Fire Slope Instability

As stated previously, the scarce and scattered vegetation on the slopes of the Santa Rosa Mountains, do not provide adequate fuel to sustain a wildfire. Therefore, fire threat is low in the City of La Quinta, including areas adjacent to the mountains, and post-fire slope instability and flooding is not likely in areas adjacent to the Santa Rosa Mountains.

La Quinta Fire Services

The City of La Quinta is served by the Riverside County Fire Department (RCFD). The RCFD provides 24-hour fire protection and emergency medical services to the City. Within La Quinta, there are three city-owned fire stations, each staffed with full-time paid and volunteer firefighters. The City Fire Department provides staffing for three paramedic assessment engine companies, each responding from a city-owned fire station as noted below:

- Fire Station No. 32, located at 78-111 Avenue 52, houses primary and reserve fire engines.
- Fire Station No. 70, located at 54-001 Madison Street, houses primary and reserve fire engines, and a volunteer squad vehicle.
- Fire Station No. 93, located at 44-555 Adams Street, houses a primary and reserve engine.

To help establish appropriate fire insurance premiums for residential and commercial properties, insurance providers rely in part on a community's fire protection services. That information is provided by the Insurance Services Offices (ISO). The ISO assigns a Public Protection Classification from 1 to 10, where 1 generally represents superior property fire protection, and 10 indicates that the area's fire suppression program does not meet ISO minimum criteria. La Quinta has an ISO classification of 4. Ratings are reviewed periodically. A variety of criteria are used to determine the ISO rating, such as staffing levels, response times, safety history and building code standards.

Fire Station No. 70 is the closest to the Project site and would be a first responded during a call for service. This station is equipped with a primary engine, a brush fire engine, and a volunteer squad vehicle. Current minimum staffing for all fire stations includes three firefighters per front-roll fire engine. Volunteer Reserve firefighters are used to supplement paid staff. The City relies on mutual aid agreements with neighboring jurisdictions to provide additional fire protection services when necessary through Riverside County Fire Department stations. All calls are dispatched through the County's centralized Riverside County Fire Department Emergency Command Center, which determines the responding station(s) or engine company based on the closest resource. Under this operating system, the closest appropriate unit(s) is sent regardless of jurisdiction.

4.19.3 Regulatory Setting

State

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CALFIRE) protects over 31 million acres of California's privately-owned wildlands and provides varied emergency services in 36 of the State's 58 counties via contracts with local governments. The Department's Fire Protection Program includes brush clearance, prescribed fire, defensible space inspections, emergency evacuation planning, fire prevention education, fire hazard severity mapping, and fire-related law enforcement activities.

CALFIRE's Fire and Resources Assessment Program (FRAP) provides the Fire Hazard Severity Zone (FHSZ) Maps for State Responsibility Areas (SRA) and Local Responsibility Areas (LRA) (discussed in Section 4.19.2, *Existing Conditions,* of this Wildfire Section). The fire maps allow state and local agencies to identify areas susceptible to wildfire hazards.

California Fire Code

Title 24 Part 9 of the California Code of Regulations (CCR), also referred to as the California Fire Code in the California Building Standards Code, is published by the order of the California legislature every three years. The building regulations, or standards, in the Fire Code have the same force of law and applies to occupancies in the State of California. Regulations of the California Fire Code shall be enforced by the State Fire Marshal, the chief of any city of county fire department or fire protection district, and their authorized representatives, in their respective areas of jurisdiction.

Local

Riverside County Fire Department

The Riverside County Fire Department (RCFD), in cooperation with CAL FIRE, provides Fire and Emergency Services to residents of unincorporated areas of Riverside County and to their partner cities, including La Quinta.

City of La Quinta Emergency Operations Plan

The City prepared the Emergency Operations Plan (EOP) to address the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies in or affecting the City of La Quinta. The EOP describes the operations of the City of La Quinta Emergency Operations Center (EOC), which is the central management entity responsible for directing and coordinating the various City of La Quinta Departments and other agencies in their emergency response activities.

The La Quinta EOP identifies, analyzes and ranks hazards faced by the County and the City. The hazards are ranked from 1 to 19, with 1 indicating a higher priority/likelihood, and 19 indicating a lower priority/likelihood. The City EOP ranks wildland fires as 7 out of 19 on the list. These hazards

arise from a combination of reasons including the undeveloped and rugged terrain, highly flammable brush-covered land, and long, dry summers.

City of La Quinta Emergency Services Division

The Emergency Services Division is responsible for emergency preparedness in the City. The Division is responsible for both planning and implementation of emergency response efforts, and coordinates with other local jurisdictions and the County of Riverside in emergency response planning, training and disaster exercises. Close coordination with both the Police and Fire Departments is included in all disaster planning efforts. In addition, the City participates in the California Standardized Emergency Management System (SEMS) program, and FEMA's National Incident Management System (NIMS), to assure coordinated response at the state and federal levels.

La Quinta Local Hazard Mitigation Plan

The La Quinta Local Hazard Mitigation Plan (LHMP) was established to identify the County's and City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The plan identifies vulnerabilities, provides recommendations for prioritized mitigation actions, evaluates resources and identifies mitigation shortcomings, provides future mitigation planning and maintenance of existing plan. Per the LHMP, wildfires are not considered within the top five hazards faced by the City.

La Quinta General Plan

Compliant with California Government Code Section 65300, the La Quinta General Plan (LQGP) was designed to function as an integrated, internally consistent and compatible statement of policies that regulates the development of lands within the City's corporate boundaries and Sphere of Influence (SOI). The LQGP discusses environmental hazards and public infrastructure and services with the City of La Quinta and SOI.

Chapter IV, Environmental Hazards, of the LQGP addresses the various environmental components within the City that could potentially generate hazardous conditions for its residents. The Fire Hazard Element in Chapter IV identifies existing fire hazards in the City and describes regulatory requirements to effectively manage the hazard by setting goals, policies, and programs that safely manage fire hazards in the City. Chapter IV was recently updated and adopted in February 2022.

Additionally, the Open Space and Conservation Element of the LQGP states that all lands having a 20 percent slope or greater has been designated as open space in order to protect the public from hazards associated with hillside development, such as inaccessibility for fire and emergency services, lack of water for fire control, wildfires, and similar risks.

La Quinta Municipal Code

The La Quinta Municipal Code (LQMC) regulations relevant to fire hazards and safety are discussed within the LQMC in the following chapters:

Title 8 Buildings and Construction, Chapter 8.08 Fire Code:

- 8.08.010, Adoption of the California Fire Code: The City of La Quinta adopted and shall apply all documents marked and designated as the "2019 California Fire Code", including supporting documents and appendices of the 2019 California Fire Code.
- 8.08.020, Amendments to the California Fire Code: This code outlines the amendments made to the California Fire Code which are applicable to the City of La Quinta.

Title 3 Revenue and Finance, Chapter 3.17, Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund:

- 3.17.010 (A), Created: The Fire and Police Facilities and Equipment Fund is a special fund that provides sites, facilities, and equipment which will be required by the demand for services from new developments in the City.
- 3.17.020, Development Fees: A development fee shall be paid prior to the issuance of a building permit for residential or nonresidential construction.

4.19.4 Project Impact Analysis

Thresholds of Significance

The following standards and criteria for establishing significance of potential impacts related to wildfire hazard impact were derived from the CEQA Guidelines, Appendix G. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, development of the Project would result in a significant impact if it would:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
c. Require the installation or maintenance of associated infrastructure (such as roads fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Methodology

To determine whether the significance criteria outlined in Appendix G in the CEQA Guidelines applies to the Project property, CALFIRE fire maps were examined together with the Travertine Fire Master Plan. As illustrated in **Exhibit 4.19-1,** above, the Project's southeastern property boundary (entire site) is located adjacent to a moderate FHSZ in an SRA. Since the CALFIRE fire map identified the Project's location near a moderate FHSZ, the following discussion analyzes the potential impacts of wildfire and the development of the Project.

Travertine Fire Master Plan

The Travertine Fire Master Plan reflects the collaboration with Riverside County Fire Department (RCFD) and CALFIRE to provide in-depth information on the proposed Project to aid in determining the level of service proposed for the Specific Plan Project area. Specifically, the Fire Master Plan:

- Profiles the current fire protection and emergency services system to the existing site, including the capabilities and limitations of the system.
- Identifies the methods that will aid in fire suppression, their property, and the environment.
- Identifies an area of refuge for residents and visitors to be used in an emergency.
- Provides an informal evacuation study using alternative routes.

The Travertine Fire Master Plan was utilized in this analysis to determine whether the development of the proposed Travertine Specific Plan Amendment Project would result in impacts involving wildfires. The following discussions outline the evacuation, response, and mitigation measures provided in the Travertine Fire Master Plan.

Project Impacts

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

The City of La Quinta has various resources addressing emergency response within the City boundaries; however, the primary resource includes the City's Emergency Operations Plan (EOP). The La Quinta EOP addresses emergency management within four defined phases including (1) Preparedness, (2) Response, (3) Recovery, and (4) Mitigation. Consistent with the City EOP, the Travertine Fire Master Plan determines methods that prepare, respond, and mitigate hazards, such as fire and wildfires that could occur onsite. The discussion below lists the ways the Project is compliant with the EOP's emergency management phases.

Preparedness

Per the EOP, the preparedness phase involves activities that are undertaken in advance of an emergency or disaster. These activities develop operational capabilities and effective responses to a

disaster and may include mitigation activities, emergency/disaster planning, training and exercises, and public education.

Consistent with the preparedness phase, the Project's Fire Master Plan acts as a guide to prepare the site and address potential hazards created by fires and provides methods that would aid in fire suppression and protect future residents and visitors. The methods allow the Project and City Fire Department to establish and evaluate areas of weakness at the Project site and mitigate those areas before an emergency occurs. This would result in effective responses to reduce the impacts of an emergency event at the Project. The preparedness methods in the Fire Master Plan include analyzing Project access, evacuation routes, required water flows, and an area of refuge, and are discussed below.

Project Access

As discussed throughout this DEIR, the subject property is located in a relatively isolated area of the City where access to public streets does not yet exist. Per the Circulation Element in the La Quinta General Plan, buildout of the City includes the westerly extension of Avenue 62, the southerly extension of Madison Street from Avenue 60 into the Project site, and the southerly extension of Jefferson Street from Avenue 58. The Project proposes the future planned access to include 1) the westward extension of Avenue 62 and an associated all-weather crossing of Dike No. 4, 2) the southerly extension of Jefferson Street from Avenue 58 into the Project site meeting up with Avenue 62, and 3) the southerly extension of Madison Street over Dike No. 4 as an emergency vehicle access route (see **Exhibit 4.19-3, *Interim Circulation Plan*** and **Exhibit 3.14, *Circulation Plan***).

From the initiation of site development, emergency access will be available via the Avenue 62 extension and construction of a secondary access from the southerly extension of Madison Street as a 24-foot emergency vehicle access (EVA) road that crosses Dike No. 4 and continues south to the Project site. The Project proponent will obtain permissions from the Bureau of Reclamation (BOR) to cross Dike No. 4. The Project proponent will be responsible for securing the license agreement from the BOR for the Madison EVA. The master homeowner's association (HOA) will be responsible for maintenance of the common ownership areas including the emergency evacuation access route.

Avenue 62 will be initially designed to provide three travel lanes (two evacuation (exiting) lanes and one incoming lane to allow for emergency services) within a 46-foot pavement section. The Madison Street EVA will provide two paved 12-foot travel lanes within a 24-foot pavement section. During emergencies, the Madison Street EVA will connect to the Loop Street to divert some vehicles from the Avenue 62 entrance. The internal Project local loop street will have a typical right-of-way of 70 feet, with curb-to-curb distances of 40 feet with 12-foot travel lanes for cars (one lane each way), 8-foot bike lanes, 9-foot curb adjacent landscaped parkways, and a 6-foot-wide pedestrian walkway on both sides. Additionally, local internal roads will provide two travel lanes within 32-foot and 36-foot

paved sections. All emergency vehicle access roads, including dedicated EVA routes, shall be designed to support the imposed emergency vehicle loads.

Apart from the Jefferson Street extension (at the northwest corner of the Project) and the extension of Avenue 62 (east of the Project), the residential communities within the Project boundaries will be gated for privacy. The gates and entrances to the community will not restrict access to the site for emergency services. The project will provide Opti-con sensors that are strategically located so gates are open when the engines arrive. The location of any proposed gates will be reviewed and approved by the City as part of either a tentative tract map application or as part of a site plan review application. City staff, including Police and Fire Department staff, would review site plans and provide conditions of approval that are specific to the provision of emergency access on a project-by-project basis.

Evacuation Studies

Evacuation studies were also completed for Phase 1 of Project construction analyzing evacuation times from the various points of access during this phase of construction. **Table 4.19-1, *Non-Flood Evacuation Route Response Times***, shows the evacuation route times for the Madison Street EVA and the extension of Avenue 62. A conservative estimate of 1,200 evacuating vehicles (600 homes, 2 vehicles per home) may be higher than the actual number of vehicles evacuating as many families would likely drive in one vehicle (versus multiple vehicles). Additionally, the time of day could determine the number of vehicles evacuating the Project. For example, some vehicles may already be off-site during typical work hours. However, a conservative approach was used for purposes of estimating worst case evacuation requirements.

Table 4.19-1 Non-Flood Event Evacuation Route Response Times

Route	Minutes
Ave 62	26:26:00
Madison Street EVA	29:00:00

During flood events, the extension of Avenue 62 would be the only evacuation route during Phase 1 and evacuation could be completed within 43 minutes. As a point of reference, an evacuation time of 33 minutes is considered good for this type of community, and the longer evacuation time during flood events is acceptable.

Wildfires originating closer to the community could allow significantly less time for evacuation than would be required and could make one or more evacuation route not usable. The Travertine Fire Master Plan offers decision makers with contingency options, including evacuating or relocating a portion of the community (much lower number of vehicles and faster evacuation time, proportional to the vehicle total being relocated), or not immediately evacuating any of the residents if it is safer to shelter on site. **Exhibit 4.19-4** illustrates the evacuation route plan as provided in the Fire Master Plan.

This EIR also includes an evacuation analysis for full Project buildout, based on 2,760 total cars to evacuate. Three lanes will be used for evacuation: one lane via the Madison Street EVA, one lane via Avenue 62, and one lane via Jefferson Street. The tables below show the assumed number of cars, evacuation route capacity, and evacuation times.

Table 4.19-2 Assumed Number of Cars

	DU	Cars Per DU/Land Use	Total Cars
Residential Units	1,200 DU	2 cars per DU	2,400
Resort and Resort Villas	38 staff 100 Villas	1 car per staff 1 car per villa	138
Golf Training Facility	10 staff 35 golfers	1 car per staff 1 car per golfer	45
Banquet Facility	27 staff 150 guests	1 car per staff 1 car per guest	177
Total			2,760

Table 4.19-3 Evacuation Route Capacity

	Lanes	Cars Per Lane	Road Length - LF	Total Car Capacity for Egress
Jefferson Street	1	920	16,300	920
Avenue 62	1	920	9,400	920
Madison EVA	1	920	8,800	920

Table 4.19-4 Non-Flood Event Evacuation Times

		Seconds	Time (h:mm:ss)
Jefferson Street	Headway Per Car	4	0:00:04
	Total Headway Per Lane	3680	1:01:20
	Time for Evacuation of First Car @ 35 mph	318	0:05:18
	Evacuation Time	**3998**	**1:06:38**
Avenue 62	Headway Per Car	4	0:00:04
	Total Headway Per Lane	3680	1:01:20
	Time for Evacuation of First Car @ 35 mph	166	0:02:46
	Evacuation Time	**3863**	**1:04:06**
Madison EVA	Headway Per Car	4	0:00:04
	Total Headway Per Lane	3680	1:01:20
	Time for Evacuation of First Car @ 35 mph	171	0:02:51
	Evacuation Time	**3851**	**1:04:11**

The analysis bears the evacuation time of 1-hour and 7-minutes for all residents to be out of the project.

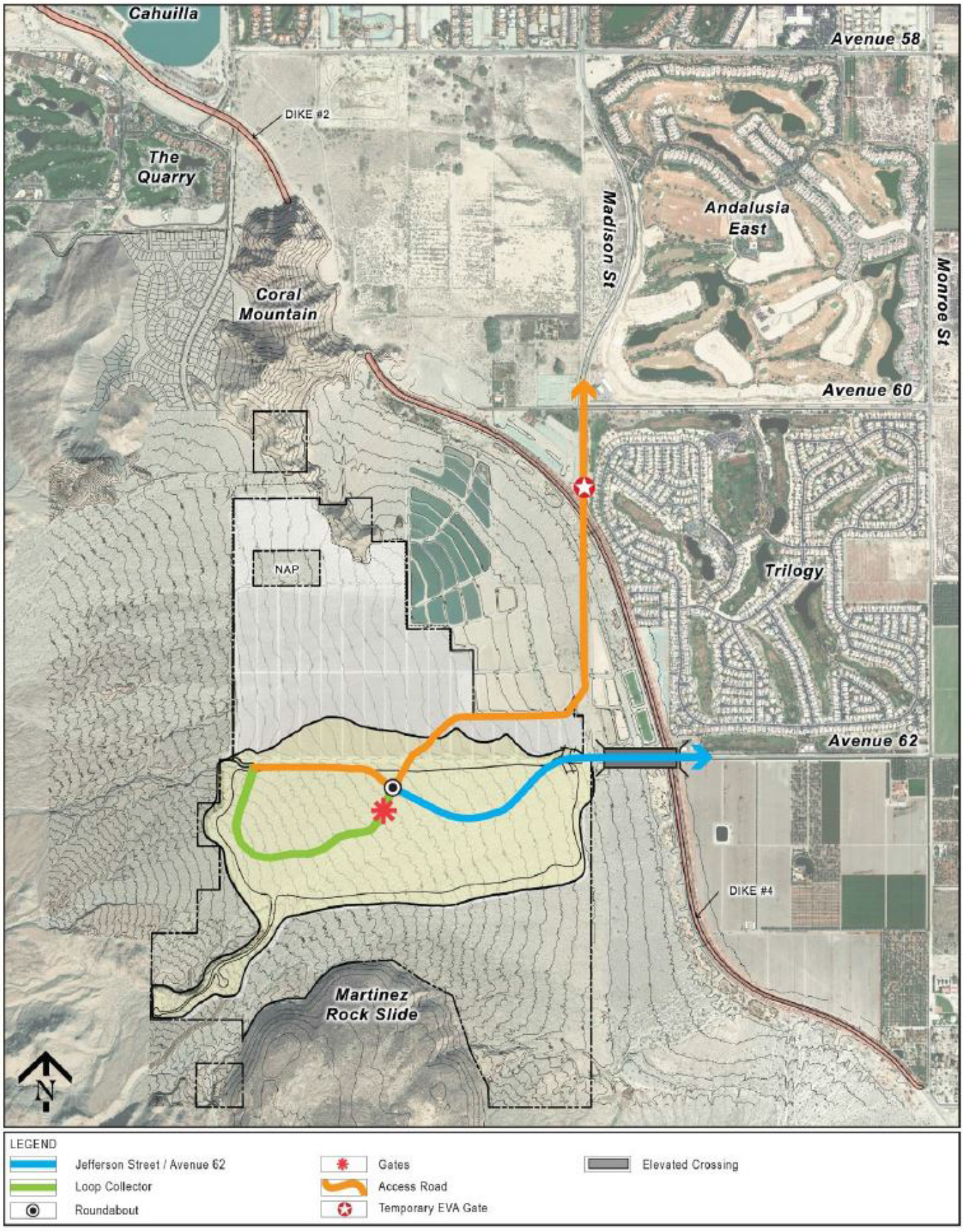
In cases of flood events, the extension of Avenue 62 and Jefferson Street will be the only evacuation routes out of the development. In this case, evacuation analysis shows that the development can be

completely evacuated in just over 1-hour and 37 minutes via Jefferson Street and 1 hour and 34 minutes if via Avenue 62.

Emergencies requiring a full project evacuation originating closer to the community could allow significantly less time for evacuation than would be required and could make one or more evacuation route usable. The Travertine community offers contingency options, including evacuating or relocating a portion of the community (much lower number of vehicles and faster evacuation time, proportional to the vehicle total being relocated), or not immediately evacuating any of the residents if it is safer to shelter on site. **Exhibit 4.19-5** illustrates the evacuation route plan.

Area of Refuge

An onsite area of refuge would be located on the Open Space Recreational planned areas and community recreation centers, to accommodate residents and their cars. The community recreation centers will be noncombustible structures that can be used as shelters as well as contain trained staff and AED devices that are regularly maintained. This area will serve as temporary safe zone for evacuees during an emergency and will provide basic needs, such as food, water, and restrooms.



Note: Exhibit 2.8 in the Fire Master Plan illustrates the Avenue 62 access as well as the locations of the two alternative EVAs. At the time the Fire Master Plan was approved, the project proposed a golf course at the southern portion of the site. Since then, the site plan has been revised to change the Open Space Golf Course area indicated in the exhibit to Open Space Natural. Development is not proposed to occur on approximately 301.2 acres along the southern portion of the site.

