# CORAL MOUNTAIN RESORT

## DRAFT EIR

## SCH# 2021020310

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# Chapter 1.0 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 Environmental Impact Report (EIR) Executive Summary shall: 1) contain a brief summary of the proposed action; 2) identify each significant effect with proposed mitigation measures that would reduce or avoid that effect; 3) identify alternatives that were designed to reduce or avoid identified significant effects; 4) identify areas of controversy known to the Lead Agency including issues raised by agencies and the public; and 5), identify issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

## 1.2 Summary of the Proposed Action

### 1.2.1 Proposed Project

#### Existing Conditions

The project site encompasses approximately 929 acres in the southeastern portion of the City of La Quinta, established as "Andalusia at Coral Mountain Specific Plan 03-067" (SP 03-067). SP 03-067 occupies the area south of Avenue 58, north of Avenue 60, and east and west of Madison Street. The existing local area is characterized by developed golf course and residential communities to the north, west, east, and southeast, the Santa Rosa Mountains to the west and south, Monroe Street and vacant and agricultural lands to the east, and open space and the Coachella Valley Water District (CVWD) facilities (i.e., Dike No. 4 and percolation ponds) to the south. In addition to the Santa Rosa Mountains, a portion of Coral Mountain is situated within the southwest portion of the project property.

SP 03-067 is characterized by developed an undeveloped land separated by Madison Street. The area east of Madison Street encompasses the Andalusia Country Club property, and the area west of Madison Street is currently vacant. Andalusia Country Club is currently being developed and includes residential units, a clubhouse facility and golf course.

The approximately 386-acres west of Madison Street are primarily characterized by vacant and previously disturbed land with desert vegetation of varying heights and densities. The site has been subject to previous development and uses including agricultural and residential land uses, dirt roads and hiking trails. A historic period adobe house, residential and agricultural building remnants, along

with the concrete pads and footings are located near the center of this portion of the project area. The adobe residential use is abandoned and partially collapsed, and the residential and agricultural buildings have been previously demolished. The site has been cleared and graded of agricultural vegetation. **Exhibit 1-1, *Existing Site Conditions***, displays an aerial image of the project site's current condition.

As previously stated, the area east of Madison Street is partially developed as Andalusia Country Club, under Specific Plan 03-067. Andalusia Country Club, as previously stated, is being developed as a residential and golf community, and will not change as a result of the proposed project. Meanwhile, the project area west of Madison Street, is the subject of the General Plan Amendment, Zone Change, new Specific Plan, Tentative Tract Map, Site Development Permit, and Development Agreement proposed for the project and discussed in greater detail below. General Plan land use designations surrounding the Coral Mountain Resort project area include Open Space – Natural to the west and southwest and Low-Density Residential land uses to the north, south and east. Existing residential communities occur to the north, south, and east. Avenue 58 and residential properties define the project's northern boundary; Madison Street and the Andalusia community define the eastern boundary; Coral Mountain defines the property's southwestern boundary; and vacant land and residential properties define the southern and western boundaries.




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# EXISTING SITE CONDITIONS

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

*1.1*

## Proposed Project

The project currently occupies approximately 929 acres south of Avenue 58 and east and west of Madison Street. Amendment V of Specific Plan 03-067 is being processed to remove the area west of Madison Street from Specific Plan 03-067, thus creating two separate and distinct communities, "Coral Mountain Resort", west of Madison Street, and "Andalusia Country Club", east of Madison Street. The amendment to Specific Plan 03-067 serves only to remove the westerly 386 acres. The Specific Plan will remain intact for the easterly 543 acres, and development of Andalusia is expected to continue as currently permitted.

With the separation of the westerly 386 acres west of Madison Street, the applicant is also requesting approval of a General Plan Amendment (GPA 2019-0002), Zone Change (ZC 2019-0004), Specific Plan (SP 2020-0002), Tentative Tract Map (TTM 2019-0005), Site Development Permit (SDP 2021-0001), and Development Agreement (DA 2021-0002), as a part of the entitlement process. A brief summary of the proposed entitlements is provided below. Please consult **Chapter 3.0, *Project Description***, for an in-depth discussion of the project's entitlements.

**General Plan Amendment (GPA 2019-0002)** will amend the current General Plan land use designations from General Commercial, Low Density Residential, and Open Space – Recreation to Neighborhood Commercial, Low Density Residential, Tourist Commercial, and Open Space – Recreation.

**Zone Change (ZC 2019-0004)** will revise the existing zoning from Neighborhood Commercial, Low Density Residential, and Golf Course, to Neighborhood Commercial (CN), Low Density Residential (RL), Parks and Recreation (PR), and Tourist Commercial (CT).

The **Coral Mountain Resort Specific Plan (SP 2020-0002)** will establish a new master plan governing the allowable land uses, design guidelines, and development standards to allow creation of a boutique resort and master-planned community. The Specific Plan includes four Planning Areas which are coterminous to the General Plan and Zoning designation boundaries described above.

**Tentative Tract Map (TTM 2019-0005)** subdivides the property into smaller lots for development. The TTM will subdivide all of Planning Area III (PA III) and the western corner of PA II into lots suitable for the development of the uses permitted for these areas in the Specific Plan. Future TTMs may be filed with each phase of development as necessary to implement the balance of the project.

**Site Development Permit (SDP 2021-0001)** is required by the City for final approval of landscape design, architectural design, and site plan for the Wave Basin along with associated mechanical equipment and improvements (Planning Area III-B). Future SDPs will be filed with each phase of development as necessary to implement the balance of the project.

**Development Agreement (DA 2021-0002)** would vest the applicant's right to develop the Coral Mountain Resort Specific Plan area pursuant to the entitlements described above, address short-term

rentals within all planning areas of the project, ensure that the project has a net positive fiscal impact on the City despite the lack of property tax revenue to the City through 2035, and ensure the timely completion of infrastructure to serve the project and surrounding area, and ensure that the project design features and mitigation measures identified in this EIR are enforceable by the City as project requirements.

### *Project Planning Areas*

The project, under SP 2020-0002, will result in a variety of land uses including Low Density Residential, Tourist Commercial, General Commercial, and Open Space Recreation. Low Density Residential land uses will occupy approximately 232.3 acres and result in a maximum of 496 dwelling units. Tourist Commercial land uses will result in a 16.62-acre artificial Wave Basin, 104 dwelling units, 150 hotel rooms, and 57,000 square feet of private resort-serving commercial uses available to residents and hotel guests, on approximately 120.8 acres. General Commercial land uses will occupy approximately 7.7 acres with up to 60,000 square feet of retail commercial uses available to the general public. Open Space Recreation land uses will occur on approximately 23.6 acres in the southwest portion of the site.

The Planning Areas are discussed briefly below, and illustrated in **Exhibit 1-2** (***Proposed Land Use Areas***). Please consult **Chapter 3.0, *Project Description***, for an in-depth discussion of the project's Planning Areas.

**Planning Area I (PA I) – Neighborhood Commercial** is located on 7.7 acres at the southwest corner of Avenue 58 and Madison Street, and allows for the construction of 60,000 square feet of publicly accessible neighborhood commercial building space with affiliated circulation and infrastructure improvements.

**Planning Area II (PA II) – Low Density Residential** is located on approximately 232.3 acres on the northern and eastern portions of the project and allows for the construction of up to 496 single-family attached and detached dwellings.

**Planning Area III (PA III) – Tourist Commercial** is located on approximately 120.8 acres and will allow the construction of a mixed-use private resort including an approximately 16.62-acre surf Wave Basin, a boutique hotel, a walkable residential village, an entertainment and fitness complex, and a private community clubhouse. The resort will contain 150 hotel keys, 104 residential units, and 57,000 square feet of resort-serving commercial and recreational building space, outdoor amenities, and a community clubhouse. The Tourist Commercial Planning Area is divided into seven planning subareas (A through G) listed below.

PA III-A – Resort Hotel: Located on approximately 8.5 acres will accommodate a boutique resort hotel with up to 150 keys along with customary resort amenities such as eateries/cafes, retail shops, meeting space, swimming pool, fitness center, spa, and lodging.

PA III-B – The Wave: The Wave subarea contains approximately 31.2 acres containing an artificial surf Wave Basin and associated infrastructure.

PA III-C – Wave Club: The Wave Club subarea contains approximately 3.2 acres fronting the Wave Basin and will function as a private clubhouse with amenities for exclusive use by the Coral Mountain community.

PA III-D, PA III-E – Resort Residential West and East: These planning subareas contain approximately 40.5 acres and will consist of 104 residential units.

PA III-F – The Farm: The Farm contains approximately 11 acres of land for construction of private resort-serving entertainment and fitness facilities (i.e., golf, golf practice and training facilities, hiking, biking, bicycle pump-track, fitness areas, and swimming pool areas).

PA III-G – Back of House: The Back of House subarea contains approximately 26.5 acres that will be graded as level, largely open land south of the Wave Basin. This subarea will provide unprogrammed gathering and staging space for temporary equipment such as port-a-potties, shade structures, tenting for inclement weather, and catering equipment that might be used during events.

**Planning Area IV (PA IV) – Open Space** is located on approximately 23.6 acres of natural open space that may be used for low-impact active and passive recreation activities such as hiking, biking and ropes courses.

**Table 1-1, *Proposed Land Use Plan Summary,*** provides a summary of the proposed land uses. While **Exhibit 1-3, *Conceptual Site Conditions,*** illustrates the proposed land uses.

**Table 1-1 Proposed Land Use Summary**

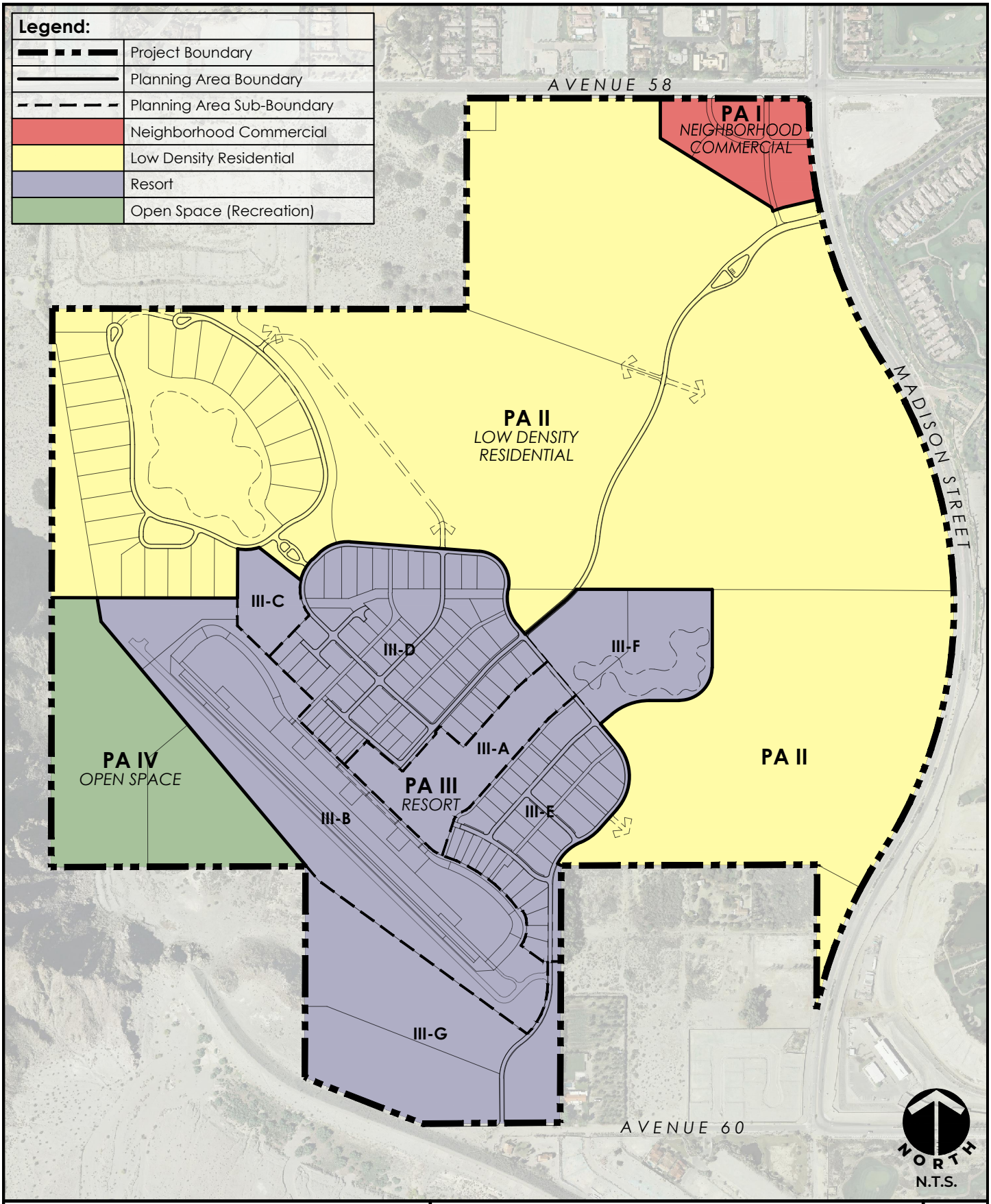
| Planning Area (PA) | Land Use Category | Gross Land Area (Acres) | Non-Residential Building (SF) | Max. Dwelling Units (DU) | Max. Hotel/Resort Units (DU) |
|---|---|---|---|---|---|
| PA I | GC | 7.7 | 60,000[1] | | |
| PA II | LDR | 232.3 | | 496 | |
| PA III | TC | 120.8 | 57,000[2] | 104 | 150 |
| PA IV | OS-R | 23.6 | | | |
| Right of Way | | 1.5 | | | |
| Total | | 385.9 | 117,000 | 600 | 150 |

Note: GC = General Commercial, LDR = Low Density Residential, TC = Tourist Commercial, OS-R = Open Space Recreation

1. Consisting of retail commercial uses available to the general public.
2. Consisting of private resort-serving uses available only to residents and hotel guests.