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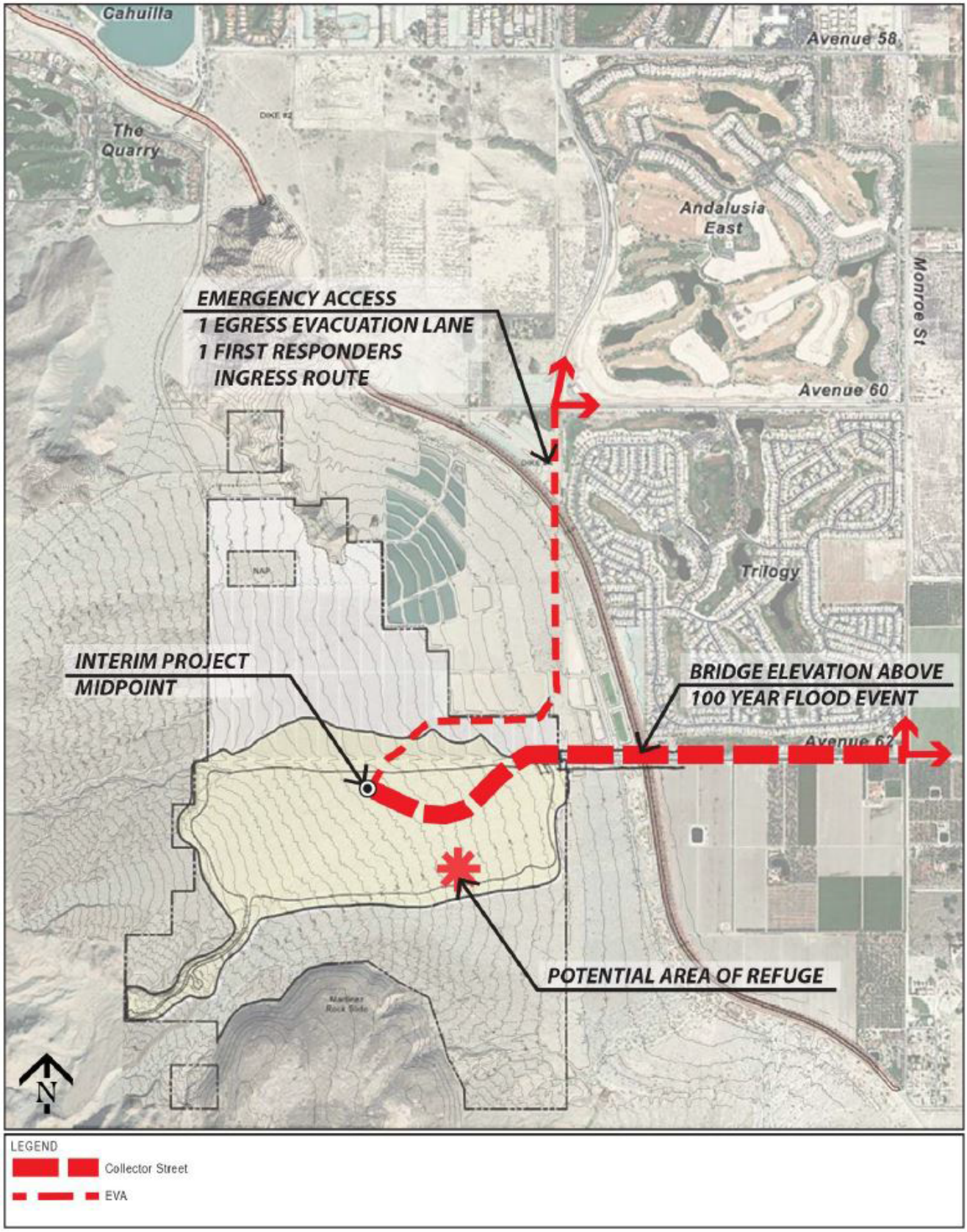
Source: Travertine Fire Master Plan, TRG Land, Inc.

CIRCULATION PLAN (PHASE 1)
TRAVERTINE
EXHIBIT 4.19-3



Source: Travertine Fire Master Plan, TRG Land, Inc.

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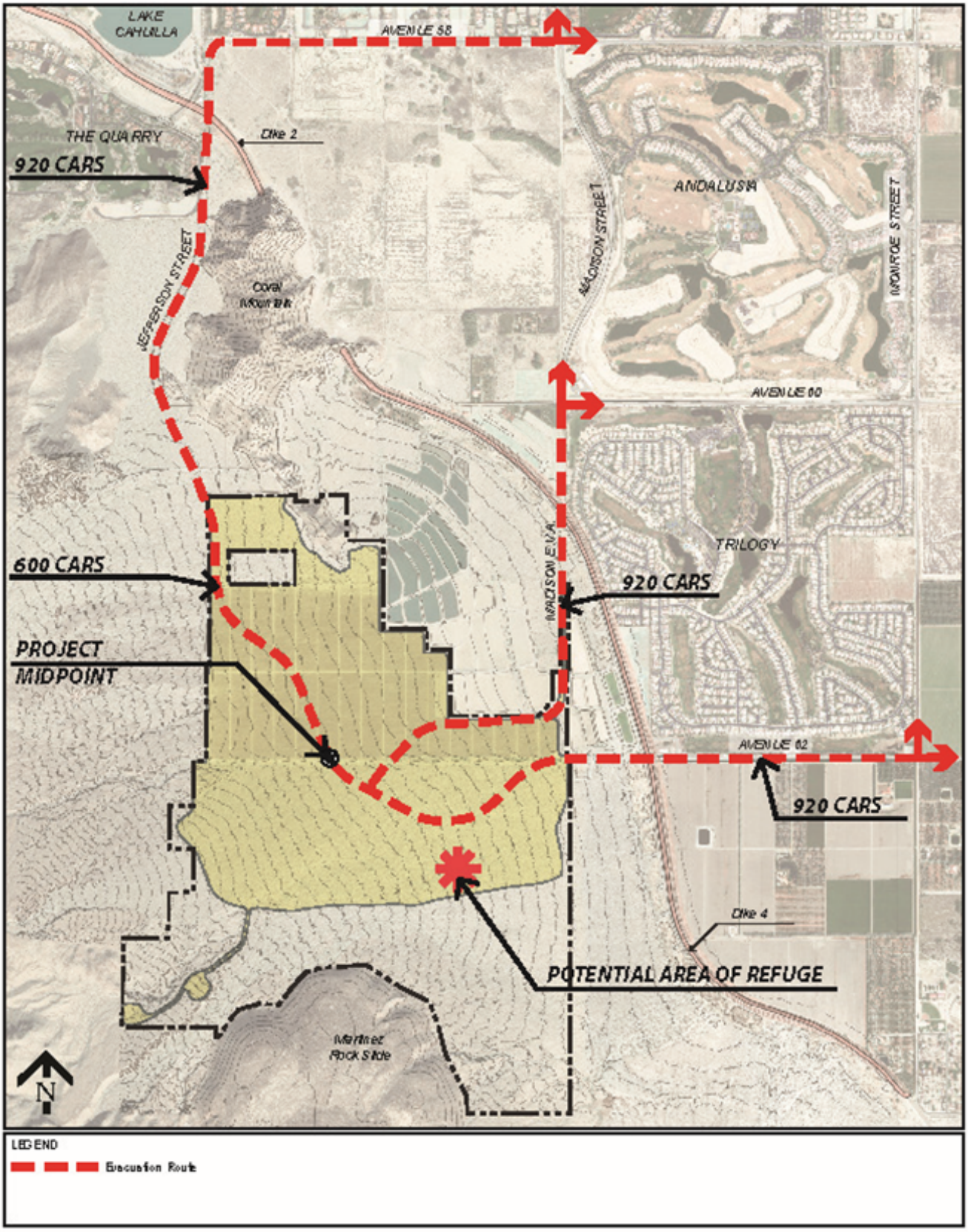
EVACUATION ROUTE PLAN **(PHASE 1)**
TRAVERTINE
EXHIBIT 4.19-4



Source: Travertine Fire Master Plan, TRG Land, Inc.

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EVACUATION ROUTE PLAN **(BUILDOUT)**
TRAVERTINE
EXHIBIT 4.19-5

Water and Fire Flows

Prior to any site development, the Project will construct water lines and hydrants to provide required fire flows. The Project will provide all wet and dry utilities from Avenue 62 to the point of connection serving each phase of development. All water mains and fire hydrants will be constructed in accordance with the City Fire Code Appendix B and C in effect at the time of development. The La Quinta Fire Department shall set minimum fire flows for each Project development area. In addition, the level of service required for the Project align with the criteria for Category II – Urban, outlined in the Fire Protection Master Plan as follows:

- Increased Project Mitigation Features in Phase I
- Alternative Construction Requirements and Equivalencies Features in Phase I

Pursuant to the approved Travertine Fire Master Plan, Category II criteria is accomplished by implementing features, such as providing for higher water pressures and volumes, implementing 5A level instead of 5B building construction standards, and providing emergency standby power facilities.

Response and Recovery

According to the EOP, initial response is primarily structured to minimize the effects of the emergency or disaster and includes protection of property and human life. Examples include, disseminating alerts and warnings to the community; coordinating evacuations and/or rescue operations; clearing priority transportation routes; repairing critical facilities and structures; conducting initial damage assessment and surveys; and coordinating the restriction of traffic/people movement and unnecessary access to affected areas. Recovery activities begin when the disaster or event begins and involves the restoration of services to the public and returning the affected area(s) to pre-emergency conditions. Wildfire and other emergencies are often fluid events and the need for evacuations are typically determined by on-scene first responders or by a collaboration between first responders and designated emergency response teams, including the City's Office of Emergency Services, established for larger emergency events.

As such, and consistent with emergency evacuation plans, the Fire Master Plan and the EIR supports existing pre-plans and provides evacuation protocol, and emergency event-specific directives. Specifically, for the Travertine site and its residents and visitors, emergency response efforts include establishing an area of refuge described above. This area will be away from any flammable Project structures or flammable landscape materials. Pedestrian, vehicular and emergency vehicle access will be provided to this area, and ADA requirements will be observed. The proposed location of on-site area of refuge will be on an open space area. The Travertine Project will coordinate with the responding fire agencies and others to finalize a location to use as a temporary evacuation area of refuge. The Project establishes methods for response in the event, such as providing an area of refuge and establishing routes and water infrastructure for the Project.

Additionally, as discussed in **Section 4.14** (***Public Services***), enhanced fire service mitigation measures to maintain fire service objectives. Please refer to **Mitigation Measures PS-1** and **PS-2**. Response would be provided by fire services. As stated above, the station nearest to the Project site is Fire Station No. 70, located at 54-001 Madison Street. This station is equipped with a primary engine, a brush fire engine, and a volunteer squad vehicle. Current minimum staffing for all fire stations includes 3 firefighters per front-roll fire engine. Volunteer Reserve firefighters are used to supplement paid staff.

The southeastern portion of the City is experiencing new development and increased fire service demand. In order to provide an acceptable future level of service for the southeastern portion of the City, the City has preliminary plans for a future fire station located at the northeast corner of Monroe Street and Avenue 60. The future fire station will serve the southern portion of the City, including the Project site and surrounding area, and further improve response times in this area. The City of La Quinta will fund its share of the fire station costs through the fire facilities portion of the City's Development Impact Fees program.

Mitigation

According to the EOP, mitigation efforts occur both before and after emergencies or disasters. Mitigation activities may include: amending local ordinances and statues, such as zoning, building codes, and other enforcement codes; initiating structural retrofitting measures; assessing tax levies; flood control projects; and diminishing fuel in areas having a high potential for wildfires.

The Project includes design features to be implemented during construction and operation phases to provide the Project with infrastructure that would reduce the risk of the spread of fires at the site. The design features include required Project fire flows and systems, the collection and storage of water at two water reservoirs in the southwest portion of the site, and back-up generators for the booster pumps, and fuel breaks to limit spread of wildfire. Additionally, the Project proposes a buffer area along the perimeter of the proposed development areas to separate the CVMSHCP Conservation Area (west and south of the site) and the residential/resort planning areas. This buffer would take the form of the proposed perimeter trail with the native plant revegetation between the trail and the residential lots (Planning Areas 13 and 16). The establishment of defensible space includes not placing vegetative fuels near open space Conservation Areas.

Consistent with the City EOP, the Fire Master Plan and outline actions that prepare, respond, recover, and address hazards involved with fires and wildfires. Thus, Project construction and operational activities would not substantially impair the City's adopted EOP.

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 wildfire

The physical characteristics of the Project site indicate a low probability for wildfire risk due to the sparse vegetation and topographic conditions. Although the Project site and surrounding areas do not provide conditions conducive to wildfires, the Project proposes open space areas and fuel breaks which will further reduce the likelihood that the Project would be impacted by fires or wildfires.

A fuel break is a strip or block of land on which the vegetation and debris have been reduced and/or modified to control or diminish the risk of the spread of fire crossing the strip or block of land. Fuel breaks are located at strategic locations on the landscape as part of a conservation management system for a land unit where there is a need to control the risk of the spread of fire. Typically, they break up large, continuous tracts of dense natural fuels, thus limiting uncontrolled spread of fire. Open space areas with reduced vegetation act as fuel breaks and provides defensible space between wildland and urban areas.

The proposed Project will establish a buffer of open space areas adjacent to the slopes of Coral Mountain and Martinez Rockslide. Habitable structures are not proposed adjacent to the toe of slope of the neighboring mountains. Planning Area 20, located at the southern portion of the site, occupies approximately 301.2 acres adjacent to the Martinez Rockslide landform. Planning Area 20 is designated for Open Space Natural land uses and will separate the proposed habitable structures by approximately 950 feet. Additionally, approximately 250 feet of open space areas will separate the proposed structures from Coral Mountain to the north.

The Project also proposes an open space edge condition around the perimeter of the developmental planning areas of the Project site. **Exhibit 4.19-6, *Edge Conditions,*** illustrates the proposed edge conditions and locations around the perimeter of the residential, resort, and open space recreational planning areas. The edge condition separates these planning areas where development will occur from Planning Area 20 and the slopes of the surrounding mountains.

The edge/transitional landscape treatment that surrounds the community is native untouched desert, and then a band of transitional landscape planting will occur that will have native plant reseeding and native tree planting. This edge/transitional planting area will vary in width according to location. In development areas where private homeowner parcels and public gathering areas are adjacent to the Conservation Area, the buffer would be a minimum width of 74 feet. These areas will be landscaped with native vegetation, which will link and extend the character of the undisturbed desert areas surrounding the Project to the disturbed interior of the Project. Desert plants native to the surrounding area will be applied as hydromulch or equivalent to temporarily disturbed areas associated with Project construction. Native trees will be planted in patterns and density to match the surrounding desert. Only the trees will be irrigated. Dense vegetation is not proposed in this area. As such, the edge conditions landscaped with native plants will act as defensible space (i.e., areas with little vegetative fuel for wildfires), separating the Project's developable planning areas from the open space areas surrounding the Project. Overall, wildfires and their effects are not expected to

affect the Project site due to the Project's open space areas and proposed fuel breaks as part of the Project design, as well as the lack of vegetative fuels in the surrounding area.

LEGEND

Natural Landscape Transition

Source: TRG Land, Inc.

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PROPOSED EDGE CONDITIONS

TRAVERTINE

EXHIBIT 4.19-6

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment

The Project property is currently undeveloped and vacant and is not served by roads, electrical utilities, natural gas utilities, water, and other utilities or infrastructure. Supporting utilities and infrastructure will be developed with the implementation of the Project site. The required utilities and Project design features are described as follows:

Roads

As previously stated, access to the Project site will occur from Avenue 62, east of the Project, and emergency access will occur at the southerly extension of Madison Street. In order to provide construction access to the site Avenue 62 would be constructed to cross Dike No. 4 and extend westerly towards the Travertine Project boundary before the start of construction. This will allow construction equipment to access the site from this location. Jefferson Street is also proposed to be developed from the northwest Project corner to meet the extension of Avenue 62. The Madison Street EVA will provide emergency access to the Project site. The master homeowner's association will be responsible for maintenance and repair of the common ownership areas, including the proposed EVA routes.

The development of roads typically involves the removal of vegetation along the proposed road, which removes wildfire fuel, and thus, does not exacerbate fire risk. Additionally, roads could be dirt or gravel (during construction), and asphalt (during construction and operation). The removal of vegetative fuels and the use of gravel material and asphalt act as a fuel break, reducing the spreading of fires. Additionally, asphalt and all-weather access roads will allow public and emergency access to the Project during construction and operation. The proposed roads will not exacerbate fire risks.

Fuel Breaks

As stated in threshold discussion b, above, the Project will establish open space and landscaped areas throughout the property as a part of Project design. The proposed open space land use areas and landscaped edge condition will act as a fuel break for fires if they were to occur in the area. See **Exhibit 4.19-6, *Edge Conditions,*** and Planning Area 20 is designated for Open Space Natural land uses and will separate the proposed habitable structures by approximately 950 feet. Additionally, approximately 250 feet of open space areas will separate the proposed structures from Coral Mountain to the north. The fuel break will reduce the Project's potential for exacerbated fire risks.

Water

CVWD provides domestic water service to the Travertine Project. Currently, domestic water lines exist in the intersection of Avenue 60 and Madison Street and the Monroe Street and Avenue 62

intersection. Water during grading and construction will be provided by CVWD from an existing hydrant supplying canal water located within the Thomas E. Levy Groundwater Replenishment Ponds. One off-site well will be constructed during the Construction Phase 1 stage. Additional facilities will include two water reservoirs and booster stations to convey and store the well water. The future water lines will be located underground. The proposed reservoirs will be located aboveground and isolated on the slopes of the Martinez Rockslide. The reservoirs will include the development of an access road (discussed above) and landscaped berms to screen them from public view. CVWD establishes guidelines in their *Development Design Manual* (May 2022) to ensure that water infrastructure is reviewed and developed to CVWD standards. The *Development Design Manual* requires review from fire services prior to approval of the Project, and establishes regulations that ensure projects within their service area are equipped with fire-reducing systems (such as fire hydrants, sprinklers, etc.). The Project shall comply with the development standards of CVWD's Design Manual. Therefore, the Project's compliance with CVWD's established regulations will ensure that water infrastructure would not exacerbate fire risk.

Electricity

Electric service to Travertine will be provided by IID. All existing and proposed utilities within or immediately adjacent to the proposed development shall be installed underground. Project electricity power will be installed underground.

An off-site substation will be required for the Travertine Project and will be constructed during the Construction Phase 1 stage. The 2.5-acre site required for the substation will be located east of Dike 4 and within the off-site utility field. All off-site parcels required for utilities will be chosen to fit the requirements of IID consistent with their *Wild Fire Mitigation Plan 2020 – 2022*, which states that IID electric facilities are to be designed and constructed meeting or exceeding relevant federal, State, and industry standards. The California Public Utilities Commission's (CPUC) General Order (GO) 95 is a key industry standard for design and construction for overhead electrical facilities. Additionally, IID monitors and follows, as appropriate, the National Electric Safety Code. Additional fire hazard reduction measures include: no new power lines in high or extreme fire threat areas; vegetation management and inspections; and public safety power shutoff. These measures, as well as additional measures outlined in the *Wild Fire Mitigation Plan 2020 -2022*, reduce the risk of the infrastructure-exacerbating wildfires.

With the Project's compliance with CVWD, IID, and La Quinta Fire Department standards and guidelines, development of the Project roads, water infrastructure, and electrical infrastructure would not exacerbate fire risk.

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?

The currently undeveloped and vacant Project site is located in the southern portion of La Quinta, situated between Coral Mountain on the north, and the Martinez Rockslide on the south. Vegetation in the Project area and the surrounding lands is relatively sparse due to the rocky soils in the alluvial fan and very dry conditions in which the Project is located. The existing vegetation communities onsite include creosote scrub, and desert scrub, generally on loosely packed or sandy soils. These conditions do not support dense vegetation growth. Therefore, fuels for fires are not present or is very limited.

Development of the Project will not occur on or adjacent to the slopes of Coral Mountain to the north, or the Martinez Rockslide to the south. As a part of project design, the areas adjacent to Coral Mountain and Martinez Rockslide will be preserved as Open Space Recreational and Natural lands. This will ensure habitable structures are removed from the slopes of these mountains from rock fall or landslide hazards by Project open space buffers. Buildings are proposed to be located 250 feet south of slope of Coral Mountain. A 301.2-acre buffer area of undisturbed natural lands is proposed at the southern portion of the Project, separating the proposed residential and resort areas from the slopes of the Martinez Rockslide by approximately 950 feet. Additionally, the slopes of the surrounding mountains do not contain dense vegetation that would result in wildfires, and potentially associated landslides. Therefore, the proposed Project, and the development area within the Project would not be impacted by wildfires and post-fire slope instabilities.

4.19.5 Cumulative Impacts

Buildout of the La Quinta General Plan area would result in the development of urban areas throughout the City. Due to the City's location near undeveloped natural areas, buildout of the City would result in the development of communities encroaching on areas considered as wildlands, or lands within the wildlands/urban interface (WUI). People and man-made structures in WUI areas may be more susceptible to the impacts of wildfires; however, due to the lack of dense vegetation growth and rocky slope conditions in the undeveloped areas (including the areas near and at the Project) the risk of wildfires is considered low. Additionally, per the LQGP, the urban areas of the City are not considered susceptible to wildfire due to their developed character and location away from wildland areas.

As stated in threshold discussion d., above, the Travertine development will not develop areas immediately adjacent to the slopes of Coral Mountain or Martinez Rockslide. The developmental area would occur approximately 250 feet south of Coral Mountain and 950 feet north of Martinez Rockslide. The proposed separation from the slopes and the development area, as well as the implementation of defensible space further reduces the already low risk of wildfires at the Project

site. Additionally, water infrastructure will be constructed in compliance with City, CVWD, and La Quinta Fire Department standards. Future development within the City that are located adjacent to wildland areas would be required to adhere to developmental standards and implement mitigation as well. Sufficient water infrastructure, emergency service access, and supporting infrastructure will be implemented in Project design and future projects within the City to meet State and local regulations.

Cumulative impacts associated with the proposed Project and future buildout of the City related to wildfires are not anticipated to be considerable. Any new development or redevelopment would be required to comply with minimum standards for materials and material assemblies to provide a reasonable level of exterior wildfire exposure protection for buildings in wildland-urban interface areas as required by the California Fire Code. Additionally, the LQGP states that the City shall conduct long-range fire safety planning, including enforcement of stringent building, fire, subdivision and other Municipal Code Standards, improved infrastructure, and mutual aid agreements with other public agencies and the private sector. Project impacts associated with wildfires will not be cumulatively considerable with compliance with policies and regulations, in conjunction with the proposed supporting infrastructure at the Travertine property.

4.19.6 Mitigation Measures

No mitigation is required.

4.19.7 Level of Significance After Mitigation

Mitigation is not required. Impacts of fires will be less than significant.

4.19.8 References

1. City of La Quinta Emergency Operations Plan, Part I: Basic Plan, May 2010, available at http://www.laquintaca.gov/home/showdocument?id=12446
2. Conservation Practice Specifications, Fuel Break - Code 383, Natural Resources Conservation Service, available at https://efotg.sc.egov.usda.gov/references/public/CO/CO383_Spec.pdf
3. Imperial Irrigation District SB 901 Wildfire Mitigation Plan 2020 – 2022, September 2019, available at https://www.iid.com/home/showdocument?id=17951
4. La Quinta General Plan, Chapter IV, Environmental Hazards, available at https://laqlaserweb.laquintaca.gov/WebLink/DocView.aspx?id=561914&dbid=1&repo=CityofLaQuinta&cr=1
5. National Weather Service "Post Wildfire Flash Flood and Debris Flow Guide", https://streetsla.lacity.org/sites/default/files/DebrisFlowSurvivalGuide.pdf

6. Post-Fire Flooding and Debris Flow, USGS California Water Science Center, available at https://www.usgs.gov/centers/ca-water/science/post-fire-flooding-and-debris-flow?qt-science_center_objects=0#qt-science_center_objects)

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5.0 Other CEQA Sections

5.1 Purpose

This chapter of the Draft EIR addresses the additional content requirements of the State CEQA Guidelines that are not included in other chapters. CEQA and the CEQA Guidelines require a section of the EIR to discuss the significant unavoidable impacts, the significant irreversible impacts, and the growth-inducing impacts (per Public Resources Code Sections 21100(b)(2), 21100(b)(5) and CEQA Guidelines Section 15126.2) of the project. These topics are discussed in this chapter.

5.2 Significant and Unavoidable Impacts

Accordingly, this section provides a summary of significant environmental impacts of the proposed Project that cannot be mitigated to a less than significant level.

Project Analysis

Per the analysis in **Sections 4.1** through **4.19** of this Draft EIR, the Project would result in significant and unavoidable air quality, greenhouse gas emissions, and transportation impacts. A brief discussion of the Project's significant and unavoidable impacts anticipated is provided below.

Air Quality

A Project-specific Air Quality Impact Analysis ("AQIA") was prepared by Urban Crossroads in January 2021 in order to analyze short-term construction and long-term operational impacts of the Project to air quality. An AQ and GHG Memorandum ("Memorandum") was prepared in January 2023, also by Urban Crossroads, in part to ascertain operational emissions using the more current version of CalEEMod (Version 2022.1). **Section 4.3, *Air Quality,*** of this Draft EIR summarizes and analyzes the findings within the AQIA and Memorandum. **Section 4.3** determined that air quality impacts during construction of the Project were reduced to less than significant with the implementation of **Mitigation Measure AQ-1** and impacts to air quality during Phase 1 operational activities would be less than significant. However, the evaluation of project buildout concluded that the project would exceed the applicable SCAQMD regional threshold for operational-source activity for emissions of VOCs during Phase 2 and Phase 3 of the Project. The majority of VOC emissions are derived from consumer products and mobile sources (i.e., vehicles). The Draft EIR requires the implementation of **Mitigation Measure AQ-2**, prompting the applicant to comply with SCAQMD Rule 445 (Wood-Burning Devices) by prohibiting the use of wood burning stoves and fireplaces in the proposed new development. The purpose of this rule is to reduce the emissions of particulate matter from woodburning devices for the reduction of VOCs. Although **MM AQ-2** would employ the available

compliance measure to help reduce the contribution of VOCs associated with the project, this measure would not result in a numeric reduction capable of off-setting the primary sources of VOCs associated with the project. Specifically, please see the discussion of Transportation impacts below. Neither the project applicant nor the Lead Agency (City) can substantively or materially affect reductions in project mobile-source emissions beyond the regulatory requirements and mitigation measures defined in the technical reports and **Section 4.3** of this Draft EIR. Thus, these emissions are considered significant and unavoidable. See **Section 4.3, *Air Quality,*** for analysis of these impacts.

Greenhouse Gas Emissions

A Project-specific Greenhouse Gas Analysis ("GHGA") was prepared by Urban Crossroads in January 2021 in order to analyze short-term construction and long-term operational impacts of the proposed Travertine development to greenhouse gases. Urban Crossroads also prepared an AQ and GHG Memorandum ("Memorandum") in January 2023 to ascertain operational emissions using the more current version of CalEEMod (Version 2022.1). As discussed in greater detail in **Section 4.8, *Greenhouse Gas Emissions***, the Project is consistent with applicable plans and policies of the City of La Quinta's Greenhouse Gas Reduction Plan. However, when compared to a quantitative greenhouse gas emissions significance threshold adopted by SCAQMD, the increase in GHG emissions associated with the Project is potentially significant. Specifically, the Project would result in 5.05 MTCO2e per SP per year, thus exceeding the SCAQMD and City's screening threshold of 2.41 MTCO2e per SP per year (see **Table 4.8-3, *Project GHG Emissions Summary Amortized Construction and Annual Operational Emissions,*** in **Section 4.8** of this Draft EIR). In 2045, the total GHG emissions from the Project would translate to 4.39 MTCO2e/SP/yr., which would exceed the applicable threshold of 0.72 MTCO2e/SP/yr. Thus, the proposed Project is anticipated to result in annual CO2e emissions that exceed the most conservative threshold of 0.72 MTCO2e/SP/yr. This threshold is based on a linear interpolation between the 2020 target of 4.8 MTCO2e/yr. and the 2045 target of 0.72 MTCO2e/yr. As such, the Project's target for per capita GHG efficiency in 2045 is 0.72 MTCO2e/yr. Thus, Project-related emissions are potentially significant. Therefore, the DEIR recommends that the Project applicant purchase a minimum of approximately 408,720 MTCO2e credits (approximately 13,624 MTCO2e per year for 30 years) prior to the issuance of occupancy permits, as well as submit a GHG reduction plan to the City for approval. The GHG plan must include enforceable actions that reduce GHG emissions to at or below the total mitigated values (see **Mitigation Measure GHG-1** in **Section 4.8**). Additional mitigation measures that will reduce GHG emissions include the installation of: roof-top solar panels, in-home batteries and EV charger stations, electrical circuits for electric ready-homes, dedicated circuits and panels to convert natural gas to electric in the future, EV charging stations in non-residential components, energy efficient household appliances, and water-efficient landscaping and fixtures (**Mitigation Measures GHG-2** through **GHG-11**). With the implementation of **Mitigation Measures GHG-1** through **GHG-12**, Project-related GHG emissions are reduced to 0.71 MTCO2e/SP/yr. in 2045, which is less than the applicable threshold of 0.72 MTCO2e/SP/yr. Based on the calculations, if the Project pursued the 2045 target of 0.72 MTCO2e/yr., the Project would require

approximately 13,624 credit per year to reach the efficiency level. The 13,624 credits would reduce the total annual emissions from 16,251.07 MTCO2e/yr., to approximately 2,664, which, when divided by the service population of 3,700, would achieve the target of 0.71 MTCO2e/yr. Nevertheless, because the use of carbon credits have not been broadly adopted in the Coachella Valley to mitigate GHG emissions impacts of residential and resort communities, the City has conservatively assumed that the Project will have a significant and unavoidable impact on GHG emissions. See **Section 4.8, *Greenhouse Gas Emissions,*** for analysis of these impacts.

Transportation

The Project-specific Vehicle Miles Traveled (VMT) Analysis, prepared by Urban Crossroads (**Appendix M.2**), and **Section 4.16, *Transportation*,** of this Draft EIR analyzes the VMT impact as a result of the Project. The City of La Quinta's guidelines were utilized to determine the Project travel demand of VMT, pursuant to CEQA (transportation) threshold topic b. Using the City's guidelines, the VMT Analysis concluded that the Project's non-residential uses do not exceed VMT thresholds, however, the Project's residential uses would exceed the VMT thresholds and result in a potential impact.

Per the VMT Analysis, the Project would generate an estimated 3,250 residents, 250 employees, and 200 resort occupants, for a total service population of 3,700. For baseline conditions, the residential portion of the Project would generate 48,508 Home-Based VMT. The result is approximately 14.93 home-based VMT/Capita for the 2020 Baseline with Project conditions (48,508 divided by 3,250). The estimates of baseline residential home-based Project VMT/Capita were compared to the City of La Quinta VMT of 12.98 home-based VMT/Capita. The City of La Quinta guidelines indicate that residential VMT exceeding 15 percent below the Citywide VMT per resident (11.03 VMT/Capita) represents a project impact. The Project home-based VMT/Capita of 14.93 is greater than the City VMT/Capita threshold, and therefore, is a potentially significant VMT impact.

The Project incorporates design features and attributes promoting trip reduction. Because these features/attributes are integral to the Project, and/or are regulatory requirements, they are not considered to be mitigation measures. However, the RIVTAM data input methodology does not include the ability to account for these trip reduction features that are built into the project. Therefore, reductions related to these project design features are considered after the VMT data is extracted from the traffic model.

In particular, Project transportation impacts are reduced by the following Project design features/attributes, which are anticipated to collectively reduce Project home-based VMT by approximately 3%:

- Having different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport. For example, when residential areas are in the same neighborhood as resort land uses, a resident does not need to travel outside of the neighborhood to meet his/her recreational needs. The

Project will implement marketing strategies to optimize interaction between on-site resort and residential uses. Information sharing and marketing are important components to successful trip reduction strategies. Marketing strategies may include:

  - Resident member benefits that include use of the resort amenities
  - Event promotions
  - Publications

- The Project's mix of resort and residential uses could provide for a potential reduction in Project residential VMT of 2%.
- The Project includes sidewalk connections and would minimize barriers to pedestrian access and interconnectivity. The Project's implementation of this measure could provide for a potential reduction in Project residential VMT of 1%.

The VMT reduction achieved by the implementation of Project design features/attributes is anticipated to be approximately 3%. This would result in a Project Residential VMT of 12.59 which is more than the City's VMT residential threshold of 11.03 VMT per resident and a potentially significant VMT impact.

In summary, travel demand modeling of VMT for the Project based upon City of La Quinta guidelines indicates a potential impact for residential uses while also indicating the Project's non-residential uses do not exceed VMT thresholds. Project design features taken into account after the modeling process reduce home-based VMT from 14.93 VMT/resident to 12.59. However, the estimated 12.59 home-based VMT per resident is more than the City's VMT residential threshold and a VMT impact. Therefore, a significant unavoidable adverse impact related to Residential VMT has been identified.

5.3 Significant Irreversible Environmental Changes

An analysis of irreversible environmental changes is required in an EIR for the amendment of a local plan. (CEQA Guidelines Section 15127.) Per CEQA Guidelines Section 15126.2 (d), uses of nonrenewable resources during construction and operation of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as a highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with a project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The irreversible and irretrievable commitment of resources is the permanent loss of resources for future or alternative purposes. Irreversible and irretrievable resources are those that cannot be recovered or recycled or those that are consumed or reduced to unrecoverable forms.

Project Analysis

The Project would result in moderate irreversible and irretrievable commitments of energy and material resources (during construction and operation) of the following:

- Construction materials
- Energy in the form of electricity, natural gas, and petroleum
- Land area committed to the project; and
- Water supply for project operation

Construction materials:

Development of the Project will result in the use of construction materials and resources. The California Green Building Standards Code (CALGreen) applies to all cities in California, and mandates that all new building construction develop a waste management plan that includes diversion of at least 65% of construction and demolition material from landfills, through recycling and/or reuse. The Project will be required to comply with applicable solid waste regulations to ensure that the Project does not result in the inefficient use of materials during construction of the Project (see **Section 4.18, *Utilities and Service Systems***).

Energy in the form of electricity, natural gas, and petroleum:

The use of these nonrenewable resources is expected to account for a minimal portion of the region's resources and would not affect the availability of these resources for other needs within the region. Construction activities would not result in inefficient use of energy or natural resources. As determined in **Section 4.6, *Energy Resources***, during construction of the Project, electricity would be consumed to supply and convey water for dust control and may be used to power lighting, and electronic equipment. Electricity consumption during construction of the site is anticipated to be minimal and within the infrastructure service capabilities of IID. Additionally, when not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Natural gas consumption is not anticipated to be required during construction of the Project, therefore, would not result in inefficient use of energy resources. Petroleum fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, while vehicle miles traveled (VMT) associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. However, to assist in reducing construction-related gasoline consumption at the Project site, **Mitigation Measure AQ-2,** provided in **Section 4.3, *Air Quality,*** require that that during construction activities, off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specification. The use of Tier 4 engines during Project construction would assist in

reducing construction-related petroleum consumption at the Project site, and Project construction would not consume petroleum in a wasteful or inefficient manner.

Additionally, long-term operations would not result in inefficient consumption of energy and natural resources. Operation of the Project would result in the consumption of electricity, natural gas, and petroleum use during the life of the Project. As determined in **Section 4.6, *Energy Resources***, the Project would implement energy conservation measures and project design features compliant with State regulations such as Title 24 and CALGreen requirements related to energy efficiency. Implementing rooftop solar and energy-efficient design features will both generate electricity onsite, and reduce electricity consumption, respectively. The Project will utilize water efficient plumbing fixtures, light-emitting diode (LED) technology within homes, drought tolerant plants, and water efficient irrigation systems. The Project will also install Energy Star appliances and tankless water heater systems. In order to reduce Project-related VMTs and petroleum consumption, the Project will be designed to include a transportation system that appeals to motorists, cyclists, and pedestrians. These Project features reduce Project-related energy consumption, avoiding the inefficient consumption of energy during Project operation. See **Chapter 3.0, *Project Description,*** for a list of the project design features.

Land area committed to the project:

As discussed in **Chapter 3.0, *Project Description***, the Project property was part of a land exchange between BLM and the Nature Conservancy to dispose of public lands that would be more suitable for development in exchange for private land further to the south that provides important habitat for bighorn sheep. The City of La Quinta approved the development of a mixed-use residential project on the site in 1995 (1995 Travertine and Green Specific Plan). This project proposes to amend the previously approved specific plan to further reduce the development footprint and dwelling density, eliminate the previously proposed 36-hole golf course in exchange for a smaller golf training and practice facility and preserve 301.2 acres of natural open space.

The Project property boundaries encompass approximately 855 acres of vacant and undeveloped land. The Project property is surrounded by undeveloped land to the north, west and south. Project construction will result in the change of the physical environment. Project development is proposed to permanently impact 553.14 acres, and result in temporary impacts to approximately 123.6 acres of the Project site. Approximately 301 acres in the southern portion of the Project property will be maintained as permanent natural open space. Apart from the proposed water tanks in the southeast corner, development would not occur within the area designated for natural open space.

The Project is identified as a covered action in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and will be required to pay fees to assure the off-site conservation of habitat lands for sensitive species covered by the CVMSHCP. The land area committed to the project has been reduced and optimized over time to minimally impact natural resources while facilitating attainment of the City's housing objectives. For the above reasons, the land area committed to the

Project is not expected to result in the loss of irretrievable biological resources. Additionally, **Section 4.4, *Biological Resources,*** of this Draft EIR requires the Project to implement **Mitigation Measures BIO-1** through **BIO-37** to reduce impacts to biological resources to less than significant levels. See **Section 4.4** for an in-depth analysis and list of mitigation measures.

Water supply for project operation

Construction and operation of the proposed Project will generate demand for water resources. According to the Project-specific Water Supply Assessment (WSA), the total Project water demand is projected to be 867.47 acre-feet per year (AFY). As a standard requirement by the City of La Quinta and the Coachella Valley Water District (CVWD), the Project will implement water conservation methods to assure the most efficient use of water resources and to meet and maintain the goals of the Coachella Valley Urban Water Management Plan throughout the life of the Project. The water conservation methods include using native plant materials and drought tolerant plants, and recycled water (if it becomes available to the Project). The Project will also install and maintain efficient on-site irrigation systems to minimize runoff and evaporation and maximize effective watering of plant roots via drip irrigation; install low-flush toilets and water conserving showerheads; as well as pay groundwater replenishment fees to the CVWD.

The proposed Project will reduce water demand compared to the existing approved 1995 Specific Plan since the proposed Project reduces the total currently approved land use. The 1995 Specific Plan included the development of 2,300 low density residential homes (1,100 more dwellings than the Project), 10 acres of commercial uses; a 500-room resort hotel (400 more rooms than the proposed Project) with amenities; 36-hole golf course (approximately 24 to 30 more holes than the Project); tennis club; and private recreation in individual developments. The 1995 Specific Plan would result in triple the amount of water demand compared to the proposed Project. Water demand to support the 500-room resort, the 2,300 residential dwelling units, and the 36-hole golf course would result in a greater water consumption, compared to the proposed Project, which would consume approximately 867.47 AFY. The Project will conform to the requirements of CVWD's programs and requirements pertaining to water management and conservation. This is discussed in **Section 4.10, *Hydrology and Water Quality***, and **Section 4.18, *Utilities and Service Systems***.

In summary, although the proposed Project will result commitment of resources and potentially significant and unavoidable operational noise, air quality and transportation impacts, the Project is consistent with the City's noise ordinance and General Plan, and with the implementation of mitigation measures and project design features, as well as through compliance with State and local regulations and conservation guidelines, will reduce impacts to construction materials, energy resources, biological resources, and water supply to less than significant levels. See **Section 4.6, *Energy Resources***, **Section 4.4, *Biological Resources,*** **Section 4.10, *Hydrology and Water Quality,*** and **Section 4.18, *Utilities and Service Systems,*** of this Draft EIR for further discussion.

5.4 Growth-Inducing Impacts

Per Section 15126.2 (e), the EIR shall discuss the ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. An EIR should also discuss the characteristics of the project under review which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Project Analysis

As stated throughout this Draft EIR, the Project is currently included in a previously approved specific plan, Travertine and Green Specific Plan. The Travertine and Green Specific Plan was approved in 1995 and the Travertine portion proposed 2,300 residential dwelling units, golf courses, and commercial uses on 909 acres. The Travertine site is currently vacant with undeveloped and developed uses onsite.

The Project being evaluated in this Draft EIR proposes a reduction in Specific Plan acreage compared the 1995 approved Specific Plan, from 909 acres to 855 acres. In 1995 an Environmental Impact Report (EIR) was prepared for the 1995 Specific Plan, which analyzed the environmental impacts associated with the development of the 1995 Specific Plan. The 1995 EIR was prepared as a "programmatic" EIR and required additional technical reports to be completed and mitigation measures implemented prior to or concurrent with the development of the 1995 Specific Plan. The additional technical reports and surveys completed after the approval of the 1995 Specific Plan determined that cultural, paleontological, and biological resources occur onsite (see **Chapter 3.0, *Project Description,*** for additional discussion of Project history). In order to address potential impacts to cultural, paleontological, and biological resources, the Project reduced the property acreage from 909 acres to 855 acres. Within the 855-acre property, the development area is 553.14 acres, and approximately 301 acres is reserved for natural open space in the southern portion of the Project property. Apart from the development of two water tanks and associated infrastructure, no development will occur in the natural open space area.

The preservation of cultural, paleontological, and biological resources (resulting in a reduced development area), as well as changes to market demand resulted in land use and property size modifications to the Project property, compared to the approved 1995 Specific Plan. The modified Project proposes up to 1,200 dwelling units of varying product types, a resort/spa facility with 100 villas, recreational uses such as a golf facility featuring a clubhouse, multiple neighborhood parks, a public trail system, recreational open space, and natural open space for conservation. As previously

stated, the Project property is currently located within the boundaries of the approved 1995 Travertine and Green Specific Plan, which proposed a more intense, golf course-oriented community. Therefore, the Applicant is requesting approval of a General Plan Amendment; a Zone Change; a Specific Plan Amendment; a Tentative Tract Map; and Development Agreement to allow the uses proposed in the Travertine Specific Plan Amendment and analyzed in this Draft EIR.

As described throughout this Draft EIR, the Project could result in approximately 3,250 new residents to the City based on estimates generated by Urban Crossroads, Inc., in the VMT Analysis (**Appendix M.2**). Consistent with historic modeling of the Travertine project, the VMT Analysis utilized 2.8 persons per household (pph) for single family detached homes and 2.6 pph for duplex residential units. This results in an overall project average of 2.71 pph, which is higher than the SCAG RTP estimates for the City of La Quinta (2.57 persons per household in 2012, and 2.50 pph in 2040), resulting in 3,250 residents and a conservative analysis. The VMT Analysis also estimates that the Project would result in 250 employees from the operation of the resort facilities, and 200 temporary resort/hotel occupants. The 200 temporary hotel occupants include the 2 guests per room of the 100-room resort. The employment estimates have been developed from land use to employment generation factors from the Riverside County General Plan but modified for the specific Project characteristics and then confirmed with the applicant. Although the Project employment is a mix of employment types, the City of La Quinta guidelines are explicit in indicating that the hotel land uses are categorized as retail uses. Thus, the service population generated by the Project is 3,700 people. The 100-room resort will not lead to permanent residents, however, the resort hotel, and golf components of the Project would induce growth in employment opportunities required for the operation of the resort and resort/golf portion of the Project property. However, the Project will not result in a large employment base, and jobs created at the Project will be absorbed by new and existing residents of the City and surrounding jurisdictions.

According to the City of La Quinta General Plan Environmental Impact Report (LQGP EIR), the City will have a population of 46,297 people by 2035 (buildout of the City). The California Department of Finance (DOF) population and housing estimates that the City of La Quinta had a total population of approximately 37,860 people in 2022. Utilizing the VMT Evaluation's service population figure, the population anticipated from total buildout would equate to 3,250 new residents, for an approximate population of 41,110 in the City by 2035. This is an increase of approximately 8.6 percent, and still below the projected City's 2035 population forecast of 46,297 people. This is conservative because it assumes that the new residents of the Project do not currently live in La Quinta.

Although the Project would contribute to growth within the City of La Quinta, significant growth to population, housing and employment is already anticipated in the City's General Plan, and the Project is consistent with that planned future growth projected for buildout of the City, including based upon the existing entitlement approvals for the Project site. The Project site is currently entitled to include 2,300 low-density residential housing units, two golf courses, tennis courts and recreational facilities,

open space, and commercial uses. Using the same person per household value utilized in the VMT Analysis, the existing entitled property would generate approximately 6,440 new residents (2,300 dwelling units x 2.8 pph for single family homes). This is approximately 3,190 more residents than the proposed Project. Both the previously approved Specific Plan and the proposed Project would result in employment opportunities with the proposed resort, golf, and recreational amenities. However, the approved Specific Plan proposed 10 acres of commercial uses, a 500-room resort hotel (400 more rooms than the proposed Project) with amenities, 36-hole golf course (approximately 24 to 30 more holes than the Project), and a tennis club. The approved Specific Plan proposed more resort rooms and recreational amenities as compared to the proposed Project. Thus, the approved Specific Plan would result in more employment opportunities than the proposed Project. As previously stated, the proposed Project would generate temporary resort hotel guests (200 people) and approximately 250 employees. Similar to the proposed Project, development and operation of the previously entitled Project would induce growth in employment, as generated by the golf courses, the 500-room hotel, and commercial uses. It is likely that jobs generated by the Project could be filled by La Quinta residents. The City of La Quinta General Plan EIR forecasts that the City will have 21,678 jobs by 2035. According to the Southern California Association of Government's (SCAG) Local Profile Report for La Quinta, the City of had a total of 16,848 jobs in 2017. The proposed Project would generate 250 jobs, which would result in approximately 17,098 jobs in La Quinta. The Project would represent 1.5 percent of the projected jobs in the City. Therefore, the City anticipates the growth of employment in the City and the Project is consistent with that planned future growth.