The project also proposes special events associated with the Wave Basin. These events may occur up to 4 times per year and are restricted to 4 days duration with attendance by a maximum of 2,500 guests per day. Prior to any events taking place, the applicant will be required to process and receive approval for Temporary Use Permit(s).

In addition to the proposed onsite development, project implementation will also include the installation of an off-site transformer bank at an existing IID substation, located at 81600 Avenue 58, approximately 0.60 miles northeast of the project site, and associated conduit in Avenue 58 to bring sufficient power to the project site. Construction for the conduits and line extension would occur in the existing right-of-way.




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# PROPOSED LAND USE AREAS

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT 1.2

### 1.2.2 Implementing Actions / Other Approvals Associated with 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. This EIR has been prepared as a Project EIR that will be used by the City as part of its consideration of all components of the project. Other responsible or trustee agencies may also use the EIR in their consideration of permitting of development within the project site. These include but are not limited to Coachella Valley Water District (CVWD), Imperial Irrigation District (IID), and the 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 implementing actions and approvals are required by the City:

- Certification of the EIR (EIR 2021020310)
- Adoption of a General Plan Amendment (GPA 2019-0002)
- Adoption of a Zone Change (ZC 2019-0004)
- Approval of the Specific Plan Amendment (SP 2019-0003, Amendment V to SP 03-067)
- Adoption of the Coral Mountain Resort Specific Plan (SP 2020-0002)
- Approval of a Tentative Tract Map 37815 (TTM 2019-0005)
- Approval of Site Development Permit (SDP 2021-0001)
- Approval of a Development Agreement (DA 2021-0002)

In addition, the proposed project will require approval of the following plans:

- 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).
- South Coast Air Quality Management District
  - PM-10 Plan for compliance with Rule 403.1; Dust Control in the Coachella Valley.
- Riverside County Department of Environmental Health
  - Plans for Wave Basin prior to construction for compliance with Title 22 of the California Code of Regulations.
  - Hazardous Materials Business Plan and permit for compliance with Chapter 6.5 California Health and Safety Code.

## 1.3 Alternatives to the Proposed Project

This EIR has considered and evaluated alternatives to the proposed project pursuant to the provisions of Section 15126.6 of the State CEQA Guidelines, as amended. Section 15126.6(a) of the State CEQA Guidelines states that:

*"An EIR shall describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR needs to not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."*

State CEQA Guidelines Sections 15126.6 (b) through (f) identifies the key considerations pertaining to, and requirements for, the preparation of the alternatives analysis in an EIR.

### 1.3.1 Alternatives Considered for Evaluation

Five alternatives to the Coral Mountain Resort project were considered for evaluation and compared to the proposed project. The following provides a summary of the Alternatives. Analysis of the impacts associated with each Alternative is provided in Chapter 7, *Alternatives* of the EIR.

#### *Alternative 1: No Project/No Build*

According to CEQA Guidelines Section 15126.6 (e) the analysis of alternatives must include the specific alternative of "No Project." The purpose of describing and analyzing a No Project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. Under the No Project/No Build Alternative ("Alternative 1"), the project would remain in its current and existing vacant condition. The existing visual character and visual resources would remain the same, and none of the significant impacts of the project would occur. However, the project site remaining in its existing condition is not considered the most likely outcome if the proposed project is not approved, due to the existing entitlements associated with SP 03-067, which would remain in effect if the project is disapproved. Accordingly, this Alternative will be discussed briefly in the Draft EIR, but it will not be analyzed in detail.

#### *Alternative 2: No Project/Existing Entitlements*

Under the No Project/Existing Entitlements Alternative ("Alternative 2"), the 386-acre portion of the project would not be developed, and instead, the project site would be developed according to its existing entitlements. Currently, the Andalusia at Coral Mountain Specific Plan (SP 03-067), as amended, allows General Commercial, Low Density Residential, and Open Space (Recreation) uses. The existing zoning designations are Neighborhood Commercial (CN), Low Density Residential (RL), and Golf Course (GC). Under SP 03-067 the property would develop approximately 8.4 acres of commercial use at the southwest corner of Madison Street and Avenue 58, 204.2 acres of low-density residential uses, and 171.9 acres for golf course use, as shown in the table, below.

**Table 1-2 Existing Land Use and Zoning Summary**

| Existing Land Use | Existing Zoning | Acres |
|---|---|---|
| General Commercial | Neighborhood Commercial (CN) | 8.4 |
| Low Density Residential | Low Density Residential (RL) | 204.2 |
| Open Space (Recreation) | Golf Course (GC) | 171.9 |
| **Total** | | **384.5 acres** |

Implementation of Alternative 2 would include the development of 750 low density residential units, 171.9 acres of golf use, and 60,000 square feet of commercial uses at the northeast corner of the property. It is anticipated that the golf course would be privately owned and would be operated as a resort-style course that is available to the public to play on a daily fee basis to ensure economic viability.

### *Alternative 3: Reduced Density Alternative*

Under the Reduced Density Alternative ("Alternative 3"), the project would be reduced by one-third of the proposed density of the project. Therefore, this Reduced Density Alternative would develop 400 residential dwelling units, 100 resort/hotel rooms, 38,000 square feet of resort commercial uses, and 40,000 square feet of neighborhood commercial uses. The Wave Basin and other proposed recreational amenities would remain part of the project as presently proposed. The project would require a General Plan Amendment, Zone Change, Specific Plan Amendment, new Specific Plan, Tentative Tract Map(s), Site Development Permits, and Development Agreement, similar to the proposed project.

### *Alternative 4: The Golf/Resort Hotel Alternative*

Under the Golf/Resort Hotel Alternative ("Alternative 4"), the project would be developed with a resort hotel of 150 hotel rooms and associated recreational, restaurant and retail amenities, an 18-hole championship golf course that would be open to the public to play on a daily fee basis, and 600 low-density residential units. Although Alternative 4 would be consistent with the golf and residential uses allowed under the existing entitlements, the project is assumed to require a General Plan Amendment, Zone Change, Specific Plan Amendment, and new Specific Plan, Tentative Tract Map(s) and Site Development Permits to allow the hotel use.

### *Alternative 5: The Lake Amenity/No Hotel Alternative*

Under the Lake Amenity Alternative ("Alternative 5"), the project would be developed with a lake amenity instead of the wave basin, and would include 750 low-density residential units and 8.4 acres of commercial uses at the northeast corner of the property, consistent with the existing entitlements for the project site. The lake would be approximately 75 acres, and would be used for typical lake uses, including small electric boats, sailing, kayaking and paddle boarding (but not gas-powered boats or recreational watercraft). This alternative would not have the hotel or other Tourist Commercial uses.

Although Alternative 5 would be consistent with the existing residential and commercial uses allowed under the existing entitlements, the project is assumed to require a General Plan Amendment, Zone Change, Specific Plan Amendment, new Specific Plan, Tentative Tract Map(s) and Site Development Permits to allow the recreational lake use.

A full discussion and analysis of the alternatives compared to the proposed project is included in **Chapter 7.0, *Alternatives***. **Table 7-6, *Comparison of Alternatives and Project*,** in **Chapter 7.0,** provides a summary comparison of impacts associated with the project alternatives.

## 1.4 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). Comments received from area residents during the circulation period identified concerns regarding aesthetics, air quality, water resources, noise, and traffic. The topics, and their associated mitigation, if necessary, are briefly discussed below. All other related potential impacts resulting from the project have been addressed throughout this Draft EIR.

### *Aesthetics*

Concerns regarding aesthetic resources, including scenic viewsheds, scenic resources, building heights, and lighting impacts are discussed in **Section 4.1, *Aesthetics.*** The proposed development standards, design guidelines, architecture, and landscape plans for the project are outlined in the new Specific Plan (SP2020-0002). Concerns raised in the NOP process included the obstruction of mountain views, including both the Santa Rosa Mountains and Coral Mountain; the potential for a significant change in the visual character of the area from a single-story residential and golf environment to a hotel and Wave Basin facility; and the potential impacts of proposed 80-foot light standards surrounding the Wave Basin on the night sky, light and glare. Visual simulations, line-of-sight analyses and photometric analyses were conducted for the project and are described in **Section 4.1, *Aesthetics***.

### *Air Quality*

Concerns regarding air quality have been addressed in **Section 4.2, *Air Quality***. Concerns raised in the NOP process included the reduced air quality, due to the increased traffic during construction and operation of the project; pollution from the project; and dust emitted from the project site during construction-related activities. A project-specific Air Quality Report was consulted to analyze the project's impacts on air quality during construction and operation of the project. The findings are provided in **Section 4.2, *Air Quality***.

### *Water Resources*

Project impacts to water resources are discussed in **Section 4.9, *Hydrology and Water Quality***, and **Section 4.15, *Utilities and Service Systems***. Concerns raised in the NOP process included the

consumption of water for the operation of the approximately 16-acre Wave Basin, as well as concerns for future groundwater supply. The project-specific Water Supply Assessment/Water Supply Verification (**Appendix M**), hydrology reports (**Appendix J.1** and **J.3**), and Water Quality Management Plan (**Appendix J.2**) were consulted during the analysis of the project's impacts on water resources and future supply of the service area. This is described in **Sections 4.9, *Hydrology and Water Quality***, and **4.15, *Utilities and Service Systems***.

### *Noise*

Noise impacts during construction and operation of the proposed project are discussed in **Section 4.11, *Noise***. Concerns raised in the NOP process included the potential impacts of noise generated by the Wave Basin and associated machinery/facilities, such as the loudspeaker announcing the wave; noise generated by the project echoing off Coral Mountain; construction-related noise; and noise generated during the proposed events to the residential areas surrounding the project. A project-specific Noise Study (**Appendix K.1**) was conducted to determine the construction and operational noise impacts generated by project-related activities. Additionally, a Noise Memorandum (**Appendix K.2**) was also provided to confirm and further clarify the findings in the Noise Study. This is described in **Section 4.11, *Noise***.

### *Transportation*

Project-related impacts to traffic and transportation are analyzed in **Section 4.13, *Transportation***. The proposed vehicular and non-vehicular circulation plans proposed for the project are also briefly discussed in **Chapter 3.0, *Project Description***, and the new Specific Plan (SP2020-0002). Concerns raised in the NOP process included the potential for a significant increase in traffic generated during project-related construction activities; potential increase of traffic as a result of the resort use and allowance of short term rentals at the project; significant traffic during the proposed special events at the project site; and the potential degradation of roads in the surrounding area due to the increased traffic. A project-specific Traffic Impact Analysis (**Appendix L.1**) and a Vehicle Miles Traveled Evaluation (**Appendix L.2**) were provided to analyze the impacts of project-related traffic generated during construction and operation of the proposed project. The findings and analysis are outlined in **Section 4.13, *Transportation***.

## Issues to be Resolved

As stated above, public concerns of the proposed project involved potential impacts to aesthetics, air quality, noise, water resources, and transportation. All of the substantive environmental issues raised by the public have been addressed and otherwise considered during preparation of 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 aesthetics and greenhouse gas emissions were identified. Mitigation measures would reduce aesthetic impacts and project-generated greenhouse gas emissions to the greatest 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.

The choice of alternatives is summarized in Section 1.3, *Summary of Alternatives*. Of the Alternatives considered in this Draft EIR section, the No Project/No Build Alternative would result in no impacts to the project site. However, it is not likely that development will not occur at the project site since the project site is currently included in the SP 03-067, and is entitled under SP 03-067 to be developed as a low density residential and golf community with neighborhood commercial uses in the northeast corner. The impact of the existing entitled property is analyzed in Alternative 2, No Project/Existing Entitlements. 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 7-3, *Comparison of Alternatives and Project*.**

## 1.5 Summary of Impacts and Mitigation Measures

**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 the maximum extent feasible, 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.