The Project proposes the westerly extension of Avenue 62 and the development of Jefferson Street north of the Project. Due to the Project's location, situated in the southern-most portion of La Quinta, the westerly extension would not result in the potential increase of new development or housing growth in the surrounding area, unrelated to the Project. The extension of Avenue 62 would result in access to the site and will not result in growth in the area (separate from the Project), since the Project property is secluded and is isolated between flood control and groundwater management facilities and public lands. The development of Jefferson Street on the Project site would construct the Project's northern access point. The southern-most extent of Jefferson Street ends at The Quarry, approximately one mile north of the Guadalupe Dike. The Project proposes Jefferson Street to be developed within the Project site. The Project will partially develop the segment of Jefferson Street extending south of The Quarry to cross the Guadalupe Dike and connect to the northern Project boundary in order to provide access to the property. The connection of Jefferson Street to the City's circulation network is proposed to be complete with the development of the entitled property north of the Project, which while not currently developed, is planned to support residential development as it is designated as Low Density Residential, per the La Quinta Land Use Map, and could be developed in the future. The extension of Jefferson Street is not anticipated to result in unexpected direct or indirect growth in the City, since buildout of Jefferson Street is anticipated in the La Quinta General Plan. Therefore, impacts will be less than significant. The increase of new development in the

surrounding area, not related to the proposed Project, as a result of the road extensions would be minimal since the Project is located in a secluded area in the City, isolated between flood control and groundwater management facilities and public lands.

The Project will also develop an off-site utility field which will include five well sites, and one, 2.5-acre substation. The off-site utility field is proposed to be located within 2 miles of the site, generally north and east of the Project, and as is discussed through the EIR, is not anticipated to result in potentially significant impacts. The precise location and design of the wells and supporting infrastructure (i.e., fences, walls, or gates) would be subject to approval by CVWD. Project-level environmental review of these facilities will be undertaken as appropriate by CVWD in their role as a CEQA responsible agency. As previously stated, the wells are proposed to serve the Project site, as well as the region, thereby indirectly facilitating growth in the area.

An offsite 2.5-acre substation will be required for the Project and will be constructed during the Construction Phase 1 stage. All off-site parcels required for the substation will be chosen to fit the requirements of IID and will be studied with metrics provided by the utility. All existing and proposed utilities within or immediately adjacent to the proposed Project shall be installed underground. Power lines with voltage higher than 92 kV are exempt from being installed underground and will likely connect the new substation to any existing substation along public rights-of-way. Any unique conditions not covered by this Draft EIR would be covered supplementary to this document. The precise location and design of the substation and associated infrastructure would be subject to approval by IID in their role as a CEQA responsible agency.

The off-site substation would provide additional electrical infrastructure to the City of La Quinta, potentially resulting in indirect growth in the City and surrounding area. The substation will improve the reliability of the system for existing users in the vicinity. Future development is not yet known, and therefore an analysis of such development would be speculative at this time. However, any future development will be reviewed by IID and the City and conditioned in accordance with CEQA and laws and regulations applicable to IID and the City.

Water lines will be extended south from Madison Street and west from Avenue 62 to the Project site. Sewer lines will be extended west from Avenue 62 and Monroe Street to the Project site. The Project is not anticipated to result in an indirect growth inducing impact because the existing infrastructure has been sized to accommodate long term growth by the applicable providers and because the projected population growth is already anticipated in the City of La Quinta's General Plan.

Therefore, the proposed Project would not contribute to substantial population or housing growth unexpected by the City of La Quinta, and growth inducing impacts will be less than significant.

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Chapter 6.0 Effects Found to have No Impact

As discussed in Chapter 1.0, *Executive Summary*, the City of La Quinta (City) is the lead agency for the planning and environmental review of the proposed Project. The City has prepared this Draft Environmental Impact Report (Draft EIR) in compliance with the California Environmental Quality Act (CEQA) Guidelines, including Section 15128 of the CEQA Guidelines which requires a brief description of any possible significant effects that were determined to have no impacts and were not analyzed in detail within the environmental analysis. Therefore, in compliance with CEQA Guidelines, this chapter, ***Effects Found to have No Impact***, is included in this Draft EIR. Chapter 4 contains a complete analysis of all impacts which the NOP determined may have an effect on the environment.

The analysis in this section was conducted consistent with and informed by the 2023 CEQA Guidelines Appendix G Checklist. The following discussion presents the analysis of the effects related to mineral resources that were determined to have no potential to impact the environment.

6.1 Mineral Resources

Threshold 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?

Threshold 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?

The Coachella Valley contains valued mineral resources due to the region's highly active geologic nature. The numerous earthquake faults throughout the region create massive uplifting and folding of the land and expose mineral resources on the surface. Mineral resources found throughout the region include sand, gravel, crushed stone, copper, limestone, and tungsten. Many of these resources are important for common construction projects including asphalt, concrete, road base, stucco, and plaster. Sand and gravel have been transported by wind and rain into the Valley from surrounding mountains over millennia.

California requires that mineral resources be identified and that the mining of identified resources be protected. The California Department of Conservation, Divisions of Mines and Geology has mapped the region's resources and identified three Mineral Resource Zones (MRZ) in the City, established as MRZ-1, MRZ-2, and MRZ-3 under the Surface Mining and Reclamation Act (SMARA) Guidelines for Classification and Designation of Mineral Lands. MRZ-1 mapped areas are lands where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood for their presence exists. In the City of La Quinta, MRZ-1 areas encompass areas

north and west of the City. MRZ-2 mapped areas are lands where geologic data show that significant measured or indicated resources are present. MRZ-2 is divided on the basis of both degree or knowledge and economic factors. Areas classified as MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in MRZ-2a category is of prime importance because it contains known economic mineral deposits. MRZ-2b areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. Areas classified by MRZ-2b contain discovered deposits that are either inferred reserves or deposits that are presently sub-economic as determined by limited sample analysis, exposure, and past mining history. There is only one area of the City where the potential for mineral resources occurs. This area is located northwest of the project site and was previously a quarry site. However, this area was developed as a country club community (the Quarry La Quinta). Mineral resources are no longer mined at this location. MRZ-3a mapped lands are areas containing known mineral deposits that may qualify as mineral resources. MRZ-3b mapped lands are areas containing inferred mineral deposits that may qualify as mineral resources. The City of La Quinta General Plan (LQGP) mapping of mineral resources is consistent with that of the California Department of Conservation. Under the City of La Quinta General Plan, MRZ-3 mapped areas are lands where the significance of mineral deposits are undetermined. MRZ-3 areas occupy the western and southern areas of the City of La Quinta.

According to Figure OS-6 of the City of La Quinta County General Plan, the project site is located in an MRZ-3 area. Lands that fall under the MRZ-3 designation make up a small portion of La Quinta. The MRZ-3 designation is found only in the southwestern portion of the City, including along the Coral Reef Mountains and within the Cove area. Aside from the development that already exists within the Cove, the majority of land in the MRZ-3 zone is designated as open space. The Open Space designation does not permit mining activities and requires the land to be preserved in its natural state. The project site is undeveloped and disturbed, vacant land designated for low density residential and golf course development.

The La Quinta General Plan Environmental Impact Report (LQGP EIR) states that undeveloped sites located in MRZ-3 zones in the City are surrounded by urban development and mineral extraction activities are incompatible and unlikely on the remaining vacant parcels. The project site is currently designated for residential and golf course uses, and has been since the 1995 Travertine and Green Specific Plan. Therefore, the LQGP EIR concludes that development of areas within these land use categories will not result in the loss of availability of locally important mineral resource considered valuable to the region and state and does not result in the loss of availability of mineral resource recovery sites.

The project site is not recognized as a mineral resource recovery site delineated in the City of LQGP, General Plan EIR or resource maps prepared pursuant to SMARA. The land has for many years been designated for residential and golf course development, and not for mineral extraction. Therefore, the

proposed project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, and will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. For the above reasons, the proposed project will not result in impacts to mineral resources.

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Chapter 7.0 Alternatives

7.1 Introduction

An EIR shall describe a range of reasonable alternatives to the proposed project that would feasibly attain most of the basic objectives of the project while avoiding or substantially lessening any of the significant environmental impacts of the Project. An EIR must include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. An EIR must also briefly describe the rationale for selecting the alternatives to be discussed, and any alternatives that were considered that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination.

This section identifies and describes alternatives considered but rejected as infeasible during scoping, process, the approach to selecting alternatives for discussions, the alternatives to the proposed Project that were carried forward for analysis in the EIR, evaluates the merits of those alternatives relative to the proposed project, and identifies an environmentally superior alternative as required by CEQA.

Key provisions of the State CEQA Guidelines (Section 15126.6) relating to this alternative's analysis are summarized by the following:

- The discussion of alternatives shall focus on alternatives to the project or its location which would feasibly attain most of the project objectives and are capable of avoiding or substantially lessening any significant effects of the project.
- The No Project Alternative shall be evaluated along with its impacts. The No Project analysis shall discuss the existing conditions.
- Additionally, the analysis shall discuss what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure. This is analyzed in the No Project/Existing Entitlement Alternative.
- The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that could feasibly avoid or substantially lessen any of the significant effects of the project. CEQA does not require an analysis of alternative sites in all cases. The range of alternatives required in an EIR is governed by a rule of reason that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. CEQA Guidelines section 15126.6(f)(2)(c) provides that where a previous document has sufficiently analyzed a range of reasonable alternative locations and environmental impacts for projects with the same basic purpose, the EIR may rely on the previous document to help it assess the feasibility

of potential project alternatives to the extent the circumstances remain substantially the same as they relate to the alternative. Only feasible alternative locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for the inclusion in the EIR. However, if the lead agency concludes that no potentially feasible alternative locations exist, it must disclose the reasons for this conclusion in the EIR.

- Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.
- An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.

Rationale for Selecting Alternatives

The City identified alternatives for consideration based on their ability to reduce or avoid the Project's potentially significant and unavoidable transportation (VMT), air quality and greenhouse gas emissions impacts while meeting the majority of the proposed project's objectives and deliver additional housing stock. Of those alternatives, only those alternatives that are potentially feasible, meet the majority of the proposed Project's objectives, and could avoid the proposed Project's potentially significant environmental impacts were carried forward for analysis in the EIR.

7.2 Alternatives Considered and Rejected

State CEQA Guidelines Section 15126.6(c) requires an EIR to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and to briefly explain the reasons underlying the agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in the EIR are failure to meet most of the project objectives, infeasibility, or inability to avoid significant environmental impacts. This section identifies the alternatives considered but rejected as infeasible.

Alternative Location

Alternative locations capable of reducing any of the Project's potentially significant environmental impacts or that could meet the majority of the Project's objectives were not identified.

The Project site is consistent with the City's land use development vision and has been designated for low density residential and open space uses since adoption of the 1995 Specific Plan. Notably, the La Quinta General Plan EIR considered an alternative involving concentrated population centers near

commercial and public land uses, in order to reduce potential traffic and air quality impacts (Alternative 2). Under this alternative, lands immediately south of Saint Francis Catholic Church would be developed at Medium/High Density Residential intensities, as would all the lands in the north Sphere of Influence. In addition, this alternative analyzed Medium/High Density lands in the eastern Sphere, adjacent to and west of the industrial and commercial lands along Harrison Street, and east of the commercial lands on the east side of Monroe. Medium/High Density Residential lands would also occur at the southeast corner of Airport Boulevard and Monroe. This alternative was found to result in greater GHG emissions and Air Quality impacts than the adopted General Plan, which contemplates a lower level of residential development.

In addition to the foregoing, an alternative location was determined to be infeasible because the Project applicant does not own or control any other properties in the area that are suitable for a master-planned mixed-use or residential development.

Additional Commercial Retail Alternative

Another alternative considered and rejected included the addition of more commercial retail components and square footage on the Project property. This alternative proposed 162.1 acres of commercial uses, as well as 55.9 acres for open space recreation, 301.2 acres for open space natural uses, and 301.2 acres for residential. This alternative was considered because it would reduce vehicle miles traveled (VMTs) to less than significant levels by providing commercial uses to the existing and future residential communities north, east, and southeast of the Project site, and future residents within the Project boundaries. However, this alternative was rejected because it would result in greater impacts to air quality and greater greenhouse gas emissions than those generated by the proposed Project, therefore translating to significant and unavoidable impacts in the said categories. Additionally, off-site noise impacts would increase due to the increased traffic to the proposed Project by existing residents in the surrounding communities that would access the commercial retail uses within the Project site.

This alternative would meet Project objectives to a lesser degree than the proposed Project by reducing the number of residential dwelling units proposed for the Project. Notably, the developable area on the property has been constrained in order to reduce impacts to biological and cultural resources, thus limiting the applicant's ability to increase both residential and commercial uses. Accordingly, under the Additional Commercial Retail Alternative, the increase in commercial square footage would be at the expense of residential square footage.

Additionally, considering the Project's distance to more intense land uses, the marketability of the property for commercial uses is greatly decreased. The density associated with edge communities (number of "rooftops") does not normally support standard neighborhood commercial development.

7.3 Alternatives to the Proposed Project

The following alternatives were selected for evaluation in this DEIR:

1. Alternative 1 – No Project/No Build

The project site, under this Alternative, would remain in its current and existing condition as a vacant lot. No development would occur at the site. The existing site character and resources would remain the same and none of the impacts of the Project would occur. This Alternative would result in less impacts than the proposed Project since no development would occur.

2. Alternative 2 – No Project/Originally Approved SP

Under this Alternative, the property would be developed under the existing Travertine Specific Plan which was approved in 1995. This Alternative would develop approximately 909 acres consisting of 2,300 dwelling units on 466.6 acres, general commercial uses on 10 acres, tourist commercial uses such as a 500-room resort/hotel a tennis club, private recreation in individual developments on approximately 30.9 acres, open space recreational (36-hole golf course facility) on approximately 365.3 acres, major community facilities on 4.1 acres, and 12.2 acres of open space natural land. Any resources driven by daily vehicle trips and population such as Air Quality, GHG, Energy, Utility and Services would be assumed to double concurrently VMT impacts are not expected to double however they will be greatly increased due to the doubling of residential traffic.

Table 7-1 Approved and Proposed Specific Plan Land Use Plan

Specific Plan Element	Approved Specific Plan	Proposed Specific Plan
Acreage	909	855
Dwelling Units	2,300	1,200
Resort	10 acres of commercial uses 500 room resort/hotel	100 Room Resort and Wellness Spa
Golf	36-hole golf course	Golf Training and Practices Facility with associated Recreational Commercial Elements
Tennis Club	Tennis club	Tennis club removed
Private Recreation	Private recreation in individual developments	Private recreation in individual developments
Other Open Space	378 acres of golf course	358 acres Open Space/Recreational and Restricted

Source: Travertine Specific Plan Amendment, Table 1, 2020.

Source: Travertine Specific Plan, TRG Land Development, 2017

Source: TRG Land, Inc.

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

1995 TRAVERTINE SPECIFIC PLAN

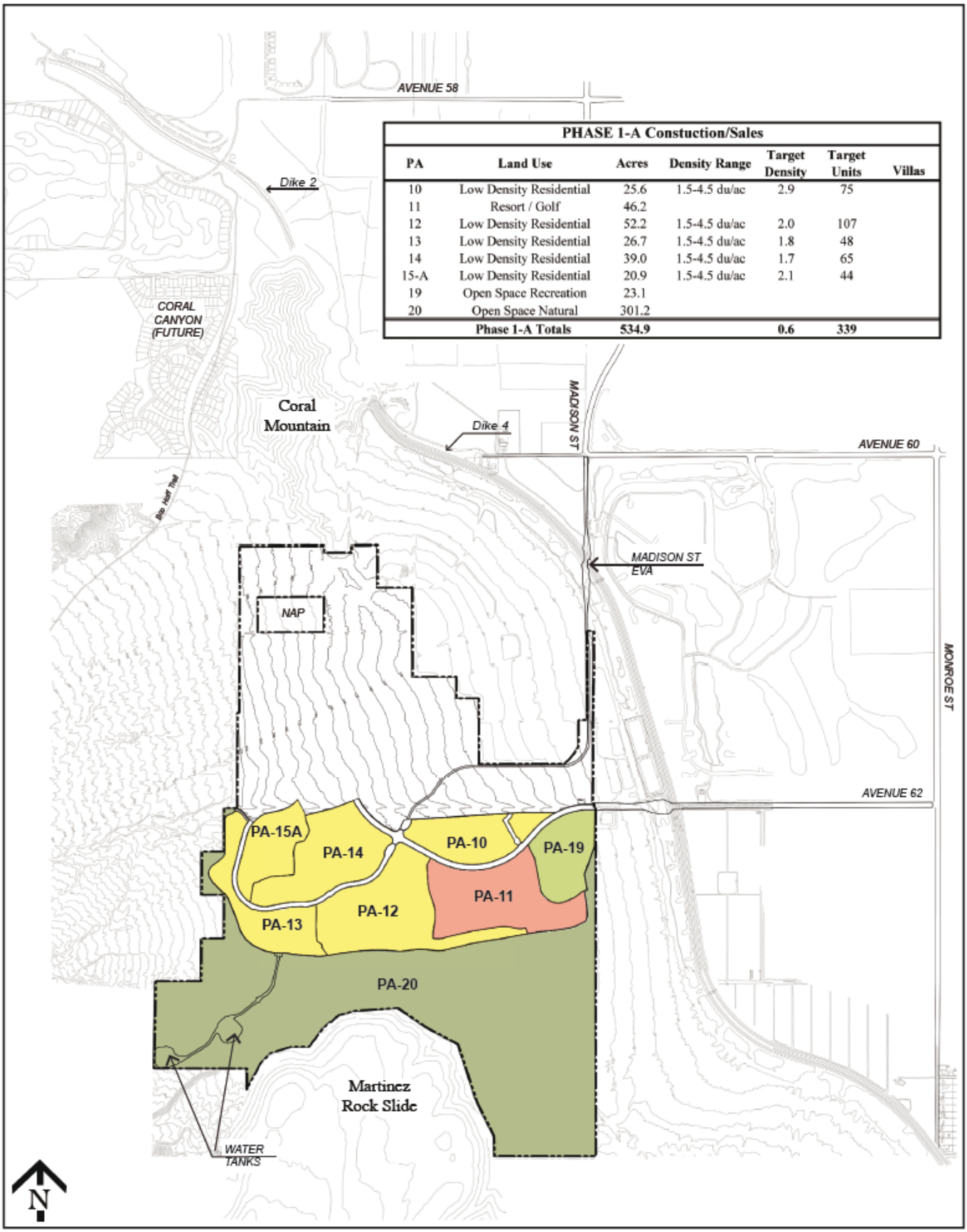
TRAVERTINE
EXHIBIT 7-1

3. Alternative 3 – Phase 1 (1A and 1B) Only

Under this Alternative, the property would develop Phase 1 (1A and 1B) of the project, which includes 600 residential dwelling units on approximately 243.4 acres, a resort/golf facility on approximately 46.2 acres, open space recreational on approximately 35.5 acres, and open space natural uses on approximately 301.2 acres. Under this scenario, the project would be served only by Ave 62 with an emergency vehicular access road along the alignment of Madison Street. This Alternative would not develop the southerly extension of Jefferson Street. The proposed land uses for Alternative 3 are provided in the table below and illustrated in **Exhibit 7-2** and **7-3**. This Alternative would result in approximately half of Project impacts to air quality, energy, greenhouse gases, since it would not develop phases 2 and 3 (which include half of the proposed residential units as well as the resort spa). Noise would be reduced due to the decreased number of daily vehicles and users onsite. Impacts determined by disturbed and offsite areas, such as Biological and Cultural Resources, would be reduced somewhat due to the reduced acreage, however offsite flood protection facilities will still be required.

Table 7-2 Phase 1 (1A and 1B) Only Alternative Land Use and Acreages

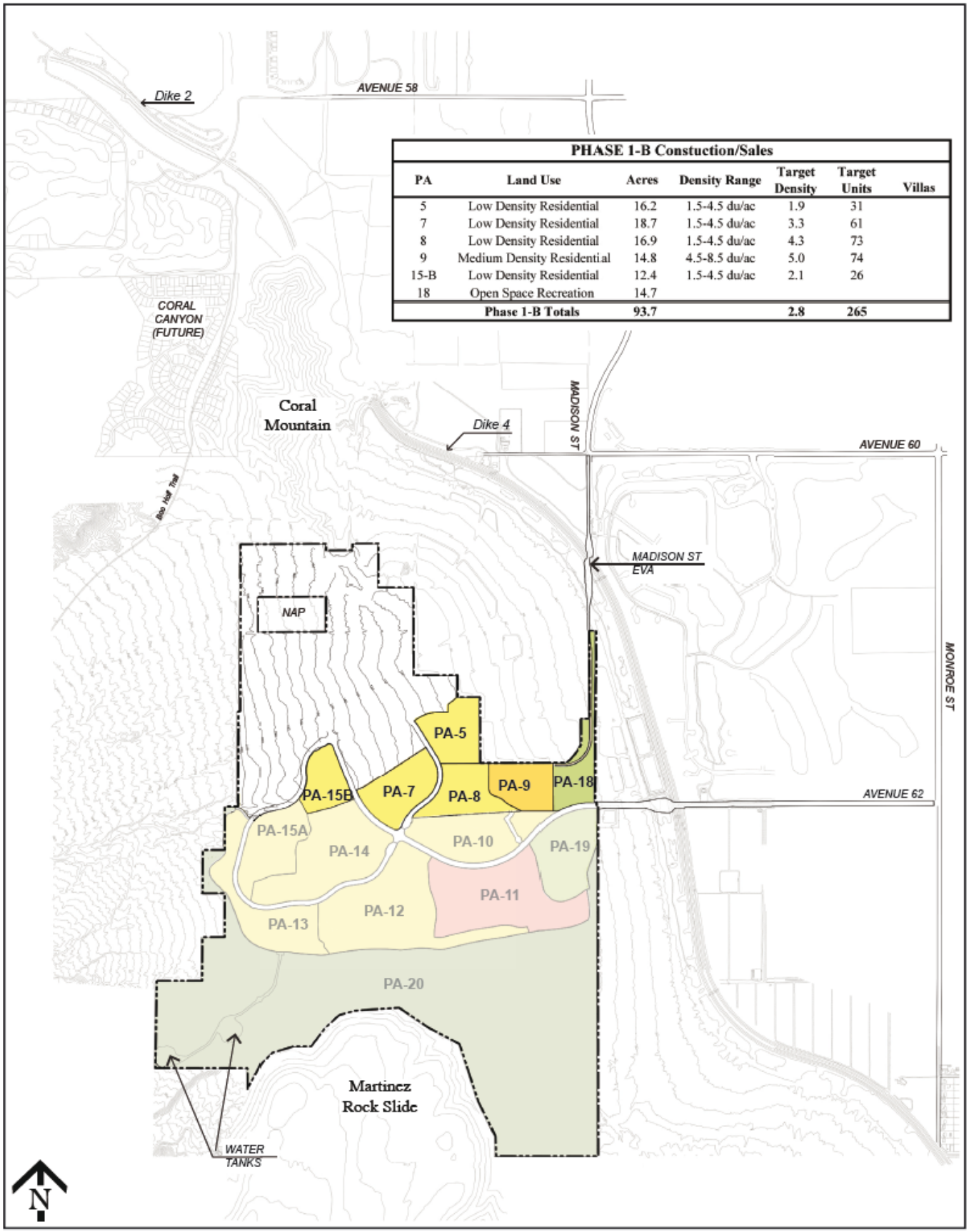
Phase 1 (1A and 1B) Only Alternative				
Planning Area	**Land Use**	**Acres**	**Target Density**	**Target Units**
Phase 1A				
10	Low Density Residential	25.6	2.9	75
11	Resort/Golf	46.2	--	--
12	Low Density Residential	52.2	2.0	105
13	Low Density Residential	26.7	1.8	48
14	Low Density Residential	39.0	1.7	65
15-A	Low Density Residential	20.9	2.1	44
19	Open Space Recreation	23.1	--	--
20	Open Space Natural	301.2	--	--
	Phase 1-A Total	***534.9***	***0.6***	***337***
Phase 1B				
5	Low Density Residential	16.2	1.9	31
7	Low Density Residential	18.7	3.3	61
8	Low Density Residential	16.9	4.3	73
9	Medium Density Residential	14.8	4.9	72
15-B	Low Density Residential	12.4	2.1	26
18	Open Space Recreation	14.7	--	..
	Phase 1-B Total	***93.7***	***2.8***	***263***
	Total	**628.6**	**1.0**	**600**



PHASE 1-A Constuction/Sales

PA	Land Use	Acres	Density Range	Target Density	Target Units	Villas
10	Low Density Residential	25.6	1.5-4.5 du/ac	2.9	75	
11	Resort / Golf	46.2				
12	Low Density Residential	52.2	1.5-4.5 du/ac	2.0	107	
13	Low Density Residential	26.7	1.5-4.5 du/ac	1.8	48	
14	Low Density Residential	39.0	1.5-4.5 du/ac	1.7	65	
15-A	Low Density Residential	20.9	1.5-4.5 du/ac	2.1	44	
19	Open Space Recreation	23.1				
20	Open Space Natural	301.2				
	Phase 1-A Totals	**534.9**		**0.6**	**339**	

Source: TRG Land, Inc.



PHASE 1-B Constuction/Sales

PA	Land Use	Acres	Density Range	Target Density	Target Units	Villas
5	Low Density Residential	16.2	1.5-4.5 du/ac	1.9	31	
7	Low Density Residential	18.7	1.5-4.5 du/ac	3.3	61	
8	Low Density Residential	16.9	1.5-4.5 du/ac	4.3	73	
9	Medium Density Residential	14.8	4.5-8.5 du/ac	5.0	74	
15-B	Low Density Residential	12.4	1.5-4.5 du/ac	2.1	26	
18	Open Space Recreation	14.7				
	Phase 1-B Totals	**93.7**		**2.8**	**265**	

Source: TRG Land, Inc.

Evaluation of Alternatives

A comparison of the impacts of the project and the alternatives selected for further evaluation is provided in this section for each of the environmental topics addressed in the Draft EIR.

Pursuant to the CEQA Guidelines, the discussion of the environmental effects of the alternatives in an EIR may be less detailed than provided for in the project but should be sufficiently detailed to allow meaningful evaluation, analysis, and comparison with the project.

The comparative analysis was conducted qualitatively and, for some resources areas, quantitatively using the existing technical analysis prepared for the Project. The existing technical analyses include Urban Crossroad's Air Quality Impact Analysis (AQIA), Greenhouse Gas Analysis (GHGA), Traffic Impact Analysis (TIA), and VMT Evaluation. Air quality, greenhouse gas, and traffic/VMT, utility and service impacts were quantitatively analyzed utilizing rough percentages of increase or decrease of impacts when compared to the proposed Project. Increases or decreases with respect to greenhouse gases and air quality was based primarily on traffic trips generated which roughly correspond with the number of operational users of the Alternatives. Though Noise and VMT do not directly correlate with traffic trips, they would be expected to increase or decrease to a lesser degree compared with the proposed Project. The findings within the Biological Resources Report, Cultural Report, and Water Supply Assessment were also used as a baseline for the comparative analysis when determining the impacts to development footprint in the Project area.

Some of the Project Design Features (PDFs) that are identified in the Project Description section of the EIR were assumed to be implemented for certain alternatives, but not others, primarily because the associated operational commitments cannot be ascertained. Alternative 1 is assumed to not involve any PDFs since no development is involved. Under Alternatives 2 through 3, the applicable PDFs assumed to be incorporated are pedestrian connections and connectivity design with a mixture of land uses, implementation of a Water Conservation Strategy, compliance with Title 24 standards, and waste diversion per AB 939. Alternatives 2 through 3 are assumed to not include market strategies to reduce vehicle trips as these strategies are not part of site design. Market strategies would be related to management of operations or at the discretion of the developer. As a result of implementing some of the Project's PDFs, it is assumed that Alternatives 2 through 3 will achieve a portion of criteria air pollutant, GHG emissions, and VMT reductions attributed to the proposed Project.

Water consumption associated with each alternative was determined using water consumption rates (indoor and outdoor) established by the Coachella Valley Water District (CVWD), since the proposed Project is located within CVWD's service area. The water demand associated with the alternatives was determined by categorizing the proposed uses (defined by CVWD), and determined quantitatively using the Project-specific WSA.

7.3.1 Alternative 1 – No Project / No Build

Under the No Project / No Build ("Alternative 1"), the project would remain in its current vacant and undeveloped condition. The site previously operated as a vineyard in the northern portion of the site. The disturbed area includes approximately 220 acres of the project that previously operated as a vineyard. Vineyard operations occupied approximately 220 acres of the site and have been abandoned since 2007 and has remained unused, leaving only trellises and the unutilized utilities. The existing visual character and visual resources would remain the same.

Further, impacts related to aesthetics, air quality, biological resources, energy, greenhouse gas emissions, hydrology and water quality, noise, and transportation would be reduced when compared to the proposed Project, Alternative 1 would not have any significant and unavoidable impacts. A comparative analysis of impacts resulting from Alternative 1 is provided below:

Aesthetics

Under the No Project / No Build Alternative, the visual character of the Project site, which currently consists of vacant land, would remain the same. The surrounding terrain and mountain ranges provide scenic vistas within La Quinta. Existing man-made structures (i.e., Dike No. 4), landscaping, homes, and public facilities obstruct views of the Project property when viewed from east of Dike No. 4. Alternative 1 does not propose development on the Project property; therefore, the existing scenic vista would not change under the No Project / No Build Alternative, and Alternative 1 would not impact the existing visual character or scenic vista. Additionally, Alternative 1 would not impact scenic resources or create new sources of lighting or glare in the area since development would not occur under this Alternative.

Compared to the proposed Project, Alternative 1 would result no impacts to aesthetic resources, such as scenic vistas, scenic resources, or generate new sources of light and glare, since the No Project / No Build Alternative would not result in development of the Project site. The proposed Project would not result in potentially significant impacts to aesthetic resources with recommended mitigation measures. Alternative 1 would therefore result in lesser but comparable impacts relative to the proposed Project.

Agricultural Resources

The subject property is currently vacant. An abandoned vineyard is situated on approximately 220 acres in the northern half of the Project property. The vineyard ceased operation in 2007 and limited inoperable irrigation equipment and trellises remain onsite. This portion of the site is designated as Unique Farmland by the State. Under Alternative 1, no construction would occur on the property, and no impacts to former agricultural resources or other project lands would occur. Compared to the proposed Project, Alternative 1 would result in comparable impacts to agricultural resources, as Project impacts are less than significant.

Air Quality

Under Alternative 1, no land development disturbance, construction or operation would occur on the property, resulting in no air emissions. As a vacant site partially modified by prior agricultural operations with unpaved roads, the site would continue to be exposed to seasonal winds capable of resulting in particulate matter emissions (PM10 and PM2.5) under certain conditions. Dust and sand from the site during wind events would continue unregulated. Emissions of other criteria pollutants from an undeveloped Alternative 1 condition would be effectively null and therefore lower than the construction and operational emissions of the proposed Project. Therefore, Alternative 1 would not result in measurable or significant impacts to Air Quality, and therefore lesser Air Quality impacts than the proposed Project.

Biological Resources

Under Alternative 1, the current state of on-site biological resources would remain unchanged. Under the proposed Project, all impacts to biological resources would be mitigated to below a level of significance. Accordingly, Alternative 1 would result in lesser or comparable impacts to biological resources relative to the proposed Project.

Alternative 1 would therefore avoid all impacts to biological resources and results in lesser impacts to biological resources than the proposed Project.

Cultural Resources

Under Alternative 1, the property would remain in its current condition. Therefore, the No Project Alternative would not result in impacts to cultural resources.

Per the conclusions in **Section 4.5, *Cultural Resources***, of this Draft EIR, the development of the proposed Project may result in impacts to cultural resources. However, these impacts can be mitigated to less than significant levels. Although the proposed Project would result in less than significant impacts to cultural resources with the implementation of mitigation measures, Alternative 1 would avoid all potential impacts. Accordingly, Alternative 1 would result in lesser but comparable impacts to the proposed Project.

Energy Resources

Alternative 1 would result in no changes to energy consumption at the Project site. The property would remain vacant and undeveloped. Compared to the proposed Project, the No Project / No Build Alternative would result in lesser impacts to energy resources.

Geology and Soils

The Project property is currently undeveloped and vacant. The property would remain in its current condition under Alternative 1. The property is not located near an Alquist-Priolo Earthquake fault zone. Alternative 1 would not result in the development of habitable structures onsite, and no septic

systems or alternative wastewater disposal systems are proposed with Alternative 1. No impacts related to loss of topsoil, sedimentation, erosion, and landform alterations associated with the construction of the property is anticipated with the No Project / No Build Alternative. Alternative 1 would not result in impacts associated with geology and soils. Impacts anticipated under the proposed Project are mitigable to less than significant levels. Accordingly, Alternative 1 would result in lesser but comparable impacts relative to the proposed Project.

Greenhouse Gas Emissions

Alternative 1 would result in no change in greenhouse gas emissions since no land development disturbance, construction or operation would occur on the property. The proposed Project would result in potentially significant and unavoidable greenhouse gas emissions. Accordingly, Alternative 1 would result in less GHG impacts relative to the proposed Project.

Hazards and Hazardous Materials

Alternative 1 would result in no changes with respect to hazards and hazardous materials and lands formerly used for agricultural production would remain as they are. Alternative 1 would continue to remain vacant and undeveloped. The proposed Project contemplates remediation of any residual pesticides and would not result in potentially significant impacts with mitigation incorporated. Accordingly, Alternative 1 would result in lesser but comparable impacts on hazards and hazardous materials relative to the proposed Project.

Hydrology and Water Quality

Under Alternative 1, the subject property would maintain its current undeveloped condition without incurring in any physical changes. The proposed Project would result in changes to hydrology and water quality, all of which would be mitigated to below a level of significance through project design features and mitigation measures. Accordingly, Alternative 1 would result in lesser but comparable impacts to the proposed Project.

Land Use and Planning

The subject property is currently designated for Low Density Residential, Medium/High Density Residential, General Commercial, Tourist Commercial, Major Community Facilities, and Open Space Recreation land uses, as established by the City of La Quinta. The subject property is currently zoned for Low Density Residential (RL), Medium High Density Residential (RMH), Neighborhood Commercial (CN), Tourist Commercial (CT), Golf Course (GC), and Open Space (OS). Under Alternative 1, the project would remain in its current vacant and undeveloped condition. There would be no changes to the site or conflicts with any local, State, or federal land use plan, policy, or regulation. The No Project / No Build Alternative would not impact the existing land use or zoning designations established for the site. Additionally, this Alternative would not divide an established community. No impacts would occur.

The proposed Project includes various entitlements; however, as determined in **Section 4.11, *Land Use and Planning***, development pursuant to these entitlements would not result in any conflicts with or significant impacts to any land use plan, policy or regulation. Therefore, neither Alternative 1 nor the proposed Project as mitigated would have a significant impact, or unavoidable impacts on land use and their impacts with respect to land use are comparable.

Noise

The project site is currently undeveloped and vacant. In its existing condition, the property does not contribute to the existing ambient noise environment. The No Project / No Build Alternative would not increase the noise environment or vibration since Alternative 1 does not propose development of the property. Therefore, Alternative 1 would not degrade the noise environment or result in an increase in groundborne vibration to significant levels.

Comparatively, the proposed Project would result in increased noise levels at the site and in the area. However, construction-related noise will be less than significant with compliance with the City's construction regulations. Stationary operational noise will also be less than significant. **Section 4.12, *Noise,*** determined that future (post-construction) operational noise would also result in less than significant impacts. By comparison, Alternative 1 results in no impacts to the ambient noise environment.

Population and Housing

Under Alternative 1, no development would occur on the property, and additional residential development would have to be located elsewhere in the City or not all. By comparison, the proposed Project would result in 1,200 new dwelling units and the creation of new employment associated with a 100-room resort hotel, a golf clubhouse and facilities. The proposed Project, however, would not result in an increase in projected population, housing, and employment growth in the City of La Quinta, or the need for unanticipated supporting infrastructure under the La Quinta General Plan. For the above reasons, Alternative 1 and the proposed Project would result in comparable impacts to population and housing.

Public Services

Under Alternative 1, there would be no development and the site would remain in its current undeveloped state. Therefore, there would be no adverse physical impacts associated with providing new or physically altered public facilities nor would Alternative 1 generate a need for new or physically altered facilities, therefore, there would be no environmental impacts associated with providing such facilities.

By comparison and as determined in **Section 4.14, *Public Services,*** of this Draft EIR, the proposed Project would increase service calls for police and fire services; however, impacts were concluded to

be less than significant with project design features and mitigation measures. Accordingly, impacts to public services are lesser but comparable under Alternative 1 relative to the proposed Project.

Recreation

Under Alternative 1, no construction would occur on the property, new recreational facilities would not be developed and no new demand for such facilities would be generated. By comparison, the proposed Project would generate up to 1,200 dwelling units and associated demand for neighborhood and community recreation facilities. The Project would also include a variety of on-site recreational and active and passive open space amenities that will, at least in part, meet the needs of the Project's future residents and visitors. With its inclusion in the Desert Recreation District boundaries and with the payment of development impact fees for parks and open space, the Project will have less than significant impacts on local and regional recreation facilities. Accordingly, impacts to recreation are lesser but comparable under Alternative 1 relative to the proposed Project.

Transportation

The No Project Alternative would result in no changes to existing transportation patterns. As determined in **Section 4.16**, the proposed Project will result in significant and unavoidable impacts related to vehicle miles traveled (VMT) in association with proposed Project residential uses. Approval of the proposed Project will require the adoption of a statement of overriding consideration due to Project VMTs. Accordingly, Alternative 1 would result in less impacts than the proposed Project.

Tribal Cultural Resources

Under Alternative 1, no development of the subject property would occur that could impact Tribal cultural resources, or any feature, place, or cultural landscape that may be interpreted as Tribal cultural resources. Under Alternative 1, Tribal consultation would not be required. As determined in **Section 4.17, *Tribal Cultural Resources***, the proposed Project would result in less than significant impacts to Tribal cultural resources with the implementation of mitigation measures. Accordingly, impacts to tribal cultural resources are lesser but comparable under Alternative 1 relative to the proposed Project.

Utilities and Service Systems

Under Alternative 1, the subject property would remain in its current undeveloped and vacant condition and there would be no impacts to services providing domestic water, sewer, electric power, natural gas, telecommunications or hauling and disposal of solid waste. By comparison, the proposed Project will generate a substantial demand for electric power, which will require the construction of a substation in the Project vicinity.

The proposed Project will also require the construction of off-site wells and the extension of water mains to the property. The proposed Project will also require the extension of sewage collection lines and, if desired for the Project, natural gas lines. The extension of telecommunications infrastructure

to the site will also be required. The expansion of solid waste collection services and adequate disposal site capacity will also be required. As set forth in **Section 4.18**, the extension and provision of these services can be accomplished without generating significant, unmitigated environmental effects. Accordingly, impacts to utilities and service systems are lesser but comparable under Alternative 1 relative to the proposed Project.

Wildfire

Alternative 1, No Project / No Build Alternative, would not affect an adopted emergency response plan or emergency evacuation plan, exacerbate wildfire risks, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and would not require the construction or installation of fire-fighting infrastructure or expose people to other fire-related hazards or risks. By comparison, the proposed Project would introduce land improvements and full-time and part-time occupants of up to 1,200 homes and associated residents and site visitors.

As set forth in **Section 4.19** of this EIR and per the FHSZ in SRA Map, the project property does not lie in a Fire Hazard Severity Zone. The southern and southeastern sides of the property, however, abut areas designated as “Very High” and “Moderate” FHSZ, respectively. With application of mitigation measures set forth in **Section 4.19**, potential wildfire hazards associated with the proposed Project will be less than significant. Accordingly, impacts to wildfire are lesser but comparable under Alternative 1 relative to the proposed Project.

Relationship to Project Objectives

While potentially significant impacts would be avoided with the No Project / No Build Alternative, three of the four project objectives would not be achieved with Alternative 1. Specifically, Alternative 1 would not achieve the following project objectives:

- To develop a mixed-use master planned community, to include varying housing densities and product types, with associated recreational amenities such as, and not limited to, trails and parklands.
- To facilitate the attainment of the City’s RHNA targets for new residential construction.
- To develop a project that will generate sustainable, diversified increase to the City’s tax revenue stream, resulting in project that is economically successful for the City as well as the master developer.

7.3.2 Alternative 2 – No Project / Originally Approved Specific Plan

Under Alternative 2: No Project / Originally Approved Specific Plan the Project would revert to the original Travertine Specific Plan approved in 1995. Implementation of Alternative 2 would involve approximately 909 acres and include 2,300 dwelling units, commercial uses on 10 acres, 500-room resort/hotel, 36-hole golf course, a tennis club, private recreation in individual developments, and

378 acres of open space (including golf course). **Exhibit 7-1** illustrates the proposed land use map of the approved 1995 Specific Plan.

Alternative 2 impacts related to aesthetics, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, hydrology and water quality, noise, population and housing, public services, transportation, utilities, and wildfires would be increased compared to the proposed Project, since the No Project / Originally Approved Specific Plan Alternative proposes a greater extent of land use and intensities. A comparative analysis of impacts for Alternative 2 is provided below:

Aesthetics

Under Alternative 2, the existing visual character of the project, which is currently vacant land, would be impacted by the development 909 acres. However, aesthetic impacts on surrounding lands from the development of Alternative 2 would be roughly equivalent to those associated with the proposed Project. No upslope development will occur. To the east, Dike 4 obscures views of the subject property from lands farther east, and results in impacts that are essentially the same as for the proposed Project.

Alternative 2 would result in increased density and intensity of the project site which, including 2,300 residential units, a 500-room resort/hotel, and 10 acres of commercial uses. These facilities would be required to be developed to the aesthetic standards of the City and the existing and approved Travertine Specific Plan. Therefore, the development standards listed within the 1995 Specific Plan govern the development standards of the site. **Table 7-3**, below, indicates the developmental standards in the 1995 Specific Plan. Per the Specific Plan, the Resort/Hotel and Commercial uses would be developed to conform to the requirements of the Tourist Commercial District and Neighborhood Commercial District (respectively) as outlined in the Zoning Ordinance. However, additional City and agency approvals would be required prior to the development of Alternative 2, including subdivision maps, site development plans and permits.

Table 7-3 1995 Specific Plan Development Standards

Development Standards	Estate Homes	Resort Homes	Villas
Minimum Lot Size	20,000 sf	7,200 sf	3,600 sf
Average Lot Width	80 ft	60 ft	--
Minimum Lot Width	72 ft	52 ft	36 ft
Minimum Cul-de-Sac Lot Width	40 ft	35 ft	24 ft
Flag Lot Width	30 ft	--	--
Average Lot Depth	125 ft	80 ft	80 ft
Maximum Flag Lot Depth	150 ft	--	--
Maximum Structure Height[1]	28 ft	28 ft	28 ft
Maximum Number of Stories	2	2	2
Minimum Front Yard Setback	30 ft	20 ft	10 ft
Min. Interior/Exterior Side Yard Setbacks	10/20 feet	5/10 ft	0/10 ft on attached side

Minimum Rear Yard Setback	20 ft	10 ft	10 ft
Maximum Lot Coverage	40%	50%	50%
Minimum Gross Livable Area	1,600 sf	1,400 sf	1,400 sf
Min. Landscape Setbacks Adjacent to - Perimeter street	10 ft min, at any point, 20 ft min average over entire frontage		

1. Building heights for residential uses shall be subject to height limits specified in the specific plan, except that no building or structure, regardless of use, exceeding one story (22-feet in height), shall be allowed within 200-feet of any perimeter property line/public street frontage. All building heights shall be measured from finish grade elevation. All other residential structures shall be limited to two stories, not exceeding 28 feet.

Alternative 2 would result in greater impacts to scenic vistas compared to the proposed Project when viewed from the existing public trail (Boo Hoff Trail), northwest of the Project property, since the property is visible at this location and the No Project / Originally Approved Specific Plan Alternative proposes greater land use intensities. The proposed Project, which decreased its project developmental area to avoid aesthetic, biological, and cultural resources, would result in less impacts than Alternative 2. However, Alternative 2 would result in similar impacts to scenic vistas and visual character as the proposed Project at other public viewpoint locations, such as areas east of Dike 4, and along Avenue 62, as analyzed in **Section 4.1, *Aesthetics,*** of this DEIR. Moreover, both projects would result in less than significant impacts to aesthetic resources, and neither project would result in significant and unavoidable impacts.