**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*** | |
| a. Adverse effect on scenic vistas<br>b. Impact a Scenic Highway (No Impact)<br>c. Degradation to the visual character or quality of the site<br>d. Light and glare | **Mitigation Measures**<br>**AES-1** The perimeter walls around the low density residential planning areas shall be setback from the Madison Street and Avenue 58 public rights-of-way by a minimum average of 30 feet (10 feet more than required under the LQMC), which shall be confirmed through the City's review and approval of final perimeter wall and landscape plans to reduce impacts to existing views of Coral Mountain and the Santa Rosa Mountains.<br>**AES-2** All residential structures shall be setback by a minimum of 75 feet from the Madison Street and Avenue 58 public rights-of-way to reduce impacts to existing views of Coral Mountain and the Santa Rosa Mountains.<br>**AES-3** The operation of the Wave Basin will be limited to the hours of 7:00 a.m. to 10:00 p.m., and the lighting will only be permitted between dusk and 10:00 p.m. to ensure compliance with the City's outdoor lighting requirements (LQMC 9.100.150). | Significant and Unavoidable |
| | ***4.2 Air Quality*** | |
| a. Conflict with implementation of applicable air quality plan<br>b. Violate air quality standard or contribute substantially to existing violation<br>c. Cumulatively considerable net increase if any criteria pollutant<br>d. Expose sensitive receptors to substantial pollutant concentrations | **Mitigation Measures**<br>***Construction-Source Mitigation Measures***<br>**AQ-1:** During Phase 1 of construction, the paving installation activity shall not overlap with the architectural coating (building painting) activity. That prohibition shall be included on all building plans.<br>**AQ-2:** For equipment greater than 150 horsepower (>150 HP), the Construction Contractor shall ensure that off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air | Less than Significant |

| | | |
|---|---|---|
| e. Create objectionable odors | Resources Board (CARB) Tier 3 emissions standards and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications.<br><br>***Operational-Source Mitigation Measures***<br><br>**AQ-3:** The project will require the use of low VOC paints for re-painting and maintenance of exterior structures consistent with SCAQMD Rule 1113(not to exceed 50 grams per liter VOCs for interior and exterior building envelope re-painting). Under federal and state law, SCAQMD is under a legal obligation to enforce air pollution regulations. These regulations are primarily meant to ensure that the surrounding (or ambient) air meets federal and state air quality standards. The South Coast AQMD also has broad authority to regulate toxic and hazardous air emissions, and these regulations are enforced in the same manner as those which pertain to the ambient air quality standards.<br><br>*Standard Regulatory Requirements/Best Available Control Measures*<br><br>Measures listed below (or equivalent language) shall appear on all project grading plans, construction specifications and bid documents, and the City shall ensure such language is incorporated prior to issuance of any development permits. South Coast Air Quality Management District (SCAQMD) Rules that are currently applicable during construction activity for this project include but are not limited to Rule 403 (Fugitive Dust) (2) and Rule 1113 (Architectural Coatings). It should be noted that these Best Available Control Measures (BACMs) are standard regulatory requirements.<br><br>**BACM AQ-1**: The contractor shall adhere to applicable measures contained in Table 1 of Rule 403 including, but not limited to:<br><br>• All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. | |

| | | |
|---|---|---|
| | • The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.<br>• The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.<br><br>**BACM AQ-2**: The following measures shall be incorporated into project plans and specifications as implementation of SCAQMD Rule 1113 (3):<br><br>• Only "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter (g/L) of VOC) consistent with SCAQMD Rule 1113 shall be used.<br><br>**BACM AQ-3**: The project is required to comply with SCAQMD Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development. | |
| ***4.3 Biological Resources*** | | |
| a. Candidate, sensitive or special status species<br>b. Riparian habitat<br>c. Federally protected wetlands (No Impact)<br>d. Movement of wildlife (No Impact)<br>e. Conflict with local policies (No Impact)<br>f. Conflict with applicable habitat conservation plan (No Impact) | **Mitigation Measures**<br><br>**BIO-1:** A burrowing owl clearance survey shall be performed by a qualified biologist not more than 30 days prior to any site disturbance (grubbing, grading, and construction). The pre-construction survey is required to use accepted protocol (as determined CDFW). Prior to construction, a qualified biologist will survey the construction area and an area up to 500 feet outside the project limits for burrows that could be used by burrowing owls. If the burrow is determined to be occupied, the burrow will be flagged, and a 160-foot diameter buffer will be established during non-breeding season or a 250-foot diameter buffer during the breeding season. The buffer area will be staked and flagged. No development activities will be permitted within the buffer until the young are no longer dependent on the burrow. | Less than Significant |

| | | |
|---|---|---|
| | If the burrow is unoccupied, the burrow will be made inaccessible to owls, and construction may proceed. If either a nesting or escape burrow is occupied, owls shall be relocated pursuant to accepted Wildlife Agency protocols. 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.<br><br>**BIO-2:** In June 2021, a qualified bat biologist will conduct a second round of focused nighttime surveys for roosting bats at locations where suitable roosting habitat is identified. The nighttime survey will include a combination of acoustic and exit count methods, and will take place during the bat maternity season (March 15–August 31 in the Coachella Valley) to enable detection of maternity-roosting bats. If maternity roosts are identified within the project area, the biologist will coordinate with CDFW to implement avoidance measures during the bat maternity season in accordance with CDFW's established standards. No construction activities will occur within a 300-foot buffer of maternity roost sites during the bat maternity season unless concurrence is received from CDFW to reduce that buffer distance based upon the bat species present and the activities occurring.<br><br>**BIO-3:** Removal of trees (including palm trees) shall occur outside the bat maternity season (March 15–August 31 in the Coachella Valley), which coincides with the bird nesting season, to avoid the potential for "take" of flightless young. Trees and snags that have been identified as confirmed or potential roost sites require a two-step removal process and the involvement of a bat biologist to ensure that no roosting bats are killed during this activity. Consistent with CDFW protocols this two-step removal shall occur over two consecutive days as follows: on Day 1, branches and | |

| | | |
|---|---|---|
| | limbs not containing cavities, as identified by a qualified bat biologist, will be removed. On Day 2, the remainder of the tree may be removed without supervision by a bat biologist. The disturbance caused by limb removal, followed by an interval of one evening, will allow bats to safely abandon the roost.<br><br>**BIO-4:** Although no construction will occur at the rock outcrops where occupied bat roosts were identified, bats roosting in that area could be subject to potential adverse effects from project-related light overspill. To avoid permanent impacts to roosting bats (including maternity-roosting bats) from the installation of new light fixtures associated with the proposed development, all lighting fixtures shall have light shields or similar devices (e.g., dark sky compliant lighting) installed to ensure that there will be no perceived light overspill onto Coral Mountain, which shall be demonstrated by a supplemental light study approved by the project biologist and provided to the City prior to issuance of any permit for occupancy or use of the Wave Basin.<br><br>**BIO-5:** A qualified bat biologist shall confirm the absence of roosting bats prior to any restoration work or other disturbance of the adobe site. If bats are found or if the absence of bats cannot be confirmed, the bat biologist will install or directly supervise installation of humane eviction devices and exclusionary material to prevent bats from roosting in the building. Implementation of the humane eviction/exclusions is typically performed in the fall (September or October) preceding construction activity at each structure to avoid impacts to hibernating bats during the winter months or during the maternity season (March 15–August 31 in the Coachella Valley), when nonvolant (flightless) young are present. Any humane eviction/exclusion devices must be installed at least 10 days prior to the demolition of a structure housing bats to allow sufficient time for the bats to vacate the roost(s). | |

| | | |
|---|---|---|
| | **BIO-6:** To ensure compliance with California Fish and Game Code and the MBTA and to avoid potential impacts to nesting birds, vegetation removal activities shall be conducted outside the general bird nesting season (January 15 through August 31). Any vegetation removal and/or construction activities that occur during the nesting season will require that all suitable habitats be thoroughly surveyed for the presence of nesting birds by a qualified biologist. Prior to commencement of clearing, a qualified biologist shall conduct preconstruction surveys within 14 days and repeated 3 days prior to ground-disturbing activities. If any active nests are detected a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed as determined appropriate by the biologist to minimize impacts. | |
| ***4.4 Cultural Resources*** | | |
| a. Adverse change to Historical Resources<br>b. Adverse change to Archaeological Resources<br>c. Disturb any human remains, including those interred outside of formal cemeteries (No Impact) | **Mitigation Measures**<br>**CUL-1:** A comprehensive recordation program shall be prepared by a qualified archaeologist for Site 33-008388. The program shall contain detailed drawings and measurements to preserve the information on the adobe building. Such information would include the floor plan, elevations, building materials and their configurations, and any other notable structural and architectural details. The adobe remains and an appropriate buffer determined by the project archaeologist shall be flagged and cornered off during all ground disturbance and preserved in place. Prior to the occupancy of any structure in Planning Area II, the adobe will be fenced off and an informational plaque describing the history of the ranch complex shall be provided, and the project proponent shall provide the City with the CC&Rs for the project area, demonstrating that the feature would be maintained in perpetuity by the project's Homeowners Association. Special attention should be given to the | Less than Significant |

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| | | residence foundation, which, may be the remains of one of the earlier structures at the site, dating from 1920s or before. The footings and slabs at this location should be cleared and measured, and attempts should be made to locate the original trash pits or privies which could contain valuable artifacts revealing much about life in the harsh environment at such an early date. The scatter of artifacts has the greatest number of pre-1925 artifacts, mostly in the form of sun-colored glass, but also in brown and olive glass, porcelain, ceramics and more. There may be remains of an early structure near this point, hidden amidst the broad stand of tamarisk trees, an original windbreak. Search of these remains is required to ensure the most complete recovery possible of the early 20th century artifacts and features. Photos, measurements, and artifacts shall be catalogued, analyzed, reported, and curated at the Coachella Valley Museum (Love et al.1998:54*).* | |
| | | **CUL-2:** The presence of a qualified archaeologist shall be required during all project related ground disturbing activities, including clearing and grubbing. A monitoring plan shall be prepared and approved by the ACBCI and the City prior to the initiation of any ground disturbing activity for all construction phases and activities. If potentially significant archaeological materials are discovered, all work must be halted in the vicinity of the archaeological discovery until the archaeologist can assess the significance of the find. | |
| | | **CUL-3:** An approved Agua Caliente Band of Cahuilla Indians (ACBCI) Native American Cultural Resource Monitor shall be present during any ground disturbing activities (including archaeological testing and surveys) for the project. If potentially significant archaeological materials are discovered, all work must be halted in the vicinity of the archaeological discovery until the Tribal monitor can assess the significance of the find. | |

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| | **CUL-4:** Prior to ground disturbance during any phase of the project, cultural sensitivity training shall take place for all workers, conducted by the Agua Caliente Tribal Historic Preservation Office (THPO).<br><br>**CUL-5:** Sites 33-00193, 33-001715, and 33-009545, along the base of Coral Mountain and at the toe of the slope, which contains the rock art panels and bedrock milling features, shall be avoided and protected in situ during project construction through the establishment of Environmentally Sensitive Areas. Deed restrictions shall be recorded for the Environmentally Sensitive Areas and provided to the City prior to any ground disturbance of any portion of Planning Area III. For the balance of Site 33-001715, where scattered artifacts but no features were found, mitigative surface collection and subsurface excavation shall be completed prior to ground disturbance to recover a representative sample of the cultural materials prior to the commencement of the project and as a condition of grading permit issuance. The excavation shall include a combination of standard archaeological units, shovel test pits, and backhoe trenches to optimize both efficient coverage of the site area and safe recovery of cultural remains. The survey protocols shall be approved by ACBCI and their approval provided to the City in writing prior to the initiation of any ground disturbing activity on the site. | |
| ***4.5 Energy*** | | |
| a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?<br>b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | **Mitigation Measures**<br><br>None Required. | Less than Significant |

| *4.6 Geology and Soils* | | |
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| a. Expose people or structures to potential substantial adverse effects involving:<br>i. Rupture of a known fault<br>ii. Strong Seismic Shaking<br>iii. Seismic-related ground failure, including liquefaction<br>iv. Landslides<br>b. Substantial Soil Erosion or loss of topsoil<br>c. Located on an Unstable Geologic Unit<br>d. Located on Expansive Soil<br>e. Soils Incapable of Supporting Septic Tanks or Alternative Water Disposal Systems (No Impact)<br>f. Destroy a unique paleontological resource or site or unique geologic feature | **Mitigation Measures**<br><br>**GEO-1** All designs for any water body on the site shall be prepared by a qualified engineer and comply with all seismic codes in effect at the time they are constructed. All designs shall be based on and incorporate the recommendation of a qualified soils engineer in a site and water body specific report attached to the plans submitted to the City.<br><br>**GEO-2** All earthwork including excavation, backfill and preparation of the subgrade soil, shall be performed in accordance with the geotechnical recommendations, presented below, and portions of the local regulatory requirements, as applicable. All earthwork should be performed under the observation and testing of a qualified soil engineer. The following geotechnical engineering recommendations for the proposed project are based on observations from the field investigation program, laboratory testing and geotechnical engineering analyses.<br><br>• Stripping: areas to be graded shall be cleared of the vegetation, associated root systems and debris. All areas scheduled to receive fill should be cleared of old fills and any irreducible matter. The stripping shall be removed off-sit or stockpiled for later use in landscape areas. Undocumented fill soil or loose soil shall be removed in its entirety and replaced as engineered fill. Voids left by obstruction shall be properly backfilled in accordance with the compaction recommendations of this report.<br>• Preparation of the Residential Building Areas: in order to provide firm and uniform foundation bearing conditions, the primary foundation bearing soil shall be over-excavated and recompacted. Over-excavation shall extend to a minimum depth of 3 feet below existing grade or 3 feet blow the bottom of the footings, whichever is deeper. Once adequate removals have been verified, the exposed native soil | Less than Significant |

shall be scarified, the moisture-conditioned and compacted to a minimum of 90 percent relative compaction.

- Preparation of the Hotel Building: In order to provide firm and uniform foundation bearing conditions, over-excavation and re-compaction through the building and foundation area is recommended. All artificial fill soil and low density near surface native soil shall be removed to a depth of at least 4 feet below existing grade or 4 feet below the bottom of the footings, whichever is greater. Remedial grading shall extend laterally, a minimum of five feet beyond the building perimeter. The exposed surface shall then be scarified, the moisture conditioned to within two percent of optimum moisture content and compacted to at least 90 percent relative compaction.
- Compaction: Soil to be used as engineered fill should be free of organic material, debris and other deleterious substances, and shall not contain irreducible matter greater than six (6) inches in maximum dimension. All fill materials shall be placed in thin lifts not exceeding six inches in a loose condition. If import fill is required, the material shall be of a non-expansive nature and shall meet the following criteria:

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| Plastic Index | Less than 12 |
| Liquid Limit | Less than 35 |
| Percent Soil Passing #200 Sieve | Between 15% and 35% |
| Maximum Aggregate Size | 3 Inches |

The subgrade and all fill material shall be compacted with acceptable compaction equipment, to at least 90 percent relative compaction. The bottom of the exposed subgrade shall be observed by a representative of Sladden Engineering prior to fill

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| | placement. Compaction testing shall be performed on all lifts in order to verify proper placement of the fill materials.<br>• Shrinkage and Subsidence: Volumetric shrinkage of the material that is excavated and replaced as controlled compacted fill shall be anticipated. It is estimated that shrinkage could vary from 10 percent to 25 percent. Subsidence of the surfaces that are scarified and compacted shall be between 1 and 3 tenths of a foot. This will vary depending upon the type of equipment used, the moisture content of the soil at the time of grading and the actual degree of compaction attained.<br>**GEO-3** All earth-moving operations reaching beyond the depth of two feet shall be monitored by a qualified paleontological monitor and continuous monitoring will become necessary if undisturbed, potentially fossiliferous lakebed sediments are encountered. The monitor shall be empowered to stop earth moving activities if fossils are identified. The monitor shall be prepared to quickly salvage fossils, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens. A monitoring plan shall be provided to the City prior to the issuance of any earth moving permit, or the disturbance of any soils on the site, which will include:<br>• Samples of sediments shall be collected and processed to recover small fossil remains.<br>• Recovered specimens shall be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.<br>A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, shall be prepared upon completion of the research procedures outlined above. | |

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| | The report shall be provided to the City within 30 days of the conclusion of monitoring activities. | |
| ***4.7 Greenhouse Gas Emissions*** | | |
| a. GHG Emissions that may Significantly Impact the Environment<br>b. Conflict with Applicable Plan, Policy or Regulation | **Mitigation Measures**<br>**GHG-1:** Prior to the issuance of occupancy permits, the Project Applicant shall purchase a minimum of 72,000 MTCO2e credits (2,400 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 2,400 MTCO2e per year (72,000 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. | Significant and Unavoidable |
| ***4.8 Hazards and Hazardous Materials*** | | |
| a/b. Transport, Use, or Disposal of Hazardous Materials and Accidental Release of Hazardous Materials,<br>c. Hazardous Materials within one-quarter Mile of a School<br>d. Hazardous Materials Onsite Pursuant to Government Code Section 65962.5.<br>e. Safety Hazard to public airport, public airport use, or Within an | **Mitigation Measures**<br>None Required | Less than Significant |

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| Airport Land Use Plan (No Impact)<br>f. Interfere with the Adoption or Implementation of an Emergency Response Plan<br>g. Expose People or Structures to a Significant Risk of Wildfires | | |
| ***4.9 Hydrology and Water Quality*** | | |
| a. Violation of Water Quality Standards or Waste Discharge Requirements<br>b. Depletion of Groundwater Supplies or Interference with Groundwater Recharge<br>c. Alteration of Existing Drainage Patterns Resulting in<br>i. Erosion or Siltation<br>ii. Runoff Water that Would Exceed Capacity of Existing Stormwater Drainage Systems<br>iii. Degradation of Water Quality<br>iv. Impede or Redirect Flood Flows<br>d. Inundation by Flooding, Seiche, Tsunami or Mudflow<br>e. Conflict or Obstruct Implementation of Water Quality Control Plan or Sustainable Groundwater Management Plan | **Mitigation Measures**<br><br>None Required | Less than Significant |
| ***4.10 Land Use*** | | |
| a. Physically Divide an Established Community (No Impact) | **Mitigation Measures** | Less than Significant |

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| b. Conflict with Any Land Use Plan, Policy or Regulation | None Required | |
| ***4.11 Noise*** | | |
| a. Generation of noise levels in excess of established standards<br>b. Generation of excessive groundborne vibration<br>c. Excessive noise levels due to proximity to an airport or a private air strip (No Impact) | **Mitigation Measures**<br>**NOI-1** Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that project construction activities shall comply with the City of La Quinta Municipal Code requirements.<br>**NOI-2** During all project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with property 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 receptors nearest the project site.<br>**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 (i.e., to the center).<br>**NOI-4** The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.<br>**NOI-5** A six-foot perimeter wall will be developed along the northern and eastern property boundaries, adjacent to the proposed Low Density Residential Planning Area (PA II), in order to protect the proposed onsite residential uses from off-site traffic noise. The barriers shall provide a weight of at least four pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking. | Less than Significant |

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| | **NOI-6** The operation of the Wave Basin and associated Wave machines shall be limited to the daytime and evening hours of 7:00 a.m. and 10:00 p.m., compliant with the recreational operational hours allowed by the City of La Quinta. | |
| | ***4.12 Public Services*** | |
| a. Increased demand on Public Services | **Mitigation Measures**<br>None Required | Less than Significant |
| | ***4.13 Transportation*** | |
| a. Conflict with an applicable plan or policy addressing the circulation system<br>b. Inconsistent with CEQA Guidelines section 15064.3, subdivision (b)<br>c. Increase hazards due to a geometric design feature<br>d. Result in inadequate emergency access | **Mitigation Measures**<br>**TRA-1** The project proponent shall contribute DIF as required by the City of La Quinta.<br>**TRA-1** The project proponent shall contribute DIF as required by the City of La Quinta.<br>**TRA-2** The project proponent shall contribute TUMF traffic impact mitigation fees prior to the issuance of Building Permits.<br>**TRA-3** The project proponent shall ensure that streetscape improvement plans for the project frontage on Avenue 58, Madison Street and Avenue 60, are submitted to the City for review and approval prior to the initiation of landscape or roadway improvements.<br>**TRA-4** The project proponent shall ensure that clear unobstructed sight distances are provided at all site access points and internal intersections. Sight distances shall be reviewed and approved by the City prior to approval of landscape and street improvement plans.<br>**TRA-5** The project proponent shall ensure that final layout and site access design are subject to the review and approval of the City Traffic Engineer prior to final project approval. | Less than Significant |

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| | **TRA-6** The project proponent shall ensure that emergency police, fire and paramedic vehicle access are provided for the project prior to final project approval.<br><br>**TRA-7** The project proponent shall ensure that traffic signing and striping plans shall be developed in conjunction with street improvement plans and submitted to the City of La Quinta for review and approval during the project approval process<br><br>**TRA-8** The project proponent shall ensure that Construction Traffic Control Plans are reviewed and approved by the City prior to project construction. These plans are to be implemented during construction activities. Construction includes onsite and offsite improvements.<br><br>**TRA-9** If Special Events are to take place prior to the completion of Phase 3 construction, Phase 3 typical operations traffic improvements will be completed or the applicant shall provide a focused traffic analysis with the Temporary Use Permit that identifies any improvements that are not necessary to maintain acceptable levels of service at study intersections. If the analysis does not demonstrate acceptable operations, the TUP will be denied.<br><br>**TRA-10** If Special Events are to take place prior to the construction of Phase 3, a special event traffic and parking plan will be submitted with each Temporary Use Permit to ensure that special events will not cause any significant traffic or parking impacts. If the analysis does not demonstrate acceptable operations, the TUP will be denied**TRA-11**Traffic Management Plans will be submitted to the City and the Police Department for review and approval prior to special events. Timing for installation of traffic management measures will be scaled to the size and duration of the event. In general, signage for large events should be in place five days prior and two days following special events. The City and Police Department may impose additional measures if determined to be necessary. Individual | |

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| | management plans for specific special events shall be submitted at least 30 days prior to the start of the event. The special event Traffic Management Plans shall include the measures identified in Mitigation Measures TRA-12 through TRA-14 below.<br><br>**TRA-12** In developing the Special Event Traffic Management Plan, the project proponent shall include the use of Portable changeable message signs (CMS) or moveable mechanical electronic message boards. CMS will be located at critical locations identified by the La Quinta Police Department (LQPD) and in place 5 days ahead of the event and 2 days after.<br><br>**TRA-13** In developing the Special Event Traffic Management Plan the project proponent shall include the use of law enforcement personnel and/or special event flaggers to direct traffic in locations reviewed and approved by the City and Police Department.<br><br>**TRA 14** In developing the Special Event Traffic Management Plan the project proponent shall include the use of public service announcements (PSA) to provide information to event guests and surrounding neighborhoods prior to the event. Examples include online event information, brochures and changeable message signs that include details such as suggested routes, drop-off and parking facility locations.<br><br>**TRA-15** The project proponent shall ensure that the proposed Coral Mountain Interpretive Center trail designated by the Desert Recreation District Master Plan and associated with the future Coral Mountain Interpretive Center is incorporated into project plans. Accommodations for this trail shall be located along the approximate toe of Coral Mountain, within the designated conservation area at the southwestern edge of the property. | |
| ***4.14 Tribal Cultural Resources*** | | |

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| a. Cause substantial adverse change in significance of tribal cultural resource that is<br>i. A site listed in the CRHR or Local Register, Tribal Cultural Resources<br>ii. A resource determined to be significant to a California Native American tribe. | **Mitigation Measures**<br>**TCR-1**: Before ground disturbing activities begin, the applicant shall contact the ACBCI Tribal Historic Preservation Office to arrange cultural monitoring. The project requires the presence of an approved Agua Caliente Native American 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 in the vicinity of the deposits, and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines), within 24 hours, to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.<br>**TCR-2:** The presence of a qualified archaeologist shall be required during all project related ground disturbing activities, including clearing and grubbing. A monitoring plan shall be prepared and approved by the ACBCI and provided to the City prior to the initiation of any ground disturbing activity for all construction phases and activities. If potentially significant archaeological materials are discovered, all work must be halted in the vicinity of the archaeological discovery until the archaeologist can assess the significance of the find.<br>**TCR-3:** Before ground disturbing activities, the project's archaeologist shall prepare an Archaeological Treatment, Disposition, and Monitoring Plan to be submitted to the ACBCI Tribal Historic Preservation Office for approval. The Treatment, Disposition and Monitoring Plan shall be deemed rejected by ACBCI's Tribal Historic Preservation Office if no action to approve the plan is taken within 30 days from submission for approval. If the ACBCI Tribal Historic Preservation Office rejects two Treatment, Disposition and Monitoring Plans submitted for approval, the applicant may appeal the | Less than Significant |

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| | second denial to the La Quinta City Council for a final determination. The approved Treatment, Disposition and Monitoring Plan shall be provided to the City prior to any ground disturbance on the site.<br><br>**TCR-4:** Before ground disturbing activities**,** the project's archaeologist shall prepare a Rock Art Management Plan, based on recommendations made in the report by McCarthy and Mouriquand, and shall submit the plan to the ACBCI Tribal Historic Preservation Office for approval. The Rock Art Management Plan shall be deemed rejected by ACBCI's Tribal Historic Preservation Office if no action is taken to approve the plan within 30 days of submission for approval. If the ACBCI Historic Preservation Office rejects two Rock Art Management Plans submitted for approval, the applicant may appeal the second denial to the La Quinta City Council for a final determination. The approved Rock Art Management Plan shall be provided to the City prior to any ground disturbance on the site.<br><br>**TCR-5:** Sites 33-00193, 33-001715, and 33-009545, along the base of Coral Mountain and at the toe of the slope, which contains the rock art panels and bedrock milling features, shall be avoided and protected in situ during project construction through the establishment of Environmentally Sensitive Areas; the Environmentally Sensitive Areas shall be recorded on the property, and proof of recordation shall be provided to the City prior to any ground disturbance in Planning Area III. Nominations of these sites to the National Register of Historic Places shall be filed with the appropriate federal agency prior to the issuance of the first grading permit; and the sites shall be subject to the provisions of the Rock Art Management Plan.<br><br>**TCR-6:** For the portion of Site 33-001715 outside the preservation area established in **TCR-5**, mitigative surface collection and subsurface excavation shall be completed prior to any ground disturbance in Planning Area III to recover a representative sample of the cultural materials prior to the | |