Agricultural Resources

As with the proposed Project discussed in **Section 4.2, *Agricultural Resources***, Alternative 2 would not result in significant impacts to lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and is consistent with the LESA analysis (**Appendix B.2**). Additionally, the Alternative 2 project would not impact Williamson Act Contract lands, forest land, timberland, or timberland zoned Timberland Production lands. Therefore, consistent with the findings in **Section 4.2, *Agricultural Resources***, and the existing land use and zoning designations for the site, impacts associated with Alternative 2 would be essentially the same as for the proposed Project.

Air Quality

Although air quality emission increases or decreases are not linear, a relatively larger area of disturbance and scope of facilities under Alternative 2 would translate to foreseeably higher construction-related emission levels than those estimated for the proposed project. This can be explained by a potentially longer construction duration and larger scale of activities involving the increased operation of equipment and vehicles for the completion of site preparation, grading, building construction, paving, and architectural coating. Moreover, based on the Alternative 2 scope with roughly double the amount of dwelling units (2,300 units under Alternative 2 versus 1,200 units under the proposed Project), and associated resort facilities that represent a more intense use, the combined operational criteria air pollutant emissions, including those linked to mobile sources and

consumer products, would be doubled compared to the proposed Project, translating to potentially significant and unavoidable impacts at later stages of operation and build-out. Accordingly, Alternative 2 would result in greater impacts to Air Quality than the proposed Project.

Biological Resources

As previously stated, the proposed Project reduces total Project lands involved to 855 acres from 909 acres and reduces the area of land disturbance to 553.14 acres with temporary impacts of approximately 123.6 acres under the proposed Project. Alternative 2 would result in an increased density and intensity project, constructing 2,300 residential dwelling units, a 500-room resort, a 36-hole golf course, and a tennis club on the entire 909-acre site. Alternative 2 would result in greater habitat loss and disturbance of biological resources than the proposed Project, since the Alternative 2 would impact a greater area. Alternative 2 would develop approximately 354.8 more acres (almost double) than the proposed Project, resulting in permanent impact of 68.24 acres of jurisdictional waters and desert dry wash woodland, which the proposed Project avoided. Development of Alternative 2 would also result in greater impacts to wildlife compared to the proposed Project because Alternative 2 would develop areas immediately adjacent to Peninsular bighorn sheep habitat on Martinez Rockslide. Overall, Alternative 2 would result in greater but comparable impacts.

Cultural Resources

The cultural studies completed after the approval of the 1995 Specific Plan discovered new cultural resources near and within the subject property boundaries including the Martinez Mountain Rockslide District (MMRD), which was formally established in 2017. Alternative 2 proposes development within the District, therefore disturbing the cultural resources identified. Additionally Alternative 2 would permanently disturb more acreage (almost double).

The proposed Project planning area lands have been reduced in size from approximately 909 acres to 855 acres in order to avoid the cultural resources discovered during the proceeding studies. Additionally, as stated **Section 4.5, *Cultural Resources,*** the proposed Project will implement mitigation measures that reduce impacts of onsite development to less than significant levels. Mitigation required for onsite development includes construction monitoring by qualified archaeologists; preparation and implementation of a Tribal Cultural Resources Monitoring and Mitigation Plan (Monitoring Plan); the protection of all unevaluated and NRHP- and CRHR-eligible resources; the facilitation of construction crew cultural sensitivity training; and the implementation of the appropriate measures if human remains are discovered onsite. It was determined that with the implementation of the above mitigation measures, impacts associated with the proposed Project would be reduced to less than significant levels.

Although Alternative 2 and the proposed Project would implement mitigation measures, Alternative 2 would result in greater impacts to cultural resources compared to the proposed Project, since the Originally Approved Project (Alternative 2) would develop approximately 354.8 acres more than the

proposed Project, including areas within the MMRD, where cultural resources were found. Therefore, since Alternative 2 would develop in areas where cultural resources were discovered during cultural resources studies completed in 2007 and 2017, development of Alternative 2 would result in significant and unavoidable impacts. Conversely, the proposed Project mitigated the potential of disturbing these discovered cultural resources by reducing its development area from 909 acres to 554.8 acres. This reduction in Project development acreage ensures that cultural resources identified within the Project site are avoided.

Energy Resources

Alternative 2 proposes a project with increased intensities and densities, constructing approximately 909 acres, compared to the proposed Project, which would develop approximately 554.8 acres of the overall 855-acre site (approximately 354.8 acres less than the Alternative 2). Specifically, Alternative 2 proposes up 1,100 more homes than the proposed Project, 400 more resort/hotel rooms, and two golf courses. Therefore, Alternative 2 would consume double the energy via electricity, natural gas, and petroleum during construction and operation of the site, compared to the proposed Project, due to the increased intensity and land use area that would be disturbed.

Both Alternative 2 and the proposed project would result in short-term energy consumption related to construction activities during development of the property. Construction-related energy use would include the consumption of electricity for tools and power required for constriction trailers. Petroleum fuels, such as gasoline and diesel, would also be required during construction for the operation of machines, large equipment, and employee vehicle trips. Natural gas would not be required during construction activities. As determined in **Section 4.6, *Energy Resources***, of this Draft EIR, the use of electricity and petroleum during the proposed project buildout would not be excessive, or unnecessary, and would cease at the conclusion of construction. Alternative 2 is proposing the development of approximately 354.8 acres more (almost double) than the proposed Project. Therefore, construction of Alternative 2 would take longer than development of the proposed Project, and consumption of electricity and petroleum would be greater compared to the proposed Project. However, construction of the proposed Project or Alternative 2 would not result in excessive consumption of energy and would cease at the end of construction.

The operation of the No Project / Originally Approved Specific Plan Alternative and the proposed Project would result in an increase of energy demand, via electricity, natural gas, and petroleum. However, as determined in **Section 4.6, *Energy Resources***, of this Draft EIR, the use of energy during the proposed Project operations would not be excessive, or unnecessary. Since Alternative 2 proposes an increased density and intensity of the site, including 1,100 more residential homes, 400 more hotel rooms, and two golf courses, the No Project / Originally Approved Specific Plan Alternative would result in more consumption of energy resources (approximately double), compared to the proposed Project. With the compliance of State building standards, both Alternative 2 and the proposed Project would not result in the excessive or unnecessary consumption of energy.

Geology and Soils

Under Alternative 2, the proposed structures would be developed to the most current State and local standards regarding impacts from seismic events. Areas adjacent to the slopes of the Coral Mountain (north) and Martinez Rockslide (south) would be developed as golf course uses to act as a buffer and separate the proposed habitable structures from the slopes. Therefore, habitable structures would not be significantly impacted by landslides and rockfalls. No septic systems would be proposed as a part of Alternative 2. The potential for impacts related to loss of topsoil, sedimentation, erosion, and landform alterations associated with the construction of the site is anticipated to be less than significant, after the approval of grading and site plans by the City of La Quinta.

Mitigation required for the development of Alternative 2 would include constructing structures to the standards of the latest edition of the California Building Code and Uniform Building Code; implementing measures established in the Geotechnical Evaluation; conducting rockfall hazard, and soil analyses; and protecting paleontological resources. These mitigation measures are to be implemented in order to reduce Alternative 2's impacts to less than significant. The listed mitigation measures are required for the development of the proposed Project.

The implementation of the mitigation measures would reduce impacts to geology and soils to less than significant for both Alternative 2 and the proposed Project. Neither would result in a significant and unavoidable impact.

Greenhouse Gas Emissions

Similar to air quality emissions, construction implementation of Alternative 2 under the originally approved Specific Plan would involve a relatively larger area of disturbance and scope of facilities that would translate to higher construction-related GHG emission levels than those estimated for the proposed project. This can be explained by a potentially longer construction duration and larger scale of activities involving the increased operation of equipment and vehicles for site preparation, grading, building construction, paving, and architectural coating. Moreover, based on the Alternative 2 scope with roughly double the amount of dwelling units (2,300 units under Alternative 2 versus 1,200 units under the proposed Project), and associated resort facilities that represent a more intense use, the combined operational GHG emissions, including those linked to energy, mobile, waste, and water usage sources, would be doubled compared to the proposed Project, translating to potentially significant and unavoidable impacts at build-out of this Alternative.

Hazards and Hazardous Materials

During construction and operation of the site, Alternative 2 would introduce potentially new hazardous materials related to construction activities or operational activities. Although Alternative 2 would utilize hazardous materials at the site, the use of hazardous materials would not occur in large quantities during the construction of the project structures or in the operation of the property.

Hazardous materials would be handled and stored in compliance to manufacturer guidelines to ensure the safe use of the product. Additionally, the contractor will identify a controlled staging area within the project limits for storing materials and equipment, as required by a Strom Water Pollution Prevention Plan (SWPPP), if applicable. The handling of potentially hazardous materials on-site would continue to occur. There would be no uses onsite that would potentially create a hazardous risk to the public or environment or any activities that would inhibit any established hazard evacuation plan. Alternative 2 would implement safety procedures when using, handling, and storing hazardous materials. However, operation of Alternative 2 may result in the use and storage of hazardous materials associated with the resort/golf facilities for maintenance purposes. Therefore, as mitigation, Alternative 2 may be required to develop a Hazardous Materials Business Plan (HMBP) if the Alternative uses or stores hazardous materials beyond a capacity threshold established by the County of Riverside. The proposed Project is also required to implement this mitigation measure at the Project property if the Project uses or stores hazardous materials beyond a capacity threshold established by the County of Riverside. Therefore, with the implementation of the listed mitigation measure, the impacts of Alternative 2 and the proposed Project to hazards and hazardous materials would be less than significant.

The Project proposes a reduced intensity of the Project site, compared to Alternative 2, however, neither would result in significant and unavoidable impacts.

Hydrology and Water Quality

Implementation of Alternative 2 under the originally approved Specific Plan would involve ground disturbance on approximately 909 acres, which is greater than that of the proposed project. Engineering design for Alternative 2 would be required to comply with City standards for the on-site retention of stormwater runoff resulting from the 100-year storm event in a comparable manner to the proposed project. Flood protection from off-site drainage would be comparably required and implemented to the satisfaction of the City engineer and stakeholder agencies. Alternative 2 would be subject to the same regulatory requirements, permit coverages, and engineering design approvals as the proposed project. These would include the National Pollution Discharge Elimination System (NPDES) programs associated with construction and post-construction stormwater management and surface water quality standards; a Storm Water Pollution Prevention Plan (SWPPP) to obtain coverage under the State's NPDES Construction General Permit; and the development, approval, and implementation of a Water Quality Management Plan (WQMP).

There is no aspect of Alternative 2 that would indicate any need for a deviation from the regulatory requirements and the associated stormwater controls. As discussed below under the Utilities and Service Systems heading, Alternative 2 would require more water to serve a higher number of dwelling units and associated facilities than those involved with the proposed project; however, this increase in water demands is not expected to substantially decrease groundwater supplies or interfere with groundwater recharge. After following the regulatory program requirements designed

specifically to prevent hydrologic, stormwater and surface water impairments, the impacts resulting from Alternative 2 would be similar to the proposed Project and less than significant.

Land Use and Planning

Neither Alternative 2 nor the proposed Project would divide an established community, due to its secluded location. However, Alternative 2 would be inconsistent with various City goals and policies, including those that promote the conservation of cultural resources (i.e., Policy CUL-1.2 in the LQGP). Accordingly, Alternative 2 is assumed to result in greater land use impacts than the proposed Project.

Noise

The construction phase impacts of Alternative 2 and the proposed Project are anticipated to be comparable. Similar to the proposed Project, operational noise from the Alternative 2 is not anticipated to be significant since Alternative 2 proposes uses similar to those in the surrounding area and was previously approved by the City of La Quinta. Additionally, on-site traffic noise would result in less than significant impacts due to the reduced traffic speeds within the community. Alternative 2 proposes an increased intensity, and thus, increased service population and vehicle traffic, compared to the proposed Project, this off-site noise impact would be likely be increased (doubled) by the operation of Alternative 2. Therefore, Alternative 2 is expected to result in greater noise impacts than the proposed Project.

Population and Housing

Both Alternative 2 and the proposed Project would result in the expansion of infrastructure including the expansion of Avenue 62, water infrastructure, and electricity infrastructure. Alternative 2 would extend Jefferson Street and Avenue 62 to provide access to the development, similarly to the proposed Project, as well as the construction of Madison Street, which would also create flood impacts due to the displacement of impoundment area against Dike No. 4. An electrical substation and water wells would be required to support Alternative 2 development. However, the capacity of the substation and the number of wells would be increased in Alternative 2, compared to the proposed Project, since Alternative 2 proposes an increased intensity of onsite land uses. Development of the substation and wells would be subject to review by IID and CVWD, respectively.

Additionally, Alternative 2 was approved by the City in 1995, therefore, increases in population, housing, and employment were already considered and accounted for (i.e., planned). Impacts would not be significant and unavoidable.

Due to the increased density and intensity proposed for Alternative 2, the No Project / Originally Approved Specific Plan Alternative would result in an increased population (2,201 more residents than the proposed Project), housing (approximately 1,100 more dwelling units compared to the proposed Project), and employment in the City of La Quinta, compared to the proposed Project.

However, both projects would result in less than significant impacts, and neither project would result in significant and unavoidable impacts.

Public Services

Development and operation of Alternative 2 would increase the demand for existing police services, fire services, emergency services, schools, public facilities, and parks within La Quinta. However, similar to the proposed Project, Alternative 2 would be required to comply with applicable laws and codes imposed by the City and Riverside County Fire Department (RCFD), and the applicant would be required to pay applicable Development Impact Fees supporting fire, police, and school facilities. These regulatory requirements would ensure impacts to public services are reduced to less than significant impacts.

Additionally, Alternative 2 would introduce up to 1,665 students to local schools, utilizing CVUSD's most current student generation rate.[1] Alternative 2 would generate approximately 798 more students than the proposed Project, which would generate 867 students. This increase may require additional facilities and staffing and therefore impacts are assumed to be greater than that of the proposed Project. Overall, Alternative 2 would result in increased impacts to public services compared to the proposed Project, due to its increased land use.

Recreation

Alternative 2 proposes recreational facilities including a 36-hole golf course, a tennis club, and private recreation in individual developments along with the development of 2,300 dwelling units, commercial uses on 10 acres, and a 500-room resort/hotel. Alternative 2's golf course and tennis club would encompass approximately 381.2 acres of the 909-acre site. The golf course and tennis club acreage does not account for additional recreational amenities the Alternative may include, such as neighborhood parks, public and private trails, etc.

Due to the various recreational facilities proposed for both Alternative 2 and the proposed Project, and their payment of Quimby and Development Impact Fees, their impacts on recreational resources are expected to be comparable.

Transportation

Alternative 2 proposes approximately twice the level of intensive land uses and increased densities, therefore, it can be concluded that transportation impacts generated from the Originally Approved Project Alternative would result in approximately twice the level of daily trips and impacts than the proposed project.

[1] As determined in **Section 4.14,** a majority Project property is located within CVUSD, however, a small portion is located in DSUSD. Since a majority of the site is located within CVUSD's boundary, and the generation rates are higher than DSUSD's, generating a more conservative number of students generated by Alternative 2.

Alternative 2 would be expected to result in nearly a doubling of impacts related to vehicle traffic during operational activities. Additionally, the Alternative 2 timeframe for construction would be expected to be increased. Alternative 2 includes increased improvements/impacts compared to those included in the proposed project. VMT is roughly but not directly associated with vehicle trips. Alternative 2, like the proposed Project, would provide limited but proportional employment and resort opportunities and VMT for Commercial Uses is anticipated to be similar to the proposed Project and not significant. Residential VMT for Alternative 2 is expected to exceed that of the Proposed Project and has the potential to be significant and unavoidable.

Compared to the proposed project, Alternative 2 would result in increased operational impacts as this Alternative would double the intensity of the project. The assumption can be made that Alternative 3 would result in increased impacts.

As determined in **Section 4.16**, the proposed Project will result in significant and unavoidable impacts related to vehicle miles traveled (VMT) in association with proposed Project residential uses.

Tribal Cultural Resources

Development of Alternative 2 would result in potentially significant impacts to tribal cultural resources without mitigation. Due to the cultural resources discovered onsite, and the history of the south La Quinta area in which the subject property is located, both Alternative 2 and the proposed Project would require the presence of a Cultural Resource Monitor during all ground-disturbing activities, and the development of an Avoidance Mitigation Plan. Additional mitigation measures include retaining a qualified archaeologist and compliance officer to carry out the mitigation measures required; implementing a Tribal Cultural Resources Monitoring and Mitigation Plan (Monitoring Plan); protecting all unevaluated and NRHP- and CRHR-eligible resources; providing cultural sensitivity training; and retaining an archaeological monitor would reduce the Project's impacts to less than significant.

Although Alternative 2 and the proposed Project would implement mitigation measures, Alternative 2 would result in greater impacts to cultural resources and Tribal cultural resources compared to the proposed Project, since the Originally Approved Project (Alternative 2) would develop approximately 354.8-acres more than the proposed Project, including areas within the MMRD. Therefore, since Alternative 2 would develop in areas where Tribal cultural resources could be found, resulting in significant and unavoidable impacts. Conversely, the proposed Project mitigated the potential of disturbing the Tribal cultural resources by reducing its development area from 909 acres to 554.8 acres. This reduction in Project development acreage ensures that Tribal cultural resources within the Project site are avoided.

Utilities and Service Systems

Water

Coachella Valley Water District (CVWD) would provide water to the site via existing water lines at the Avenue 62 and Monroe Street intersection, and the Madison Street Avenue 60 intersection. The subject property would connect to these existing water mains via underground pipes along the rights-of-way to provide domestic water to the site. An increase in the water supply to the area would be required during the construction and operation of the proposed uses.

As determined in **Section 4.18, *Utilities and Service Systems***, the proposed Project would represent 0.45 percent of CVWD's total projected Urban Water demand in 2040. However, in order to comply with CVWD standards, the proposed Project shall implement water conservation methods, including the installation of drought-tolerant landscaping, and water-efficient fixtures. Therefore, it was concluded that CVWD has adequate supply to support the proposed Project.

Alternative 2 would result in greater water demand than the proposed Project due to its increased land use size and intensity. Water demand to support the 500-room resort (400 more rooms than the proposed Project); the 2,300 residential dwelling units (1,100 more dwellings than the Project); and the 36-hole golf course (approximately 24 to 30 more holes than the Project) would result in a greater water consumption, compared to the proposed Project. However, similar to the proposed Project, Alternative 2 would be required to implement water conservation measures in order to reduce water consumption at the site. Similar to the Project, Alternative 2 would be required to develop a project-specific Water Supply Assessment/Water Supply Verification (WSA/WSV) would analyze water consumed during operation of Alternative 2 and determine whether CVWD has the supply and infrastructure to support the Alternative.

Alternative 2, like the proposed Project, would be required to construct onsite water tanks and booster stations to serve the site, as well as off-site water wells in compliance with CVWD guidelines and standards. The proposed Project requires one 600,000-gallon and 2,650,000-gallon water tank and five wells. The size of the water tanks and number of wells required for Alternative 2 would likely be increased, compared to the proposed Project, due to the increased property area proposed in Alternative 2. However, the onsite and offsite water infrastructure required for Alternative 2 and the proposed Project would be developed in compliance with CVWD’s existing standards and reviewed by CVWD as the responsible agency. For the above reasons, Alternative 2 would result in greater but comparable impacts to water supplies.

Wastewater

The proposed Project would result in the generation of 0.27 million gallons per day (mgd) of wastewater, which would be conveyed to Wastewater Replenishment Plant 4 (WRP-4). WRP-4 has a capacity of 9.5 mgd. The proposed Project would generate 2.7 percent of WRP-4’s capacity and result in less than significant impacts (see **Section 4.18**). Alternative 2 would generate more wastewater compared to the proposed Project, since Alternative 2 proposes an increased land use area and intensity. The 400 additional hotel rooms, 1,100 additional residential dwellings, and additional

commercial and recreational amenities would more than double the amount of wastewater produced by the site. However, even double the amount of the project-generated wastewater would be 0.52 mgd, which is approximately 5.5 percent of WRP-4's capacity.

Similar to the proposed Project, Alternative 2 would connect to existing CVWD sewer infrastructure located at the Avenue 62 and Monroe Street intersection (east). Alternative 2 would connect to the sewer infrastructure via underground pipes within the existing Avenue 62 right-of-way. For the above reasons, Alternative 2 would be more impactful with respect to wastewater resources but its impact would be comparable to the proposed Project.

Storm Water Drainage

Similar to the proposed Project, Alternative 2 would be designed to divert the off-site flows around the subject property and into the Groundwater Replenishment Facility.

Development of Alternative 2 would require bridge crossings via Avenue 62 and Jefferson Street, extending over Dike No. 4 and the Guadalupe Dike, respectively.

Similar to the proposed Project, Alternative 2 would also be required to assess onsite drainage flows from stormwater runoff. The Project proposes to convey onsite stormwater via underground storm drains and catch basins to two onsite surface basins located at the east end of the property. The facilities and basins are sized and located to handle the controlling 100-year storm event volume. Onsite stormwater drainage facilities for Alternative 2 would be designed to convey onsite runoff to handle the controlling 100-year storm event.

Alternative 2 and the proposed Project would each result in less than significant impacts to drainage with the implementation of project design features and their hydrological and public utilities impacts are comparable.

Solid Waste

The development of Alternative 2 and the proposed Project buildings would require solid waste services to remove waste produced by construction activities. Cal Green standards applies to all cities in California, and mandates that all new building construction develop a waste management plan that includes diversion of at least 50% of construction and demolition material from landfills, through recycling and/or reuse. Alternative 2 and the proposed Project would be required to comply with Cal Green standards. Additionally, construction waste generated at the subject site would cease at its completion.

Compared to the proposed Project, Alternative 2 would generate more solid waste due to its increased land use intensity; however, neither projects would result in significant impacts to solid waste facilities and their solid waste impacts would therefore be comparable.

Electricity

Alternative 2 would result in more electricity consumption than the proposed Project, primarily because of the increase of project intensity, and a new substation would still be required to support electricity demand in light of projected growth within IID's service area. Because the level of development contemplated under both proposed Project and Alternative 2 are accounted for in IID's service area growth projections, their impacts would be comparable.