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| | commencement of the project and as a condition of grading permit issuance. The excavation shall include a combination of standard archaeological units, shovel test pits, and backhoe trenches to optimize both efficient coverage of the site area and safe recovery of cultural remains. The survey protocols shall be approved by ACBCI. A report of findings, including written confirmation of completion to ACBCI's satisfaction, shall be provided to the City prior to ground disturbance.<br><br>**TCR-7**: Prior to ground disturbance in Planning Area III, a qualified archaeologist shall complete surface collection, testing and excavation if necessary, for sites 33-1716, 33-1717, 33-8386, 33-9001, 33-9003, 33-28907, 33-28908, 33-28909, 33-28910, 33-28911, 33-28912. A report of findings, including written confirmation of completion to ACBCI's satisfaction, shall be provided to the City prior to ground disturbance.<br><br>**TCR-8:** A comprehensive recordation program shall be prepared by a qualified archaeologist for Site 33-008388. The program shall contain detailed drawings and measurements to preserve the information on the adobe building. Such information would include the floor plan, elevations, building materials and their configurations, and any other notable structural and architectural details. The adobe remains and an appropriate buffer determined by the project archaeologist shall be flagged and cornered off during all ground disturbance and preserved in place. Prior to the occupancy of any structure in Planning Area II, the adobe will be fenced off and an informational plaque describing the history of the ranch complex shall be provided, and the project proponent shall provide the City with the CC&Rs for the project area, demonstrating that the feature would be maintained in perpetuity by the project's Homeowners Association. Special attention should be given to the residence foundation, which, may be the remains of one of the earlier structures at the site, dating from 1920s or before. The footings and slabs at this location | |

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| | should be cleared and measured, and attempts should be made to locate the original trash pits or privies which could contain valuable artifacts revealing much about life in the harsh environment at such an early date. The scatter of artifacts has the greatest number of pre-1925 artifacts, mostly in the form of sun-colored glass, but also in brown and olive glass, porcelain, ceramics and more. There may be remains of an early structure near this point, hidden amidst the broad stand of tamarisk trees, an original windbreak. Search of these remains is required to ensure the most complete recovery possible of the early 20th century artifacts and features. Photos, measurements, and artifacts shall be catalogued, analyzed, reported, and curated at the Coachella Valley Museum (Love et al.1998:54*).*<br><br>**TCR-9**: The applicant shall coordinate with ACBCI Tribal Historic Preservation Office to ensure there are a sufficient number of Native American monitors for the number of earth-moving machinery for each phase of development. The applicant shall provide the City with fully executed monitoring agreements prior to each phase of ground disturbing activity.<br><br>**TCR-10**: Should human remains be inadvertently discovered during ground disturbance, the provisions of California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5 shall be followed. 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 of the remains, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native American or has reason to believe that they are those of Native American, the coroner shall contact the Native American Heritage Commission within 24-hours. | |

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| | **TCR-11**: Prior to any ground disturbance, the applicant shall sign a curation agreement with the ACBCI THPO. A fully executed copy of the agreement shall be provided to the City.<br><br>**TCR-12**: Prior to any ground disturbance, cultural sensitivity training shall take place for all contractors with the staff at the Agua Caliente Tribal Historic Preservation Office (THPO). | |
| ***4.15 Utilities and Service Systems*** | | |
| a. Require or result in construction of new wastewater drainage facilities (No Impact)<br>b. Have sufficient water supplies available<br>c. Result in construction of new wastewater facilities<br>d. Generate excess solid waste<br>e. Comply with federal, state and local management and reduction statues and regulations related to solid waste (No Impact) | **Mitigation Measures**<br><br>None Required | Less than Significant |

# Chapter 2.0 Introduction

## 2.1 Purpose

This project 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 Coral Mountain Resort project. The project will require certain discretionary approvals by the City and other governmental agencies. Therefore, the project is subject to environmental review requirements under CEQA. This introduction is included to provide an overview of the purpose, content and format of this Draft EIR and its relation to the City of La Quinta's planning and environmental review process for the proposed project.

The purpose of a Draft EIR is to inform decision-makers and the general public of the potential environmental impacts and identify feasible mitigation measures to reduce potentially significant impacts resulting from the proposed Coral Mountain Resort project. The La Quinta City Council will consider the information presented in the document in making an informed decision regarding the entitlements requested for the project.

The project area encompasses 929 acres. The project proposes several applications leading to the development of a boutique resort with a recreational surf wave facility, as well as planned residential neighborhoods and commercial and recreational uses. The applicant is requesting approval of a General Plan Amendment (GPA 2019-0002), Zone Change (ZC 2019-0004), Specific Plan (SP 2020-0002), Specific Plan Amendment (03-067), Tentative Tract Map (TTM 2019-0005), Site Development Permit (SDP 2021-0001), and Development Agreement (DA 2021-0002), as a part of the entitlement process. The ultimate build-out of the approximately 386-acre Specific Plan area includes up to 600 residential units on 232.3 acres; a resort hotel with up to 150 keys and complementary resort uses and amenities, a recreational surf facility, and 57,000 square feet of commercial development on 120.8 acres; 60,000 square feet of neighborhood commercial uses on 7.7 acres, and open space recreational uses on approximately 23.6 acres. A detailed description of the project is included in **Chapter 3.0** ***(Project Description)*** of this Draft EIR.

The Draft EIR has been prepared in conformance with CEQA (California Public Resources Code, Section 21000, et seq.), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.), and with the City of La Quinta CEQA Guidelines to evaluate the potential environmental impacts associated with the implementation of the proposed project.

As described in Section 15121 (a) and 15362 of the *State CEQA Guidelines*, an EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and

describe reasonable alternatives to the project. Thus, the purpose of this Draft EIR is to focus the discussion on those potential environmental effects of the project that the Lead Agency has determined could be significant. In addition, where applicable, feasible mitigation measures are recommended that could reduce or avoid any significant environmental impacts identified for the project to the maximum extent feasible.

## 2.2 Project History

The Coral Mountain Resort property was included as part of the "Rancho La Quinta Specific Plan". The Rancho La Quinta Specific Plan was originally approved in 1988 by Riverside County and was subsequently annexed to the City of La Quinta. Since then, the property has gone through various entitlement activities and four specific plan amendments as part of the Andalusia at Coral Mountain Specific Plan (SP 03-067), summarized in **Table 2-1*, Specific Plan Summary 1988-2017,*** below:

**Table 2-1**
**Specific Plan Summary 1988-2017**

| Specific Plan Name | Year Approved | Summary | Supporting Documents |
|---|---|---|---|
| Rancho La Quinta Specific Plan 218 (County of Riverside) | 1988 | Original Specific Plan approved by Riverside County Board of Supervisors; included 23 acres of commercial use, 689 acres of residential use and associated land uses, and three golf courses on approximately 567 acres. All uses totaling approximately 1,280 acres. | EIR Rancho La Quinta SCH #1987071302 |
| Coral Mountain Specific Plan 218, Amendment I (County of Riverside) | 2000 | Reduced development intensity by 762 dwelling units and 25.8 acres of commercial uses. As revised up to 3,500 dwelling units and 9.2 acres of commercial uses. | TTM 2002-149 TTM 2002-12 |
| Coral Mountain Specific Plan Amendment II (City of La Quinta) | 2003 | Changed name to "Coral Mountain" Specific Plan; split specific plan into two specific plans: Trilogy (522 acres) and Andalusia (934-acres); Supersedes Coral Mountain Specific Plan 218 for Andalusia area. Environmental Assessment 2003-483 approved | GPA 2003-093; CZ 2003-116; Specific Plan 2003-067; Site Development Permit 2003-787; EA 2003-483 |
| Amendment III of Coral Mountain SP | 2013 | Relocated golf clubhouse and provided higher density around golf course. | |
| Amendment IV of Andalusia at Coral Mountain | 2017 | Revised development standards in Planning Area II to allow for attached/detached residential villas of up to 2 stories. | SP 03-067 |

The Specific Plan 2003-067 (SP 03-067), as amended, contains approximately 929 acres south of Avenue 58, west of Monroe Street, north of Avenue 60, and east and west of Madison Street. SP 03-067 was last amended in 2017. Andalusia East is currently under development consistent with SP 03-067, providing low density residential units, an 18-hole golf course, a clubhouse and associated amenities. Andalusia West is currently undeveloped, but proposes residential and golf course uses under SP 03-067. The proposed project includes a Specific Plan Amendment that will remove

Andalusia West from SP 03-067, and create a new Specific Plan to allow the development of the resort community described above.

Preparation of the Draft EIR includes the preparation of technical studies such as Biological Resources, Cultural Resources, Hydrology and Drainage, Noise, Traffic, etc., and continuing consultation with the appropriate agencies.

## 2.3 Review of the Draft EIR

Upon completion of the Draft EIR, the City of La Quinta has 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 (Public Resources Code, Section 21161). Concurrent with the NOC, this Draft EIR will be distributed to 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 Planning Division, the La Quinta Library, and on the City's website. 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 a.m. to 5:30 p.m. and Friday 8:00 a.m. to 5:00 p.m.

http://www.laquintaca.gov/thewave

### *La Quinta Library*

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

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

Nicole Sauviat Criste, Consulting Planner
City of La Quinta
78495 Calle Tampico
La Quinta, CA 92253

Phone: 760-341-4455
Email: consultingplanner@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 received from public agencies will be made available for review at least 10 days prior to the public hearing before the City Council, at which the certification of the EIR will be considered.

## 2.4 Scope of the EIR

### 2.4.1 Notice of Preparation

The City of La Quinta issued a Notice of Preparation (NOP) to prepare a Draft EIR for a 30-day review period between February 17, 2021 and March 19, 2021. The NOP review period was extended in order to include the Development Agreement in the project description pursuant to Article 2.5 of Chapter 4, Division 1, Title 7 of the State California Government Code. The comment period was extended to allow public comments until April 2, 2021. 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 Coral Mountain Resort NOP is included in **Appendix A** of this Draft EIR. The Draft EIR will address all environmental topics, excluding agriculture and forestry resources, mineral resources, population and housing, recreation, and wildfires. Using the CEQA Guideline Environmental Checklist Form, it was determined in the NOP that these sections would result in no impacts, and therefore, are not required to be 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 those topics not further analyzed in this document.

The NOP was sent to the State Clearinghouse and to all responsible and trustee agencies, and to interested parties. Issues raised by 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 six comment letters from Public Agencies and 135 comment letters from Area Residents.

The comments from the Public Agencies are listed below:

1. *CAL FIRE,* in their letter dated March 24, 2021, requested to receive a Draft EIR.
2. *Imperial Irrigation District (IID)* indicated in their March 18, 2021 letter that the service provider reviewed the project and provided comments regarding energy infrastructure.

3. *Native American Heritage Commission (NAHC),* in their letter dated February 18, 2021, requires that the project participate in Assembly Bill (AB) 52 and Senate Bill (SB) 18 tribal consultation.
4. *Riverside County Airport Land Use Commission (ALUC)* provided two letters (dated February 18, 2021, and March 8, 2021) indicating that the project is not located within an airport influence area, and that they had no further comments.
5. *Riverside County Flood Control and Water Conservation District* indicated in their letter dated March 9, 2021, that the project would not be impacted by the District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.
1. *South Coast Air Quality Management District (SCAQMD)*, in their letter dated March 9, 2021, requested that the topic of air quality be discussed in the EIR. The District also requested that all appendices and technical documents related to the air quality, health risks, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files be provided to them.

The public comments from Area Residents consisted of letters expressing either support for or opposition to the project. The concerns of area residents include the proposed zone change and the project's compatibility with the area in which it is proposed, construction and operational traffic impacts, construction and operational noise impacts, impacts to aesthetic resources (i.e., views, light pollution), building heights, construction dust, project water use, and seismic disturbance.

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

### 2.4.2 CEQA Standards for Adequacy

This Draft EIR provides an evaluation of the potential environmental effects associated with the development of the approximately 386-acre Coral Mountain Resort project site, located at the southwest corner of Avenue 58 and Madison Street.

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.

This EIR includes mitigation measures that are provided to eliminate or reduce to acceptable levels the environmental impacts associated with the development of the approximately 386-acre project site.

This EIR has been prepared as a project level document that serves as the evaluation of the proposed project, including the Coral Mountain Resort Specific Plan that if approved, would allow the development of up to 600 residential units, a resort hotel with up to 150 keys and complementary resort uses and amenities, a recreational surf facility, 57,000 square feet of tourist commercial development, 60,000 square feet of neighborhood commercial uses, and open space recreational uses.

## 2.5 Organization of the EIR

This Draft EIR has been prepared as a Project-level EIR to evaluate the proposed project, including the ultimate build out of the Coral Mountain Resort Specific Plan. A comprehensive project description including exhibits and maps is presented in **Chapter 3.0, *Project Description***.

The Draft 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 the Mitigation, Monitoring and Reporting Program 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, the scope of the EIR, and the review and certification process. 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. Also included is a discussion of the project objectives, intended uses of the EIR, responsible agencies and their roles in the environmental process, and approvals that are needed for the proposed project.

**Chapter 4.0: Environmental Impact Analysis**. This chapter contains a comprehensive evaluation of the environmental impacts of the proposed project. Impacts are organized into major environmental topics. Each section includes a description of the environmental setting (the existing physical

environment and the regulatory environment); the methodology for evaluating impacts, significance criteria, potential impacts, a discussion of existing rules and regulations imposed on the project by the lead, responsible and trustee agencies, to reduce potential environmental effects of the project; project design features built into the project to comply with regulatory requirements, such as Title 24 (Energy) and the California Building Code (CBC); proposed mitigation measures (in addition to environmental requirements already imposed on the project by regulatory agencies), and a finding of the level of significance after mitigation. The impact evaluation considers direct impacts, indirect impacts, and cumulative impacts. The following environmental topics are addressed within Chapter 4.0.

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

***Section 4.2 – 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 project's vicinity.

***Section 4.3 – Biological Resources:*** Addresses the project's impacts on habitat and wildlife in the area, and summarizes the biological resources study prepared for the project. This section provides a summary of the Coachella Valley Multiple-Species Habitat Conservation Plan (CVMSHCP), and evaluates potential impacts associated with the project's proximity to the Santa Rosa and San Jacinto Mountains Conservation Area.

***Section 4.4 – Cultural Resources:*** Addresses the impacts of project development on historic, cultural, and archaeological resources. Note: Tribal Cultural Resources are addressed separately in Section 4.16 below.

***Section 4.5 – Energy:*** 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 4.6 – Geology and Soils:*** Addresses the potential impacts the project may have on soils and assesses the effects of the project in relation to geologic and seismic conditions, including the site's proximity to the Santa Rosa Mountains. This section also addresses paleontological resources.

***Section 4.7 – 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.

***Section 4.8 – Hazards and Hazardous Materials:*** Addresses the likelihood of the presence of hazardous materials or conditions on the project site 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.

***Section 4.9 – 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. This section also summarizes the requirements under the County's Municipal Separate Storm Sewer System (MS4) Permit for storm water control, retention and release.

***Section 4.10 – Land Use and Planning:*** Addresses the related land use impacts associated with the implementation of the project, including the project's compatibility with surrounding land uses, and the need for a General Plan Zoning Map Amendment. 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 with the CVMSHCP.

***Section 4.11 – Noise:*** Addresses the project's noise impacts that may occur during construction and operation of future land uses after compliance with the City's Noise Ordinance.

***Section 4.12 – Public Services:*** Addresses the project's impacts upon public service providers including fire, police, schools, and other public services.

***Section 4.13– Transportation:*** Addresses the project's impacts on the local and regional roadway system including emergency access, public transportation, bicycle, and pedestrian facilities, as well as an analysis of vehicle miles traveled (VMT).

***Section 4.14 – 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 4.15 – Utilities and Service Systems:*** Addresses the project's impacts on water supply, wastewater treatment, storm drains, electricity, natural gas, telecommunications, and solid waste.

It was determined in the NOP that agriculture and forestry resources, mineral resources, population and housing, recreation, and wildfires would result in no impacts, and therefore are not required to be analyzed further in the Draft EIR. Please consult **Appendix A** and **Chapter 6.0** for further discussion of agricultural and forestry resources, mineral resources, population and housing, recreation, and wildfire environmental topics.

**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.** Prior to the development of this Draft EIR, a Notice of Preparation (NOP) was written. The NOP briefly analyzed the environmental topic to determine the

significant impacts of the various threshold criteria as determined by the CEQA Guidelines. This discussion presents the analysis of the environmental topic thresholds that result in no impacts. No impacts related to agriculture and forestry, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, noise, population and housing, recreation, and wildfire, per the CEQA Guidelines, are summarized in this chapter.

**Chapter 7.0: Alternatives.** This chapter compares the impacts of the proposed project with five project alternatives: the No Project/No Build Alternative where no development would occur, a No Project/Existing Entitlements Alternative, a Reduced Density Alternative, a Golf/Resort Hotel Alternative; and a Lake Amenity/No Hotel 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: Glossary of Terms.** This chapter contains a full list of acronyms that were 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.

## 2.6 Reference Documents

### 2.6.1 Documents Incorporated by Reference

As permitted by CEQA Guidelines Section 15150, this Draft EIR has referenced several public documents. Information from the documents, has been incorporated by reference, and has been briefly summarized in the appropriate sections(s).

The documents (and their locations) include:

- La Quinta General Plan

  (La Quinta Website: https://www.laquintaca.gov/business/design-and-development/planning-division/2035-la-quinta-general-plan)

- La Quinta General Plan Environmental Impact Report

  (La Quinta Website: https://www.laquintaca.gov/business/lq2035-general-plan/documents)

- Coral Mountain Resort Specific Plan (SP 2020-0002)
- Amendment IV, Andalusia at Coral Mountain Specific Plan (SP 2003-067)
- Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

  (CVMSHCP Website: https://www.cvmshcp.org/)

### 2.6.2 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 as part of the appendices for the Draft EIR.

| | |
|---|---|
| Appendix A | Notice of Preparation and Public Comment Letters |
| Appendix B | Lighting Analysis |
| Appendix C | Air Quality Report |
| Appendix D.1 | Biological Report |
| Appendix D.2 | Focused Bat Survey |
| Appendix E | Cultural Report |
| Appendix F | ACBCI Tribal Mitigation Letter |
| Appendix G | Geotechnical Report |
| Appendix H | Paleontological Report |
| Appendix I | Greenhouse Gas Report |
| Appendix J.1 | Preliminary Hydrology Report |
| Appendix J.2 | Preliminary Water Quality Management Plan |
| Appendix J.3 | Master Plan Hydrology Report |
| Appendix K.1 | Noise Study |
| Appendix K.2 | Noise Memorandum |
| Appendix L.1 | Traffic Report |
| Appendix L.2 | Vehicle Miles Traveled (VMT) Evaluation |
| Appendix M | Coral Mountain Specific Plan Final Water Supply Assessment and Revision Letter |
| Appendix N | Coral Mountain Alternatives – Trip Generation and Air Quality and Greenhouse Gas Comparison (2) |
| Appendix O | Alternatives Water and Energy Comparisons |

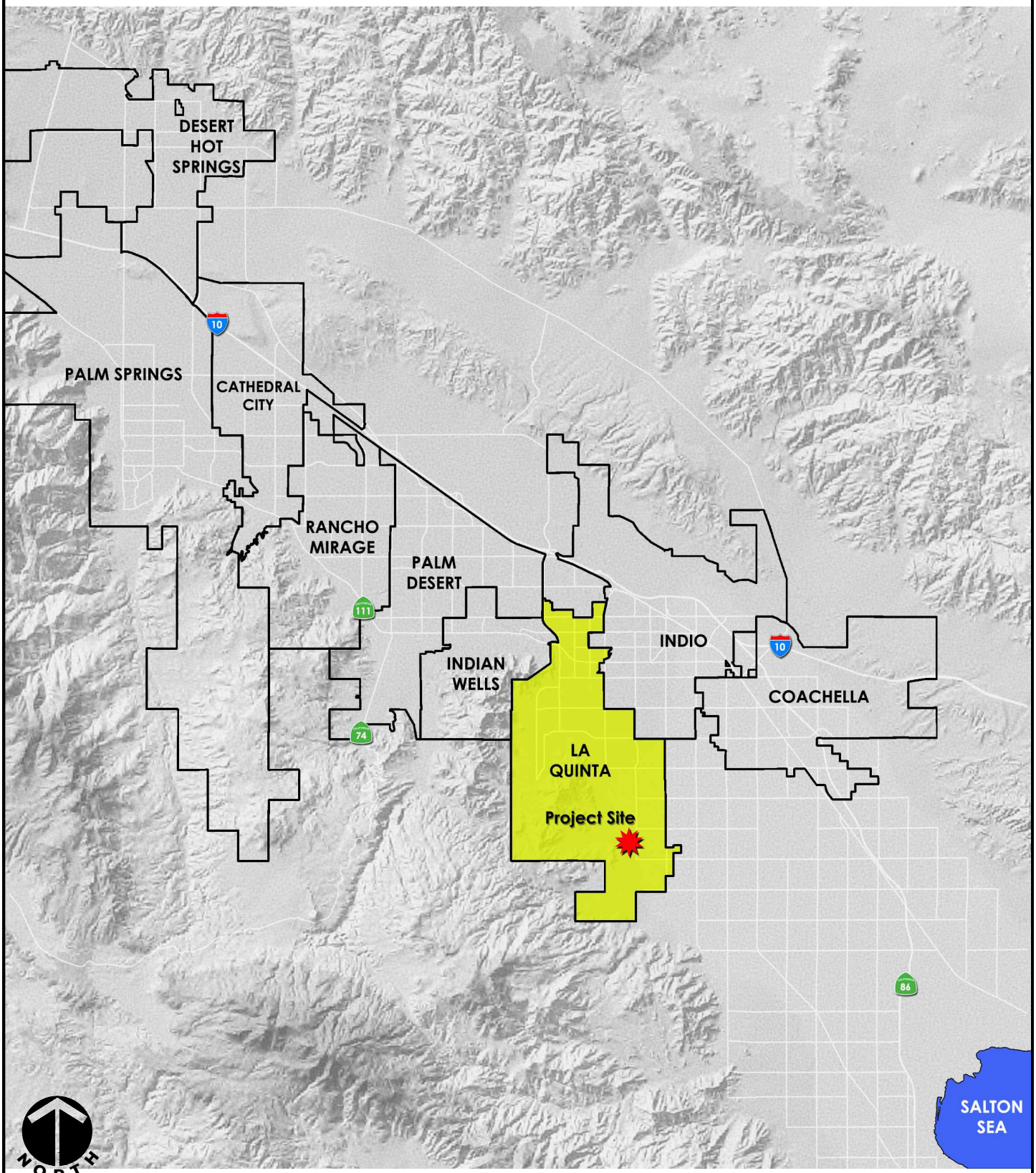
# Chapter 3.0 Project Description

## 3.1 Introduction

This section of the Draft Environmental Impact Report ("Draft EIR") describes the location, objectives, and characteristics of the proposed Coral Mountain Resort 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 section is a description of the proposed project's technical, economic, and environmental characteristics. A glossary of acronyms used in this Draft EIR are provided in **Chapter 9.0**.

## 3.2 Project Location

The City of La Quinta is located in the Coachella Valley, Riverside County. **Exhibit 3-1*, Regional Location Map***, shows the City's location within the larger Coachella Valley region. The project site encompasses an area of approximately 929 acres in the southeastern portion of the City of La Quinta. As shown in **Exhibit 3-2*, Vicinity Map***, the local area is characterized as a developing area with a number of golf course and residential communities to the north, west, east, and southeast, the Santa Rosa Mountains to the west and south, and open space and the Coachella Valley Water District (CVWD) percolation ponds to the south. **Exhibit 3-3, *Site Location Map***, displays an aerial view of the project site, outlining section lines, project boundary, adjacent roadways and neighboring communities. In addition to the Santa Rosa Mountains to the west and south, Coral Mountain is situated within the southwest portion of the project property. Further discussion of the land uses adjacent, and in proximity to the project, is included in the following section, *Surrounding Land Uses*. The project is located in portions of Section 27 and 28, Township 6 South, Range 7 East, San Bernardino Base Line and Meridian; and at Latitude 33° 37' 15" N, Longitude 116° 15' 21" W (approximate geographic center of the site).