Natural Gas

Alternative 2 and the proposed Project would be required to connect to existing Southern California Gas Company infrastructure to provide natural gas to the subject property. Existing underground natural gas lines are located near the subject property along Avenue 58 and Madison Street, north and northeast of the subject property, respectively. Neither Alternative 2 nor the proposed Project are anticipated to require or result in the relocation or construction of new natural gas facilities which could result in significant environmental effects. As such, the utilities impacts of Alternative 2 are comparable.

Telecommunications

Both Alternative 2 and the proposed Project would be required to connect to existing infrastructure, either by Frontier or Charter to provide telecommunication services to the subject property. Additional infrastructure is not required for Alternative 2 or the proposed Project. Both Alternative 2 and the proposed Project would result in less than significant impacts to telecommunication services and their impacts are therefore comparable.

Wildfire

Alternative 2 would not be significantly impacted by wildfire in the area. Although the subject property lies adjacent to the Santa Rosa Mountains, wildfire risk in this area is not considered significant by the City of La Quinta because the Santa Rosa Mountains do not support dense vegetative growth.

The occurrence of a wildfire at the subject property is not anticipated to occur since the likelihood of a wildfire is small in the City. A Fire Master Plan (FMP) and Addendum FMP were conducted for the Project to analyze the fire impacts at the site and evaluate adequate fire and emergency services, evacuation, and response during partial and full buildout of the Project. Per the FMP and Addendum FMP, the proposed Project would maintain a landscaped strip adjacent to conservation areas as defensible space; develop two water reservoirs and booster stations to CVWD standards to provide water to the area; implement construction standards 5A, Type V-A, level building standards, for Phase I construction only; provide adequate space for a diesel fueled standby generators in a recessed concrete structure by the booster pumps, designed to CVWD standards; and provide developer plans showing fire system connections and information on the type of fire system that is being installed for the development, to be submitted to and reviewed by CVWD. Impacts of wildfires were determined

to be less than significant. Alternative 2 would be required to implement the above to ensure wildfire impacts are less than significant. Alternative 2 would be subject to review by the Fire Department to ensure adequate emergency access to the site, and adequate facilities are provided onsite.

Alternative 2 and the proposed Project are, therefore anticipated to result in comparable and less than significant wildfire impacts.

Relationship to Project Objectives

The following Project objectives would not be achieved by Alternative 2 to the same degree as the Project:

- To preserve or mitigate impacts to sensitive biological resources in a manner consistent with current Federal, State and local requirements.
- To develop a project that will generate a sustainable, diversified increase to the City's tax revenue stream, resulting in a project that is economically successful for the City as well as the master developer.
- Provide for the protection of the health, safety, and welfare of the community and environs from flooding and hydrological hazards.

7.3.3 Alternative 3 – Phase 1 (A and B) Only

Phase 1 Only Alternative ("Alternative 3") would develop Phase 1 (A and B) of the subject property, which includes 604 residential dwelling units on approximately 243.4 acres, a resort/golf facility on approximately 46.2 acres, open space recreational on approximately 35.5 acres, and open space natural uses on approximately 301.2 acres. Development of Alternative 3 would include the westerly extension of Avenue 62. However, this Alternative would not develop the southerly extension of Jefferson Street. The proposed land uses for Alternative 3 are provided in the table below and illustrated in **Exhibit 7-2** and **7-3**.

Implementation of Alternative 3 would include a 46.2-acre resort/golf use, which would develop a golf training/practice facility with clubhouse and banquet facilities. Alternative 3 would require a General Plan Amendment and Zone Change to allow the land use and zoning changes, similar to the proposed Project. A comparative analysis of impacts for Alternative 3 is provided below:

Aesthetics

Development of Alternative 3 would result in changes to the visual character of the subject property. However, aesthetic impacts on surrounding lands from development of Alternative 3 would be roughly equivalent to those associated with the proposed Project. No upslope development will occur. To the east, Dike No. 4 obscures views of the subject property from lands farther east, and results in impacts that are essentially the same for the proposed Project.

As determined in **Section 4.1, *Aesthetics,*** in the Draft EIR, the proposed Project would not result in significant impacts to aesthetic resources, including scenic vistas, visual character, or state scenic highways and mitigation would not be required. The proposed Project would adhere to City standards and regulations regarding building heights and setbacks, which operate to protect the scenic vistas. Additionally, lighting fixtures utilized for the proposed project would remain consistent with the City standards, as determined in **Section 4.1, *Aesthetics***.

Alternative 3 would result in a reduced density property (only developing Phase 1 of the Project property). Similar to the proposed Project, these facilities would be required to be developed to the aesthetic standards of the City and the Travertine Specific Plan Amendment, which would act to govern the development standards and design guidelines of the subject property.

Therefore, Alternative 3 would result in similar and reduced impacts compared to the proposed Project.

Agricultural Resources

As with the proposed Project discussed in **Section 4.2, *Agricultural Resources***, Alternative 3 would not result in significant impacts to lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and is consistent with the LESA analysis (**Appendix B.2**). Additionally, the Alternative 3 project would not impact Williamson Act Contract lands, forest land, timberland, or timberland zoned Timberland Production lands. Therefore, consistent with the findings in **Section 4.2, *Agricultural Resources***, and the existing land use and zoning designations for the site, impacts associated with Alternative 3 would be essentially the same as for the proposed Project.

Air Quality

Implementation of Alternative 3 would involve a reduced number of residential units compared to the proposed project. Although air quality emission increases or decreases are not linear, a relatively smaller area of disturbance and scope of facilities under Alternative 3 would translate to foreseeably lower construction-related emission levels by half compared to the levels estimated for the proposed Project. This can be explained by a potentially shorter construction duration and smaller scale of activities involving the reduced operation of equipment and vehicles for site preparation, grading, building construction, paving, and architectural coating. Moreover, based on the smaller number of dwelling units (600 units under Alternative 3 versus 1,200 under the proposed Project) and associated resort facilities that represent a less intense use, the combined operational emissions, including those linked to mobile sources and consumer products, would also be relatively lower by approximately 50 percent compared to the proposed Project, leading to potentially less than significant impacts at build-out.

Biological Resources

Alternative 3 would result in a reduced density project, occupying only 628.6 acres (compared to the proposed 855 acres), and developing approximately 327.4 acres compared to the 553 acres proposed Project would not be developed under Alternative 3. Therefore, the permanent impact of approximately 16.39 acres of jurisdictional waters (approximately 18 percent less than the proposed Project), and 1.27 acres of desert dry wash woodland (approximately 2.27 percent less than the proposed Project) in the northern portion of the Project would not be impacted by Alternative 3. Alternative 3 would also avoid the temporary impact of 12.15 acres of jurisdictional waters. The Phase 1 Only Alternative would result in lesser impacts to biological resources relative to the proposed Project.

Cultural Resources

Per the conclusions in **Section 4.5, *Cultural Resources,*** of this Draft EIR, cultural resources were discovered near and within the subject property, including the Martinez Mountain Rockslide District (MMRD). Due to the findings of existing cultural resources onsite, it is possible that cultural resources exist below the ground surface. Although both Alternative 3 and the proposed Project would implement mitigation measures to reduce impacts to cultural resources to less than significant, Alternative 3 would result in less impacts compared to the proposed Project, since it would develop a smaller portion (approximately 226.4 acres less or a quarter) of the proposed Project.

Energy Resources

Both Alternative 3 and the proposed project would result in short-term energy consumption related to construction activities during development of the property. Construction-related energy use would include the consumption of electricity for tools and power required for constriction trailers. According to **Section 4.6, *Energy Resources,*** the proposed Project would consume approximately 191,088.1 kWh of electricity during construction of the Project site, including electricity consumed during the development of the off-site utility field. Utilizing the CalEEMod modelling prepared for the proposed Project, it can be calculated that Alternative 3 would consume approximately 94,736.3 kWh during construction of the Alternative.[2] Alternative 3 would consume approximately half of the electricity compared to the proposed Project.

Petroleum fuels, such as gasoline and diesel, would also be required during construction for the operation of machines, large equipment, and employee vehicle trips. As determined in **Section 4.6,** the proposed Project would consume approximately 2,963,234.8 gallons of diesel fuel and 147,652.6 gallons of gasoline. Using the CalEEMod modelling prepared for the proposed Project, it can be calculated that Alternative 3 would consume approximately 2,342,416.7 gallons to diesel and 81,274

[2] Assuming that 3 offsite wells would be constructed instead of 5. This calculation uses the Phase A Grading Activities, Substation Construction, Well Construction, and Physical Construction of Phase 1.

gallons of gasoline during construction. Alternative 3 would consume less petroleum compared to the proposed Project.

Natural gas would not be required during construction activities. However, as determined in **Section 4.6** of this Draft EIR, the use of electricity and petroleum during the proposed project buildout would not be excessive, or unnecessary, and would cease at the conclusion of construction.

The operation of Alternative 3 and the proposed Project would result in an increase of energy demand, via electricity, natural gas, and petroleum.

As determined in **Section 4.6,** the proposed Project would consume approximately 12,987,903 kWh of electricity annually and 43,474,439 kBTU of natural gas annually. Alternative 3 proposes to develop approximately half of the residential uses (i.e., 604 residential units compared to the 1,200 residential units proposed for the Project), and half of the resort uses (i.e., 46.2 acres compared to the 84.5 acres proposed for the Project). Therefore, Alternative 3 would consume approximately half of the electricity and natural gas consumed compared to the proposed Project.

Utilizing the same methodologies used to calculate electricity and natural gas consumption, Alternative 3 would consume approximately half of the amount of petroleum annually during operation compared to the proposed Project.

However, as determined in **Section 4.6**, the use of energy during the proposed Project operations would not be excessive, or unnecessary. Since Alternative 3 proposes a reduced density and intensity of the site, Alternative 3 would result in less consumption of energy resources, compared to the proposed Project. Additionally, both Alternative 3 and the proposed Project would be required to implement design features in compliance with Title 24 and CALGreen requirements related to energy efficiency.

The proposed Project is required to develop an off-site substation to serve the Project property. The substation would be developed during phase 1 of Project construction. Under Alternative 3, the subject site would still be required to develop an off-site substation. The substation would be constructed to IID standards, and as determined in **Section 4.6,** the proposed development of the substation would not result in the excessive, unnecessary, or wasteful use of energy resources.

As previously stated, Alternative 3 and the proposed Project would result in an increase of energy demand in the area, due to the proposed construction and operation of the residential and resort uses. However, neither project would not result in significant impacts regarding energy resources, and mitigation is not required. Accordingly, Alternative 3 would result in lesser but comparable impacts relative to the proposed Project.

Geology and Soils

Similar to the proposed Project, structures proposed in Alternative 3 would be required to be developed to the most current State and local standards regarding impacts from seismic events. The

proposed structures would not be located adjacent to the slopes of the Santa Rosa Mountains, and are not anticipated to be impacted by rockfalls or landslides. No septic systems are proposed. The potential for impacts related to loss of topsoil, sedimentation, erosion, and landform alterations associated with the construction of the site is anticipated to be less than significant.

Mitigation required for the development of Alternative 3 would include constructing structures to the standards of the latest edition of the California Building Code and Uniform Building Code; implementing measure established in the Geotechnical Evaluation; conducting rockfall hazard and soil analyses; and protecting paleontological resources. These mitigation measures are to be implemented in order to reduce Alternative 3's impacts to less than significant. The listed mitigation measures would also be required for the development of the proposed Project, which would develop 1,200 residential dwelling units, a 100-room resort, associated resort amenities, and a golf club and practice facility.

The implementation of the mitigation measures would reduce impacts to geology and soils to less than significant for both Alternative 3 and the proposed Project. Neither would result in a significant and unavoidable impact. Accordingly, the geology and soils impacts of Alternative 3 and the proposed Project are comparable.

Greenhouse Gas Emissions

Similar to air quality emissions, construction implementation of Alternative 3 with a reduced number of dwelling units would involve a relatively smaller area of disturbance and scope of facilities that would translate to lower construction-related GHG emission levels by half compared to the levels estimated for the proposed Project. This can be explained by a potentially shorter construction duration and smaller scale of activities involving the reduced operation of equipment and vehicles for site preparation, grading, building construction, paving, and architectural coating. Moreover, based on the smaller number of dwelling units (600 units under Alternative 3 versus 1,200 under the proposed Project) and using a similar measure of per capita GHG efficiency, the combined operational GHG emissions, including those linked to energy, mobile, waste, and water usage sources, would also be relatively lower by half compared to the proposed Project, translating to potentially less than significant impacts at build-out. The construction and operation of up to 600 dwelling units may still exceed the screening measure of 3,000 MTCO2e per year that usually rates smaller projects. This is in reference to regional studies, like the Riverside County Transportation Analysis Guidelines, which have found that it takes approximately 110 dwelling units to produce the above-noted screening quantity. Accordingly, Alternative 3 would result in lesser GHG emissions than the proposed Project.

Hazards and Hazardous Materials

Alternative 3 would introduce hazardous materials related to construction or operational activities during development and operation of the subject site. Although Alternative 3 would utilize hazardous materials at the subject property, the use of hazardous materials would not occur in large quantities

during construction or operation of Alternative 3. Hazardous materials would be handled and stored in compliance with manufacturer guidelines to ensure the safe use of the product. Additionally, the contractor will identify a controlled staging area within the project limits for storing materials and equipment, as required by a Strom Water Pollution Prevention Plan (SWPPP) (**Mitigation Measure HAZ-4**). By complying with these mitigation measures and standard requirements (i.e., implementing a SWPPP and complying with manufacturer guidelines) during construction, Alternative 3 would not create a hazardous risk to the public or environment.

As stated in **Section 4.9** of this Draft EIR, I proposed Project is also required to implement a HMBP as mitigation if the Project uses or stores hazardous materials beyond a capacity threshold established by the County of Riverside (**Mitigation Measures HAZ-5** and **-6**). Therefore, with the implementation of the mitigation measures, the impacts of Alternative 3 and the proposed Project to hazards and hazardous materials would be less than significant. For the above reasons, hazards and hazardous materials impacts of Alternative 3 are comparable to the proposed Project.

Hydrology and Water Quality

Implementation of Alternative 3 would involve a smaller area of disturbance for site clearing, grading, and construction, than that of the proposed Project. Engineering design for Alternative 3 would be required to comply with City standards for the on-site retention of stormwater runoff resulting from the 100-year storm event in a comparable manner to the proposed Project. Flood protection from off-site drainage would be comparably required and implemented to the satisfaction of the City engineer and stakeholder agencies. Alternative 3 would be subject to the same regulatory requirements, permit coverages, and engineering design approvals as the proposed Project. These would include the National Pollution Discharge Elimination System (NPDES) programs associated with construction and post-construction stormwater management and surface water quality standards; a Storm Water Pollution Prevention Plan (SWPPP) to obtain coverage under the State's NPDES Construction General Permit; and the development, approval, and implementation of a Water Quality Management Plan (WQMP).

The impacts resulting from Alternative 3 would be comparable to the proposed Project.

Land Use and Planning

Alternative 3 proposes a reduced intensity community, compared to the proposed Project. Like the proposed Project, none of these entitlements would result in any conflicts with or significant impacts to any land use plan, policy or regulation (see **Section 4.11**).

Alternative 3 would have comparable impacts on land use as compared to the proposed Project.

Noise

The construction phase impacts of Alternative 3 and the proposed Project are anticipated to be comparable. Similar to the proposed Project, operational noise from the Alternative 3 is not

anticipated to be significant since Alternative 3 proposes uses similar to those in the surrounding area. Additionally, on-site traffic noise would result in less than significant impacts due to the low vehicle speeds proposed in residential and resort neighborhoods. However, as determined in **Section 4.12, *Noise***, the proposed Project would result in the increase of off-site traffic noise on the Avenue 62 Segment, east of the subject property (south of the Trilogy residential and golf community). However, this increase results in less than significant impacts. Alternative 3 proposes a reduced intensity compared to the proposed Project, removing approximately 227.4 acres from development to include 596 residential units, the resort facility with 100 keys, and multiple open space recreational uses. It is likely that the removal of these uses would result in the reduction of the offsite traffic noise to less than significant levels. Therefore, the proposed Project and Alternative 3 would result in less than significant impacts.

Compared to the proposed Project, the Alternative 3 would produce less offsite noise impacts due to the reduced land use intensity proposed.

Population and Housing

The subject property is currently vacant and does not provide housing to the City of La Quinta. Alternative 3 proposes the development of 604 dwelling units on the subject property.

Utilizing the average household size of 2.37 (Department of Finance), the population anticipated from Alternative 3 would equate to 1,422 new residents. The proposed Project would introduce 1,200 residential dwelling units, and result in 3,250 residents (based on the VMT Evaluation provided by Urban Crossroads in **Appendix M.2**). Both Alternative 3 and the proposed Project's increase in residents are below the projected 2035 and 2040 population forecasts of 46,297 and 47,700 people, respectively. Alternative 3 would result in less residential housing compared to the proposed Project.

The approximately 46.2-acre resort/golf portion of Alternative 3 would result in employment opportunities at the subject property. However, Alternative 3 would not develop the resort/spa facility proposed for the Project. The Project's resort/spa would include 100 rooms, spa and wellness center, and additional amenities, resulting in employment opportunities in the City.

Both Alternative 3 and the proposed Project would result in the expansion of infrastructure including the expansion of Avenue 62, water infrastructure, sewer lines, and electricity infrastructure (including an offsite substation). Similar to the proposed Project, Alternative 3 would extend Avenue 62 westward to provide access to the development. However, Alternative 3 would not extend Jefferson Street south to the subject property. An offsite electrical substation would be required to support Alternative 3 development, as well as the development of wells. However, the capacity of the substation and the number of wells would be decreased for Alternative 3, compared to the proposed Project, since Alternative 3 proposes a decreased intensity. Development of the wells and substation would be subject to review by CVWD and IID, respectively.

Due to Alternative 3's decreased density and intensity proposed, the Phase 1 Only Alternative would result in less population (approximately 1,828 people), housing (596 less dwelling units), and employment in the City of La Quinta, compared to the proposed Project. However, both Alternative 3 and the proposed Project would result in less than significant impacts. Neither project would result in significant and unavoidable impacts and therefore their impacts are comparable.

Public Services

Alternative 3 would introduce residents and uses that would increase the use of the City of La Quinta's existing public services. Similar to the proposed Project, Alternative 3 would result in an increased demand in police, fire, and emergency services, and schools, public facilities, and parks. However, like the proposed Project, Alternative 3 would be required to comply with applicable laws and codes imposed by the City and Riverside County Fire Department, and the applicant would be required to pay applicable Development Impact Fees. These regulatory requirements would ensure impacts to public services are less than significant impacts.

Due to the subject property's location in the southern-most portion of La Quinta, the closest fire station is located approximately 4.0 miles north. Thus, RCFD indicated that the property may not be adequately served by fire protection services within the 5- to 7-minute response time, resulting in impacts to fire protective services. Thus, a Project-specific Fire Master Plan (FMP) and Addendum FMP was developed to analyze emergency access to the Project property and determine and implement strategies at the property to improve RCFD and CAL Fire operations and service delivery. The FMP includes safety measures such as approved emergency access points, roadway design standards for fire protection vehicles, minimum water quantity and pressure necessary for firefighting (see **Mitigation Measure PS-1**, in **Section 4.14, *Public Services***). The FMP allows the development to build 600 units and thereby avoid measures, such as the construction of a new fire station until the remaining residential units are built. The Addendum FMP evaluates full buildout of the Project (i.e., 1,200 residential units) and ensures adequate fire protection for the area through enhanced building construction standards, emergency power facilities for the booster stations, an area of refuge, access for emergency vehicles implementation of a community emergency response team, and HOA/community training for CPR and AED (see **Mitigation Measure PS-2** in **Section 4.14**).

In order to provide an acceptable level of service to the southern portion of La Quinta, which is experiencing development and increased service demands, the County Fire Department has preliminary plans for a future fire station to serve this portion of the City. The future fire station is proposed at the northeast corner of Monroe Street and Avenue 60. The response time from the new fire station to the Project property is approximately 6 minutes. Similar to the proposed Project, Alternative 3 will be required to provide the fair share portion of development fees for fire station funding.

The Project would be required to implement all applicable fire safety requirements, to include the installation of fire hydrants, and sprinkler systems. Moreover, the Project would be required to pay Development Impact Fees (DIF) in place at the time of construction which goes towards the funding of public facilities including but not limited to fire stations, park and recreation facilities, major thoroughfares and bridges and traffic signalization, public safety facilities and other public buildings. Based on the most recent population numbers provided by the Department of Finance (DOF), City's current population in 2022 is 37,860, thus resulting in the current ratio of 1.35 officers per 1,000 residents. Buildout of Alternative 3 could add approximately 1,828 new residents to the City, for a total of 39,688 residents. At current staffing levels, Alternative 3's added population would result in a city-wide ratio of 1.23 officers per resident, which exceeds the 1 per 1,000 generally acceptable ratio.

Alternative 3 would also introduce approximately 436 students to local schools, utilizing CVUSD's and DSUSD's most current student generation rates.[3] Alternative 3 would generate approximately 431 less students than the proposed Project, which would generate 867 students. Both Alternative 3 and the proposed Project would be required to pay school impact fees prior to the issuance of building permits. Payment of school impact fees by all new residential development projects is considered "full and complete school facilities mitigation" of any school impacts (Government Code Section 65996). Thus, both projects would result in less than significant impacts to schools.

Alternative 3 would result in reduced impacts to public services compared to the proposed Project, due to its reduced land use intensity. However, both Alternative 3 and the proposed Project will result in less than significant impacts with the payment of development fees and the implementation of mitigation measures and their public services impacts are comparable.

Recreation

Alternative 3 proposes the construction of 604 residential dwelling units, a resort/golf facility with clubhouse and golf training facility, and open space recreational uses. Compared to the proposed Project, Alternative 3 would result in less impacts to recreation, since the Phase 1 Only Alternative will develop a reduced project.

Chapter 13.48 of the La Quinta Municipal Code requires the provision of three (3) acres of parkland set aside for each 1,000 residents. In order to calculate the number of parkland acres required, the number of dwelling units in a new subdivision is multiplied by the average household size (based on the latest U.S. Census information). Per the U.S. Census, the average household size in La Quinta is 2.55 persons, which would result in a project-generated population of 1,540. Therefore, pursuant to the La Quinta Municipal Code, buildout of Alternative 3 would require a total of 4.62 acres of

[3] As determined in **Section 4.14,** a majority Project property is located within CVUSD, however, a small portion is located in DSUSD. In this analysis, it was assumed that 6 units would be located within DSUSD's boundary (similar to the proposed Project) and 598 units would be located within CVUSD's boundaries.

parkland. Alternative 3 proposes 46.2 acres of recreational uses, therefore, is compliant with the City's standard.