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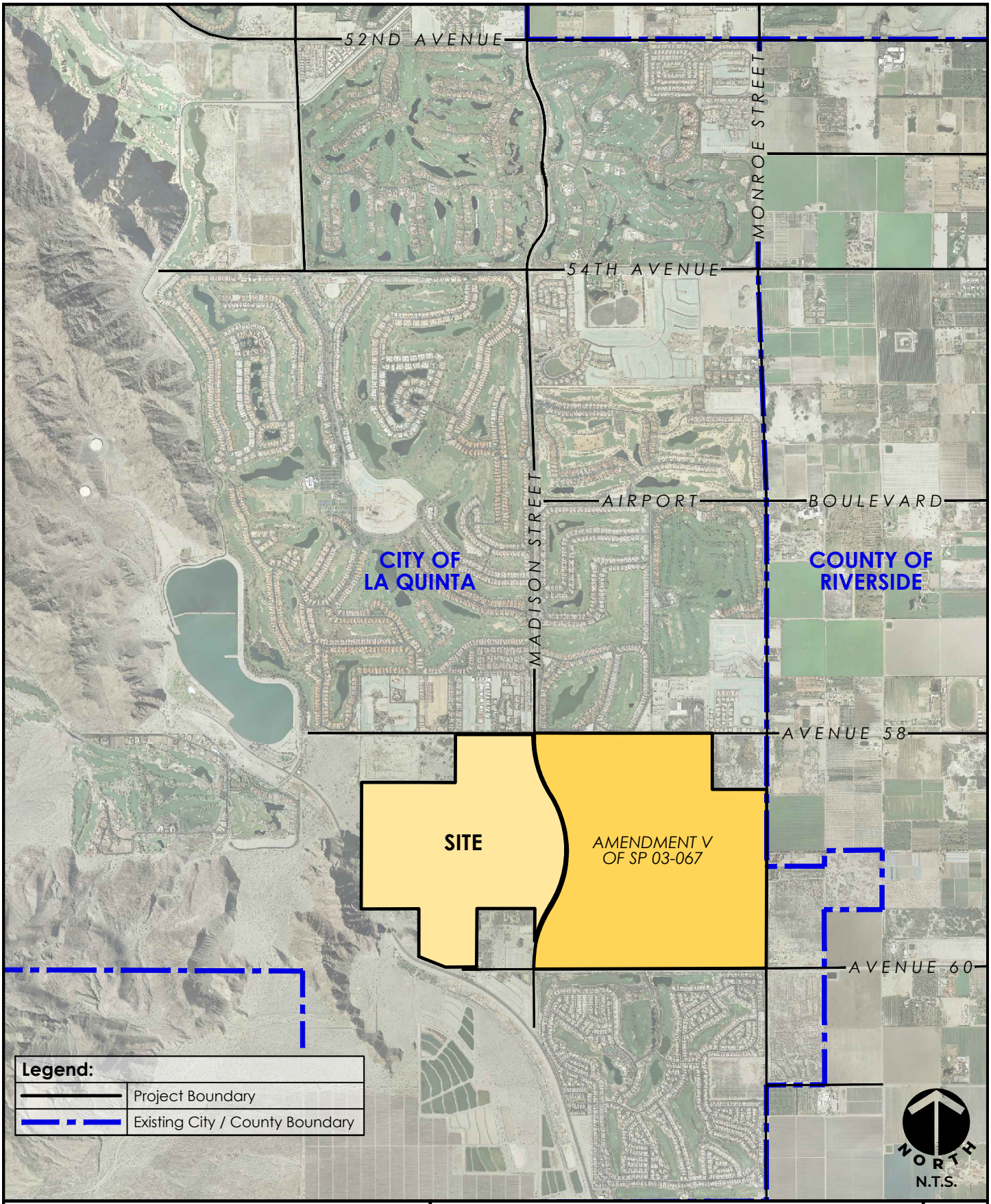
# REGIONAL LOCATION MAP

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

*3.1*




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# VICINITY MAP

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
3.2




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# SITE LOCATION MAP

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
3.3

## 3.3 Surrounding Land Uses

As shown in **Exhibit 3-2, *Vicinity Map***, and **Exhibit 3-3, *Site Location Map***, the project occupies approximately 929 acres east and west of Madison Street. The property is bounded by Avenue 58 and low density residential and golf communities, and Imperial Irrigation District (IID) La Quinta Headquarters building and substation on the north; Monroe Street, residential estates, vacant land, and agricultural land on the east; Avenue 60, residential estates, and residential and golf communities on the south; and vacant land and Coral Mountain on the west.

The proposed project to be developed under SP 2020-0002 occupies approximately 386 acres west of Madison Street. The proposed project is generally bounded by vacant land and Avenue 58 on the north; Madison Street on the east; residential estates, vacant land, and the Avenue 60 alignment on the south; Coral Mountain, and vacant land to the west. Land uses surrounding the specific plan area are as follows (see the aerial photograph in **Exhibit 3-2**):

| Direction | Description |
|---|---|
| North | • Avenue 58<br>• Vacant Land<br>• Developed and Undeveloped Single Family Residential Communities<br>• Golf Course |
| East | • Madison Street<br>• Single Family Residences in Andalusia Country Club<br>• Golf Course in Andalusia<br>• Vacant lands |
| South | • Avenue 60<br>• Developed and Undeveloped Single Family Residences and Communities<br>• Golf Course, including Trilogy<br>• Vacant Land<br>• CVWD Levee |
| West | • Coral Mountain<br>• Natural Open Space |

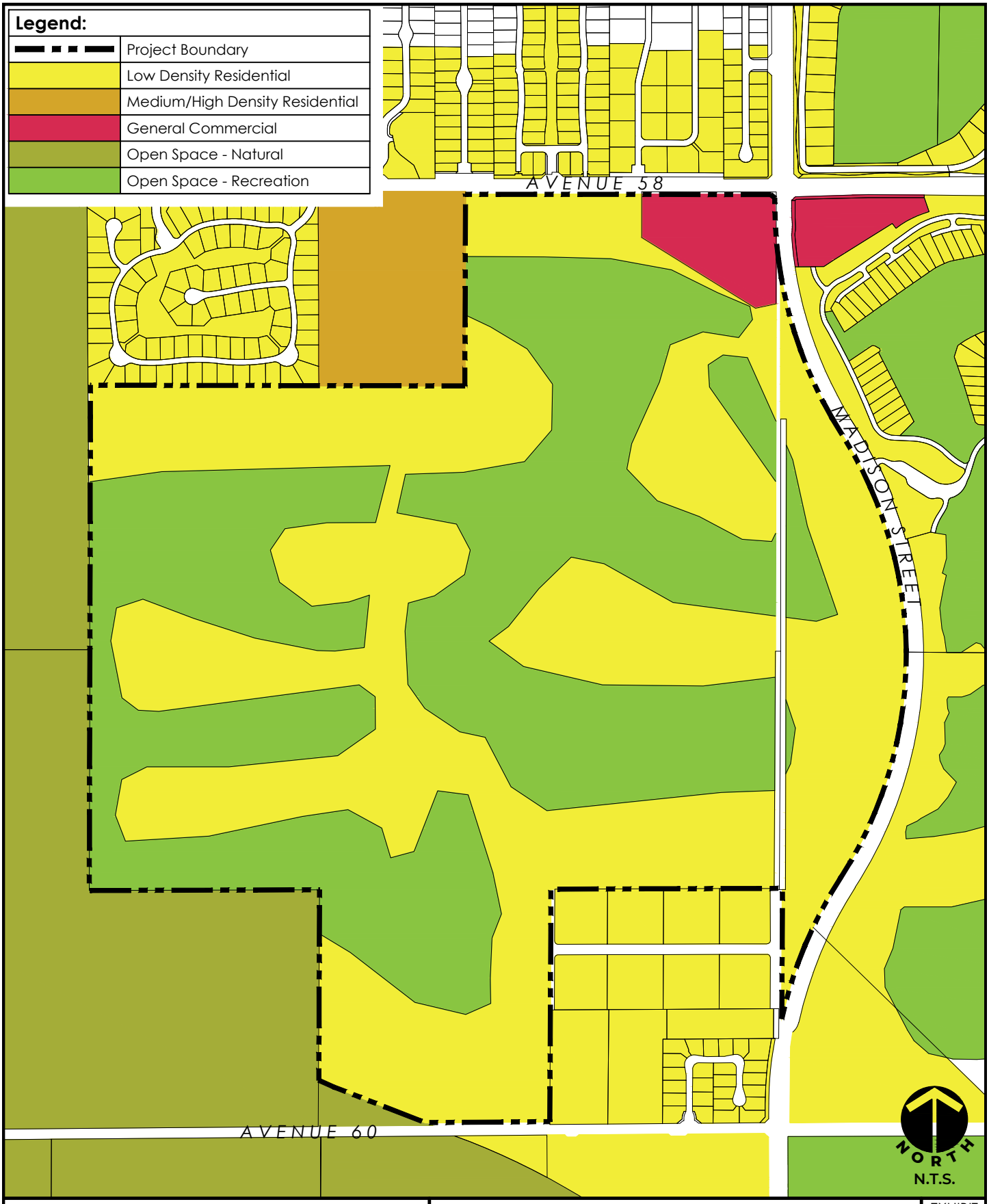
## 3.4 Project Site History

The project property was originally included as part of the "Rancho La Quinta Specific Plan," first approved in 1988 by Riverside County. The Specific Plan area was later annexed to the City of La Quinta. The area south of Avenue 58 and north of Avenue 60 became known as the "Andalusia at Coral Mountain Specific Plan 03-067" and included areas east and west of Madison Street. Since then, the property has gone through various entitlement activities and four specific plan amendments as part of the Andalusia at Coral Mountain Specific Plan (SP 03-067), summarized in **Table 3-1,** below.

**Table 3-1**
**Specific Plan Summary 1988-2017**

| Specific Plan Name | Year Approved | Summary | Supporting Documents |
|---|---|---|---|
| Rancho La Quinta Specific Plan 218 (County of Riverside) | 1988 | Original Specific Plan 218 approved by Riverside County Board of Supervisors; included a maximum development of 4,262 dwelling units, 380 acres of golf and 35 acres of commercial uses. | EIR Rancho La Quinta SCH #1987071302 |
| Coral Mountain Specific Plan 218, Amendment I (County of Riverside) | 2000 | Reduced development intensity by 762 dwelling units and 25.8 acres of commercial uses to up to 3,500 dwelling units and 9.2 acres of commercial uses. | TTM 2002-149 TTM 2002-12 |
| Coral Mountain Specific Plan Amendment II (City of La Quinta) | 2003 | Changed name to "Coral Mountain" Specific Plan; split specific plan into two specific plans: Trilogy (522 acres) and Andalusia (934-acres); Supersedes Coral Mountain Specific Plan 218 for Andalusia area. Environmental Assessment 2003-483 approved | GPA 2003-093; CZ 2003-116; Specific Plan 2003-067; Site Development Permit 2003-787; EA 2003-483 |
| Amendment III of Coral Mountain SP | 2013 | Relocated golf clubhouse and provided higher density around golf course. | |
| Amendment IV of Andalusia at Coral Mountain | 2017 | Revised development standards in Planning Area II to allow for attached/detached residential villas of up to 2 stories. | |

The eastern half of SP 03-067 is being developed with the Andalusia Country Club while the western half has remained vacant. **Exhibit 3-4, *Existing General Plan Land Use Map***, illustrates the project's existing General Plan land use designation. Approval of the Coral Mountain Resort Specific Plan will establish a new master plan and development standards for the property west of Madison Street to allow creation of a boutique resort, master-planned community and a Wave Basin recreational amenity. Concurrently, Amendment V of Specific Plan 03-067 is being processed to remove the western half such that only the Andalusia Country Club east of Madison Street will remain. This will create two separate and distinct communities, "Coral Mountain Resort", west of Madison Street, and "Andalusia Country Club", east of Madison Street.




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# EXISTING GENERAL PLAN LAND USE

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*3.4*

# 3.5 Proposed Project

## 3.5.1 Project Objectives

The project area consists of 929 acres in total. Of that, 543 acres occur on the east side of Madison Street, and will continue to develop as provided under SP 03-067, as a residential and golf country club. The western portion of the project, on the west side of Madison Street, proposes the development of the approximately 386-acre area. This portion of the project would be developed under a new Specific Plan (SP 2020-0002) with up to 496 low density residential units on 232.3 acres; a resort hotel with up to 150 keys and complementary resort uses and amenities, a recreational Wave Basin facility, 104 resort residential units, and 57,000 square feet of commercial development on 120.8 acres; 60,000 square feet of neighborhood commercial uses on 7.7 acres, and open space recreational uses on approximately 23.6 acres.

The project has identified the following objectives:

- To implement a plan that recognizes and responds to the natural and aesthetic character of the property.
- To create a private resort community with a variety of interrelated and mutually supportive commercial and recreational land uses that will also generate transient occupancy and sales tax revenues in order to enhance the City's economic base and long-term financial stability.
- To promote walkability and non-motorized connectivity as an integral part of the project design, including (1) establishing residential neighborhoods that are linked through multi-use trails that connect neighborhoods throughout the project; and (2) providing "walk streets" in the Resort area to provide internal connection between facilities within the Resort and the Wave Basin.
- Establish a density hierarchy that situates the highest density development within the resort and gradually reduces density as you move away from the resort into the surrounding residential neighborhoods, while maintaining the overall density previously included for this property in the Andalusia Specific Plan.
- Provide a variety of open space and recreational uses (active and passive).
- Design a planned community that complements existing development in the surrounding area and is compatible with the surrounding environment.
- Develop a high-quality private wave basin (The Wave) that provides unique recreational opportunities for future residents of the project, and that attracts resort guests and creates a landmark facility that will enhance the City's reputation as the "Gem of the Desert".

## 3.5.2 Project Description

The project area encompasses 929 acres. As previously stated in Section 3.4, *Project Site History*, the project site is currently a part of the "Andalusia at Coral Mountain Specific Plan 03-067", which includes the area south of Avenue 58 and east and west of Madison Street. The area east of Madison Street encompasses the Andalusia Country Club property. The area west of Madison Street is currently vacant. Amendment V of Specific Plan 03-067 is being processed to remove the area west of Madison Street from the Specific Plan area, thus, creating two separate and distinct communities, "Coral Mountain Resort", west of Madison Street, and "Andalusia Country Club", east of Madison Street. The project proposes several applications leading to the development of a boutique resort with a recreational surf wave facility, as well as planned residential neighborhoods and commercial and recreational uses on the west side of Madison Street. The ultimate build-out of the approximately 386-acre Specific Plan area includes up to 600 residential units on 232.3 acres; a resort hotel with up to 150 keys and complementary resort uses and amenities, a recreational surf facility, and 57,000 square feet of commercial development on 120.8 acres; 60,000 square feet of neighborhood commercial uses on 7.7 acres, and open space recreational uses on approximately 23.6 acres.