The proposed Project would develop a golf clubhouse and practice facility, and open space uses, including a recreational hiking trail. Both Alternative 3 and the proposed Project would result in the use of recreational facilities in the City, as a result of an increased population, however, this increase will be nominal since both Alternative 3 and the Project proposes multiple recreational amenities. The residents will likely utilize the recreational amenities provided by the projects, therefore, reducing impacts to public recreational facilities. Both the proposed Project and Alternative 3 would also be required to pay Quimby Act and City Development Impact Fees in order to reduce impacts to public recreational facilities. Therefore, both the proposed Project and Alternative 3 would result in less than significant impacts, and neither projects would result in significant and unavoidable impacts.

Transportation

The Phase 1 Only Alternative 3 proposes the construction and operation of half of the proposed Project.

Compared to the proposed project, Alternative 3 would result in less than significant operational impacts as this Alternative would essentially reduce the intensity of the project by half. Alternative 3 is analyzed in the TIA as Phase 1 (2026).

Compared to the proposed project, Alternative 3 would result in less than significant impacts because this Alternative would effectively reduce the intensity of the project by half. Impacts related to Residential and Non-Residential VMT are also expected to be reduced based on the reduced intensity of Alternative 3. VMT is roughly but not directly associated with ADT, however Alternative 3, like the proposed Project, would not provide traditional commercial services to serve residents. Therefore, the residential VMT is not expected to exceed that of the proposed Project, however impacts may still be significant.

As determined in **Section 4.16**, the proposed Project will result in significant and unavoidable impacts related to vehicle miles traveled (VMT) in association with proposed Project residential uses. Approval of the proposed Project will require the adoption of a statement of overriding consideration due to Project VMTs. Alternative 3 would have less impacts on transportation and VMT as compared to the proposed Project.

Tribal Cultural Resources

Without mitigation implemented, Alternative 3 would result in impacts to tribal cultural resources, similar to the proposed Project. Although the proposed project would implement the same mitigation to reduce impacts to Tribal cultural resources to less than significant, Alternative 3 would result in less impacts than the proposed Project, since Alternative 3 would develop a smaller portion (approximately 226.4 acres less or a quarter) of the proposed Project.

Utilities and Service Systems

Compared to the proposed Project, Alternative 3 would result in less impacts to utilities due to the reduced impact and land use intensity of Alternative 3 (developing approximately 227.4 acres less than the proposed Project). However, neither would have a significant impact and therefore impacts are comparable.

Water

Water services would be supplied to the subject property by CVWD via existing water lines at the Avenue 62 and Monroe Street intersection, and the Madison Street and Avenue 60 intersection. The subject property would connect to these existing water mains via underground pipes along the rights-of-way to provide domestic water to the site. Development of Alternative 3 or the proposed Project would result in an increase in water supply to the area during the construction and operation of the proposed uses.

As determined in **Section 4.18, *Utilities and Service Systems***, the proposed Project would result in less than 1.09 percent of CVWD's water supply in 2020, and less than 0.64 percent of CVWD's water supply in 2035. However, in order to comply with CVWD standards, the proposed Project shall implement water conservation methods, including the installation of drought-tolerant landscaping, and water-efficient fixtures. Therefore, it was concluded that CVWD has adequate supply to support the proposed Project. Alternative 3 would result in a reduced water demand than the proposed Project due to its reduced land use size and intensity (decreasing the residential units from 1,200 to 604 units and removing the 38.3-acre resort/spa use from development). The reduction of residential and resort uses onsite by half would result in a reduction of water consumption by half. Thus, Alternative 3 would consume approximately 433.74 acre-feet per year (AFY), compared to the proposed Project which would consume 867.47 AFY. However, similar to the proposed Project, Alternative 3 would be required to implement water efficient measures in order to conserve water at the site. As analyzed in **Section 4.18** and the Project-specific Water Supply Assessment/Water Supply Verification (WSA/WSV), CVWD has the water supply to support the proposed Project. Since Alternative 3 would consume less water than the proposed Project, it can be assumed that water could be served to the site during construction and operation of Alternative 3.

Alternative 3, like the proposed Project, would be required to construct onsite water tanks and booster stations to serve the site, as well as off-site water wells in compliance with CVWD guidelines and standards. The proposed Project requires one 600,000-gallon and 2,650,000-gallon water tank and five wells. The size of the water tanks and number of wells required for Alternative 3 would likely be reduced, compared to the proposed Project, due to the reduced development area proposed in Alternative 3. However, the onsite and offsite water infrastructure required for Alternative 3 and the proposed Project would be developed in compliance with CVWD's existing standards and reviewed

by CVWD as the responsible agency. For the above reasons, Alternative 3 and the proposed Project would result in comparable impacts to water supplies.

Wastewater

Alternative 3 would generate less wastewater compared to the proposed Project, since Alternative 3 proposes a reduced land use area and intensity. The reduced residential dwellings (604 instead of 1,200), and resort uses (46.2 out of 84.5 acres) would reduce wastewater generated by approximately half, from 0.26 mgd to 0.13 mgd. Similar to the proposed Project, Alternative 3 would connect to existing CVWD sewer infrastructure located at the Avenue 62 and Monroe Street intersection (east). Alternative 3 would connect to the sewer infrastructure via underground pipes within the existing Avenue 62 right-of-way. For the above reasons, Alternative 3 would be less impactful with respect to wastewater resources but its impacts would be comparable to the proposed Project.

Storm Water Drainage

Similar to the proposed Project, Alternative 3 would be designed to divert the off-site flows around the subject property and into the Groundwater replenishment Facility.

Development of Alternative 3 would require bridge crossings over Dike No. 4 via Avenue 62. Similar to the proposed Project, Alternative 3 would convey onsite stormwater via underground storm drains and catch basins to two onsite surface basins located at the east end of the property, in Planning Areas 18 and 19. The facilities and basins are sized and located to handle the controlling 100-year storm event volume, supporting build-out of the proposed Project. Alternative 3 and the proposed Project would each result in less than significant impacts to drainage with the implementation of project design features and their hydrological and public utilities impacts are comparable.

Solid Waste

The development of Alternative 3 and the proposed Project buildings would require solid waste services to remove waste produced by construction activities. Cal Green standards applies to all cities in California, and mandates that all new building construction develop a waste management plan that includes diversion of at least 50% of construction and demolition material from landfills, through recycling and/or reuse. Alternative 3 and the proposed Project would be required to comply with Cal Green standards. Additionally, construction waste produced by the subject property would cease after its completion.

Compared to the proposed Project, Alternative 3 would generate less solid waste due to its reduced land use intensity; however, neither projects would result in significant impacts to solid waste facilities and their solid waste impacts would therefore be comparable.

Electricity

Alternative 3 would result in less electricity consumption than the proposed Project primarily because of the reduction in dwelling units, but a new IID substation would still be required to support electricity demand in light of projected growth within IID's service area. Because the level of development contemplated under both proposed Project and Alternative 3 are accounted for in IID's service area growth projections, their impacts would be comparable.

Natural Gas

Alternative 3 and the proposed Project would be required to connect to existing Southern California Gas Company infrastructure to provide natural gas to the subject property. Existing underground natural gas lines are located near the subject property along Avenue 58 and Madison Street, north and northeast of the subject property, respectively. Neither Alternative 3 nor the proposed Project are anticipated to require or result in the relocation or construction of new natural gas facilities which could result in significant environmental effects. As such, the utilities impacts of Alternative 3 are comparable.

Telecommunications

Both Alternative 3 and the proposed Project would be required to connect to existing infrastructure, either by Frontier or Charter to provide telecommunication services to the subject property. Additional infrastructure is not required for Alternative 3 or the proposed Project. Both Alternative 3 and the proposed Project would result in less than significant impacts to telecommunication services and their impacts are therefore comparable.

Wildfire

Alternative 3 and the proposed Project would implement an evaluation plan and project design features to address wildfire risk and their impacts with respect to wildfire risk are comparable and less than significant.

Relationship to Project Objectives

While potentially significant impacts would be avoided with Alternative 3, the following project objectives would not be achieved to the same degree as the proposed Project with Alternative 3:

- To develop a mixed-use master planned community, to include varying housing densities and housing product types, with associated recreational amenities such as, and not limited to, trails and parklands.
- To facilitate the attainment of the City's Regional Housing Needs Allocation targets for new residential construction.

- To develop a project that will generate a sustainable, diversified increase to the City's tax revenue stream, resulting in a project that is economically successful for the City as well as the master developer.

7.4 Environmentally Superior Alternative

State CEQA Guidelines, Section 15126.6(e)(2) requires an EIR to identify an environmentally superior alternative among those evaluated in an EIR. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

A summary comparison of impacts associated with the project Alternatives is provided in **Table 7-4, *Comparison of Alternatives to Project***. As displayed in the table, the first row indicates the proposed project and alternatives, while the first column indicates the environmental topic. **Table 7-4** illustrates in tabular form the environmental impacts of the proposed project relative to Alternative 1, 2, and 3.

Of the Alternatives considered in this Draft EIR section, Alternative 1 (No Project/No Build) is environmentally superior to the other Alternatives because this Alternative would avoid the significant impacts identified for the Project. This Alternative also reduces the environmental impacts to the greatest degree as compared to the other alternatives.

Of the remaining alternatives, Alternative 3 (Phase 1 Only) would be the environmentally superior alternative because it would result in lesser impacts in a number of resource areas and would reduce or eliminate the significant and unavoidable impacts of the proposed Project relative to air quality and greenhouse gas emissions. Alternative 3 does not meet the to the same degree as the proposed project the objectives of facilitating the attainment of the City's Regional Housing Needs Allocation targets for new residential construction; or of developing a project that will generate a sustainable, diversified increase to the City's tax revenue stream, resulting in a project that is economically successful for the City as well as the master developer.

Table 7-5 Comparison of Alternatives and Project

Environmental Topic	Impacts of the Proposed Project	Alternative 1 No Project / No Build	Alternative 2 No Project / Originally Approved Specific Plan	Alternative 3 Phase 1 Only
Aesthetics	Less than Significant with Mitigation	Lesser but comparable – No Impact	Greater and comparable - Less than Significant with Mitigation	Similar and comparable – Less than Significant with Mitigation
Agricultural Resources	Less than Significant	Similar and comparable – Less than Significant	Similar and comparable – Less than Significant	Similar and comparable – Less than Significant
Air Quality	Significant and Unavoidable	Lesser – No Impact	Greater – Significant and Unavoidable	Lesser but comparable – Less than Significant
Biological Resources	Less than Significant with Mitigation	Lesser or comparable – No Impact	Greater but comparable – Less than Significant with Mitigation	Lesser but comparable – Less than Significant with Mitigation
Cultural Resources	Less than Significant with Mitigation	Lesser but comparable – No Impact	Greater – Significant and Unavoidable	Lesser but comparable – Less than Significant with Mitigation
Energy	Less than Significant with Mitigation	Lesser – No Impact	Greater – Less than Significant with Mitigation	Lesser but comparable – Less than Significant
Geology and Soils	Less than Significant with Mitigation	Lesser but comparable – No Impact	Similar and comparable – Less than Significant with Mitigation	Similar and comparable – Less than Significant with Mitigation
Greenhouse Gas	Significant and Unavoidable	Lesser – No Impact	Greater – Significant and Unavoidable	Lesser – Less than Significant
Hazards and Hazardous Materials	Less than Significant with Mitigation	Lesser but comparable – No Impact	Similar – Less than Significant with Mitigation	Similar and comparable – Less than Significant with Mitigation
Hydrology and Water Quality	Less than Significant with Mitigation	Lesser but comparable – No Impact	Greater – Less than Significant with Mitigation	Similar and comparable – Less than Significant
Land Use and Planning	Less than Significant with Mitigation	Comparable – Less than Significant with Mitigation	Greater – Less than Significant with Mitigation	Similar and comparable – Less than Significant with Mitigation
Noise	Less than Significant with Mitigation	Lesser – No Impact	Greater – Significant and Unavoidable	Lesser and comparable – Less than Significant with Mitigation
Population and Housing	Less than Significant	Comparable – No Impact	Similar and comparable – Less than Significant	Similar and comparable – Less than Significant
Public Services	Less than Significant with Mitigation	Lesser but comparable – No Impact	Greater – Less than Significant with Mitigation	Similar and comparable – Less than Significant with Mitigation

Recreation	Less than Significant	Lesser but comparable – No Impact	Similar and comparable – Less than Significant	Similar and comparable – Less than Significant
Transportation	Significant and Unavoidable	Lesser – No Impact	Greater – Significant and Unavoidable	Lesser – Less than Significant with Mitigation
Tribal Cultural Resources	Less than Significant with Mitigation	Lesser but comparable – No Impact	Greater – Significant and Unavoidable	Leser but comparable – Less than Significant with Mitigation
Utilities & Service Systems	Less than Significant	Lesser but comparable – No Impact	Greater – Less than Significant	Similar and comparable – Less than Significant
Wildfire	Less than Significant	Lesser but comparable – No Impact	Comparable – Less than Significant	Similar and comparable – Less than Significant

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Chapter 9.0 Glossary of Terms

AB	Assembly Bill
ABOP	Antifreeze, Batteries, Oil, Paint
ACBCI	Agua Caliente Band of Cahuilla Indians
ACHP	Advisory Council on Historic Preservation
ADI	Area of Direct Impacts
ADT	Average Daily Traffic
AFY	Acre-Feet per Year
AMM	Avoidance, Minimization and Mitigation
amsl	Above Mean Sea Level
APE	Area of Potential Effects
AQMP	Air Quality Management Plan
ASCE	American Society of Civil Engineers
ASTM	American Society of Testing and Materials
BA	Biological Assessment
BACM	Best Available Dust Control Measures
BLM	Bureau of Land Management
BMP	Best Management Practices
BO	Biological Opinion
BOR	Bureau of Reclamation
BTU	British Thermal Unit
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAC	Riverside County Agricultural Commissioner
CDNPA	California Desert Native Plants Act
CAFÉ	Corporate Average Fuel Economy
CALGreen	California's Green Building Standards
CalEPA	California Environmental Protection Agency

CalEEMod	California Emissions Estimator Model™
CAL FIRE	California Department of Forestry and Fire Protection
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Officers Association
CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CBC	California Building Code
CcC	Carrizo stony sand
CCR	California Code of Regulations
CDA	California Department of Agriculture
CdC	Carsitas gravelly sand
CDCA	California Desert Conservation Area
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CERP	Community Emissions Reduction Plan
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
cf	Cubic feet
CFGC	Californian Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	Methane
CHP	California Highway Patrol
CIP	Capital Improvement Program
CIRP	California Inventory of Rare and Endangered Plants
CIWMB	California Integrated Waste Management Board
CLOMR	Conditional Letter of Map Revision
CMA	Congestion Management Agency

CMP	Congestion Management Plan
CMS	Congestion Management System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNLM	Center for Natural Lands Management
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2e	Carbon dioxide equivalent
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit
CUPA	California Certified Unified Program Agencies
CVAG	Coachella Valley Association of Governments
CVCC	Coachella Valley Conservation Commission
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVSC	Coachella Valley Stormwater Channel
CVSIP	Coachella Valley PM10 State Implementation Plan
CVUSD	Coachella Valley Unified School District
CVWD	Coachella Valley Water District
CWA	Clean Water Act
CWA	Coachella Water Authority
cy	Cubic yards
DA	Development Agreement
dBA	A-weighted decibel
DEH	Riverside County Department of Environmental Health
DEIR	Draft Environmental Impact Report
DIF	Development Impact Fee
DMP	Drainage Master Plan
DOC	Department of Conservation
DOF	Department of Finance

DOSH	Division of Occupational Safety and Health
DPR	Department of Pesticide Regulation
DSUSD	Desert Sands Unified School District
DTSC	Department of Toxic Substances Control
DWA	Desert Water Agency
DWR	California Department of Water Resources
DWQ	Department of Water Quality
EA	Environmental Assessment
ECHO	Enforcement and Compliance History Online
ECV	Eastern Coachella Valley
ECVCP	Eastern Coachella Valley Community Plan
EIC	Eastern Information Center
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act of 2007
EMFAC	Emissions Factors Model
EO	Executive Order
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
EPO	Environmental Protection and Oversight Division
ESA	Environmental Site Assessment
ESA	Environmentally Sensitive Areas
EV	Electric Vehicle
EVA	Emergency Vehicle Access
FEMA	Federal Emergency Management Agency
FESA	Endangered Species Act
FHSZ	Fire Hazard Severity Zones
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map

FMP	Fire Master Plan
FMMP	Farmland Mapping and Monitoring Program
FRA	Federal Responsibility Area
FRAP	Fire and Resources Assessment Program
FTA	Federal Transit Administration
GCC	Global Climate Change
GHG	Greenhouse Gas
GIS	Geographic Information Systems
GO	General Order
GPA	General Plan Amendment
GPS	Global Positioning System
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GWh	Gigawatt Hours
HCP	Habitat Conservation Plans
HCFC	Hydrochlorofluorocarbons
HFC	Hydrofluorocarbons
HMBP	Hazardous Materials Business Plan Program
HMERT	Hazardous Materials Emergency Response Team
HMMP	Habitat Mitigation and Monitoring Plan
HOA	Homeowners Association
Hp	Horsepower
HSC	Health and Safety Code
HVAC	Heating Ventilation and Air Conditioning
Hz	Hertz
I-10	Interstate 10
IID	Imperial Irrigation District
IRP	Integrated Resource Plan
IRP	Inventory of Rare Plants
ISO	Independent System Operator

ITE	Institute of Transportation Engineers
IWA	Indio Water Authority
JD	Jurisdictional Delineation
JPR	Joint Project Review
kV	kiloVolt
LAQMP	Local Air Quality Management Plan
LCC	Land Capability Class
LE	Land Evaluation
LESA	Land Evaluation and Site Assessment
LDR	Low Density Residential
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
LOMAR	Letter of Map Revision
LOS	Level of Service
LQGP	La Quinta General Plan
LQMP	La Quinta Municipal Code
LRA	Local Responsibility Area
LSAA	Lake and Streambed Alteration Agreement
LSEV	Low-Speed Electric Vehicles
LST	Local Significance Threshold
LUST	Leaking Underground Storage Tank
MaB	Myoma fine sand
MBTA	Migratory Bird Treaty Act
mgd	Million Gallons Per Day
MMRD	Martinez Mountain Rockslide District
MMRP	Mitigation Monitoring and Reporting Program
MMT	Million Metric Tones
$MMTCO_2e$	Million Metric Tones of Carbon Dioxide emissions
MS4 Permit	Whitewater River Region Municipal Separate Storm Sewer System Permit
$MTCO_2e$	Metric Tones of Carbon Dioxide emissions

MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NAP	Not a Part (of Project)
NCCPA	Natural Community Conservation Planning Act
NEPA	National Environmental Policy Act
NEV	Neighborhood Electric Vehicles
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NIMS	National Incident Management System
NMA	Neighborhood Mobility Area
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
N_2O	Nitrous Oxide
NO_2	Nitrogen Dioxide
NOAA	National Oceanic and Atmosphere Administration
NOC	Notice of Completion
NOP	Notice of Preparation
NOT	Notice of Termination
NO_X	Nitrogen Oxide
NRHP	National Register of Historic Places
NSPS	New Source Performance Standards
NWPR	Navigable Waters Protection Rule
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHWM	Ordinary High Water Mark
OMP	Operations and Maintenance Plan

OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PA	Planning Area
Pb	Lead
PBS	Peninsular bighorn sheep
PDF	Project Design Feature
PEC/REC	Potential/Recognized Environmental Conditions
PERP	Portable Equipment Registration Program
PFC	perfluorocarbons
PFYC	Potential Fossil Yield Classification
PM_{10} / $PM_{2.5}$	Particulate Matter (10 Microns / 2.5 Microns)
PPV	Peak Particle Velocity
PRC	Public Resources Code
PWS	Public Water System
PV	Photovoltaic
RCDWR	Riverside County Department of Waste Resources
RCEM	Road Construction Emissions Model
RCFC&WCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCGP	Riverside County General Plan
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RCTC	Riverside County Transportation Commission
RFS	Renewable Fuel Standard
RHNA	Regional Housing Needs Allocation
RIVTAM	Riverside Transportation Analysis Model
RMS	Root Mean Squared
RO	Rock Outcrop
ROG	Reactive Organic Gas
ROW	Right-of-Way

RPW	Relatively Permanent Waters
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RU	Rubble Land
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SDWA	Safe Drinking Water Act
SED	Socioeconomic data
SEMS	Standardized Emergency Manamgent System
SF	Square Feet
SF_6	Sulfur Hexafluoride
SFHA	Special Flood Hazard Areas
SGMA	Sustainable Groundwater Management Act
SHMA	Seismic Hazards Mapping Act
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SMP	Soil Management Plan
SO_2	Sulfur Dioxide
SOI	Sphere of Influence
SoCalGas	Southern California Gas Company (The Gas Company)
SOX	Sulfur Oxides
SP	Specific Plan
SPA	Specific Plan Amendment
SRA	Source Receptor Areas
SRA	State Responsibility Area

SRSJM	Santa Rosa San Jacinto Mountain
SSAB	Salton Sea Air Basin
SSC	Species of Special Concern
SSMP	Sanitary Sewer Management Plan
STC	Sound Transmission Class
SWGP	Stormwater Grant Program
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWRP	Stormwater Resource Plan
TAZ	Traffic Analysis Zone
TCR	Tribal Cultural Resources
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
THPO	Tribal Historic Preservation Officer
TMDCI	Torres Martinez Desert Cahuilla Indians
TNW	Traditional Navigable Waters
tpd	Tons per day
TRI	Toxics Release Inventory
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
UBC	Uniform Building Code
UWMP	Urban Water Management Plan
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMPA	Urban Water Management Planning Act
VHFSZ	Very High Fire Severity Zone

VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VPH	Vehicle per hour
VRM	Visual Resource Management
WDR	Waste Discharge Requirements
WEAP	Worker Environmental Awareness Program (WEAP)
WL	State Watch List
WOTUS	Waters of the United States
WQMP	Water Quality Management Plan
WRPs	Water Reclamation Plants
WSA	Water Supply Assessment
WSV	Water Supply Verification
WUI	Wildland Urban Interface
ZC	Zone Change
ZOI	Zone of Influence