The applicant is requesting approval of a General Plan Amendment (GPA 2019-0002), Zone Change (ZC 2019-0004), Specific Plan Amendment (SP 03-067), Specific Plan (SP 2020-0002), Tentative Tract Map (TTM 2019-0005), Site Development Permit (SDP 2021-0001), and Development Agreement (DA 2021-0002), as a part of the entitlement process. A detailed description of the requested entitlements is included below.

### *General Plan Amendment*

The General Plan Amendment (GPA 2019-0002) will amend the current General Plan land use designations from General Commercial, Low Density Residential, and Open Space – Recreation to Neighborhood Commercial, Low Density Residential, Tourist Commercial, and Open Space – Recreation, as shown in **Exhibit 3-5**.

### *Zone Change*

The proposed Zone Change (ZC 2019-0004) will revise the existing zoning of the Specific Plan Area from Neighborhood Commercial, Low Density Residential, and Golf Course, to Neighborhood Commercial (CN), Low Density Residential (RL), Parks and Recreation (PR), and Tourist Commercial (CT), as shown in **Exhibit 3-6**.

### *Specific Plan Amendment*

The Specific Plan Amendment (Amendment V of Specific Plan 03-067) is being processed to remove the area west of Madison Street from Specific Plan 03-067, thus, creating two separate and distinct communities, "Coral Mountain Resort", west of Madison Street, and "Andalusia Country Club", east

of Madison Street. The Specific Plan Amendment will result in only the deletion of the westerly 386 acres. No changes to land use designations, densities or intensities, development standards or guidelines are proposed for the lands east of Madison Street. It is expected that Andalusia will continue to build out under the requirements of the SPA.

### *Specific Plan*

Approval of the Coral Mountain Resort Specific Plan (SP 2020-0002) will establish a new master plan governing the allowable land uses, design guidelines, and development standards for the 386-acre property west of Madison Street, to allow creation of a boutique resort and master-planned community. The project will result in a variety of land uses on the westerly 386 acres, as shown in **Exhibit 3-5, *Proposed General Plan Land Use Map***. Low Density Residential land uses will occupy approximately 232.3 acres and result in a maximum of 496 dwelling units. Tourist Commercial land uses will result in 104 dwelling units, 150 hotel rooms, and 57,000 square feet of private resort-serving commercial uses available to residents and hotel guests, on approximately 120.8 acres. General Commercial land uses will occupy approximately 7.7 acres, with up to 60,000 square feet of retail commercial uses available to the general public. Open Space Recreation land uses will occur on approximately 23.6 acres in the southwest portion of the site.

**Table 3-2, *Proposed Land Use Summary,*** shows the land use associated with each planning area. **Exhibit 3-6, *Planning Area Land Use Plan***, shows the location of each project planning area.

**Table 3-2**
**Proposed Land Use Summary**

| Planning Area (PA) | Land Use Category | Gross Land Area (Acres) | Non-Residential Building (SF) | Max. Dwelling Units (DU) | Max. Hotel/Resort Units (DU) |
|---|---|---|---|---|---|
| **PA I** | GC | 7.7 | 60,000[1] | | |
| **PA II** | LDR | 232.3 | | 496 | |
| **PA III** | TC | 120.8 | 57,000[2] | 104 | 150 |
| **PA IV** | OS-R | 23.6 | | | |
| **Right of Way** | | 1.5 | | | |
| **Total** | | **385.9** | **117,000** | **600** | **150** |

Note: GC = General Commercial, LDR = Low Density Residential, TC = Tourist Commercial, OS-R = Open Space Recreation

1. Consisting of retail commercial uses available to the general public.
2. Consisting of private resort-serving commercial uses available only to residents and hotel guests.

### Development Standards and Design Guidelines

The Coral Mountain Resort Specific Plan 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. The development standards detail permitted uses, lot sizes, building and structure heights, building

setbacks, front and rear setbacks, building floor areas, parking, wall heights, and light pole heights of each planning area.

The design guidelines outlined in the Specific Plan are established to assist the developer of the project 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

Generally, the conceptual landscape plan will incorporate landscape elements that establish a "sense of place" and create visual unity and compatibility throughout the project. The theme of the landscape architecture at the project is to create a lush desert character of visual variety and textural interest while complying with water conservation techniques based on plant selection and technical irrigation system design. Key landscape elements would include entryways, streetscapes, and common areas. The Specific Plan provides a thorough list of compatible trees, shrubs, and groundcovers to be incorporated as part of the landscape design. Final landscape design will be subject to Site Development Permit review and Final Landscaping Plan permits. Walls, fences, monumentation, and all other hardscape elements at project entries will utilize materials, color, and detailing that are compatible with the various proposed uses.

Circulation

Vehicular access to the project site will utilize existing public arterial roads, including Avenue 58, Madison Street, and Avenue 60. Avenue 58, to the north, will provide two access points to the Neighborhood Commercial area (PA I). Madison Street, to the east, will provide two points of access to the site; one to the Neighborhood Commercial area (PA I), and one as the primary access to the balance of the site. Avenue 60, to the south would provide secondary access to PA III in the southern portion of the site.

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's multi-modal transportation system will consist of sidewalks, multi-use trails, and shared use of low-speed, low-volume roadways, specifically including off-street bicycle and pedestrian paths/routes; sidewalks in higher traffic areas; pedestrian/bicycle crosswalks; pedestrian and multi-use paths and streets; traffic calming methods; short street segments with frequent caution zones and stopping points; and golf cart and other alternative forms of personal transportation.

See **Exhibit 3-8, *Vehicular Circulation Plan***, and **Exhibit 3-9, *Non-Vehicular Circulation Plan***, for the project's proposed circulation plans.

### *Tentative Tract Map*

The Tentative Tract Map (TTM 2019-0005) subdivides the property into smaller lots for development. The TTM will subdivide all of Planning Area III (PA III), and the western corner of PA II into lots suitable for the development of the uses permitted for these areas in the Specific Plan. Future TTMs may be filed with each phase of development as necessary to implement the balance of the project.

### *Site Development Permit*

The Site Development Permit (SDP 2021-0001) is required by the City for approval of site-specific landscape design, architectural design, and site plan for the Wave Basin along with associated mechanical equipment and improvements (Planning Area III-B). Future SDPs will be filed with each phase of development as necessary to implement the balance of the project. The SDP includes:

- The Wave Basin site plan
- Winch Plans and sections of the Wave Basin (the winches are located in the mechanical buildings and assist in making the waves)
- Surf Lighting
- Architecture Plans and elevations of the maintenance yard, maintenance building, water treatment building, north and south winch.
- Photometric Plans for the lighting surrounding the Wave Basin
- Landscape Plans for the proposed landscaped areas around the Wave Basin and the main drive to the primary Madison Street entry.

### *Development Agreement*

The Development Agreement (DA 2021-0002) would vest the applicant's right to develop the Coral Mountain Resort Specific Plan area pursuant to the entitlements described above, address short-term rentals within all planning areas of the project, ensure that the project has a net positive fiscal impact on the City despite the lack of property tax revenue to the City through 2035, and ensure the timely completion of infrastructure to serve the project and surrounding area, and ensure that the project design features and mitigation measures identified in this EIR are enforceable by the City as project requirements.

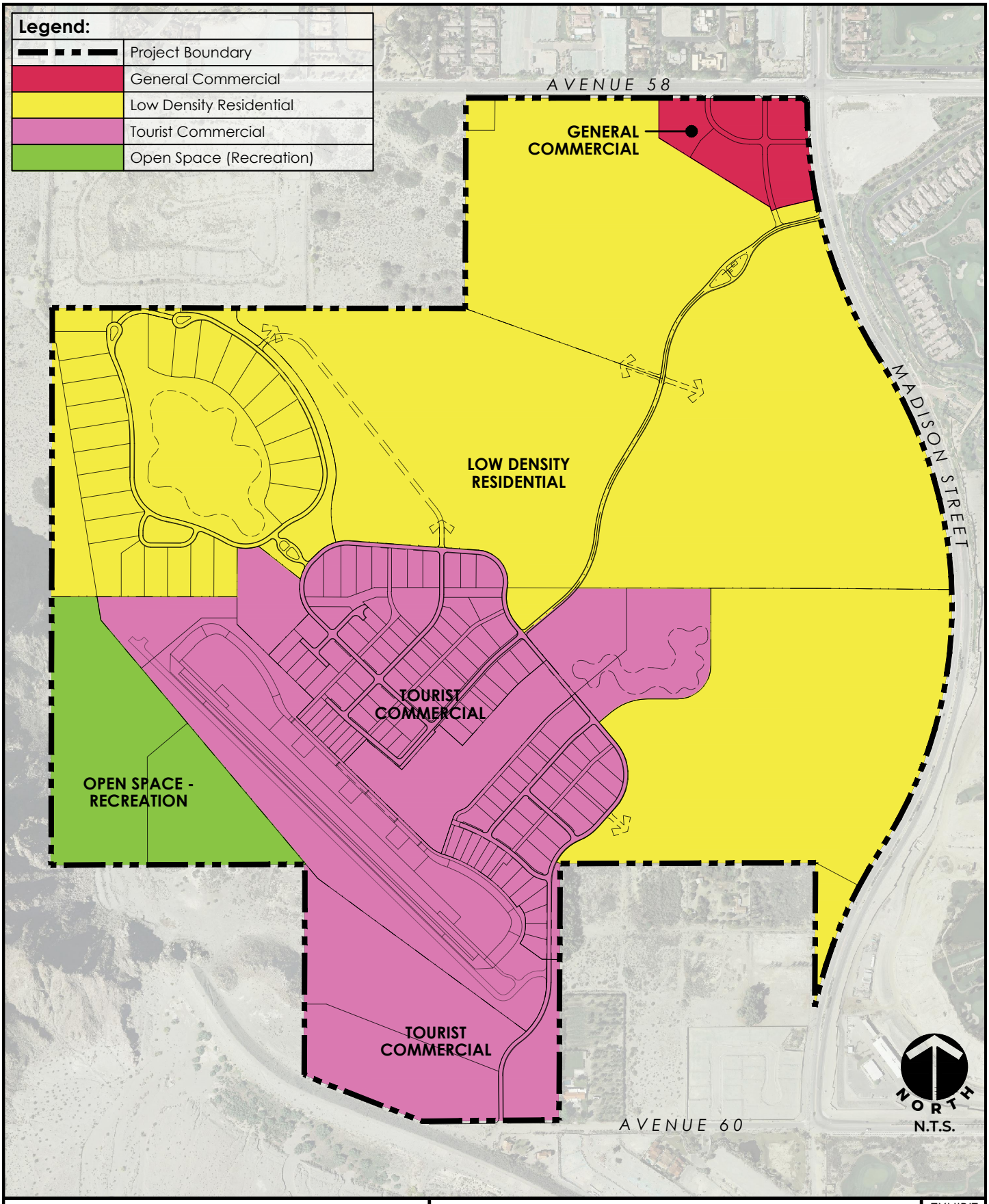
<u>Off-Site Improvements</u>

In addition to the proposed onsite development, project implementation will also include the installation of an off-site transformer bank at an existing IID substation, located at 81600 Avenue 58, as part of the proposed upgrades. Construction for the conduits and line extension would occur in the existing right-of-way.

## 3.5.3 Project Components

The build out components include:

- 600 Dwelling Units of varying types
  - 496 single family attached and detached dwellings and affiliated amenities (Low Density Residential land use)
    - Low Density Residential product types may include estate compounds, single-family detached/attached units, alley loaded homes, and clustered products.
  - 104 resort residential units (Tourist Commercial land use)
    - Resort residential product types may include single family detached units, townhomes, and stacked flats.
- 60,000 square feet of publicly accessible neighborhood commercial building space
- 150-key resort with customary resort amenities
  - The Resort Hotel will provide a hospitality component, with amenities such as a restaurant and bar, retail shop, meeting space, swimming pool, fitness center, spa and lodging.
  - Lodging options will provide a range of traditional hotel rooms, suites, and casitas.
- 57,000 square feet of resort-serving commercial and recreational building space
  - Residents and guests of the property will have exclusive use of resort commercial.
- The Wave Basin
  16.62-acre artificial surf Wave Basin
  - Residents and guests of the property will have exclusive use of Wave Basin
  - Equipment and service space for the Wave Basin includes
    - Two approximately 6,000-square-foot winch areas, each having:
      - 1,900-square-foot winch buildings
      - 2,800-square-foot shade structures
    - 37,500-square-foot Service Yard, including:
      - 2,400-square-foot Maintenance Workshop
      - 2,400-square-foot Water Treatment building
      - 0.5-million-gallon (MG) Water Tank
  - The project applicant anticipates the potential occurrence of special events at this location involving attendance of not-to-exceed 2,500 guests per day, for up to 4 days (up to 4 events per year).
- 26.5 acres of graded area, south of the Wave Basin
  - Providing unprogrammed gathering and staging space for temporary equipment such as portable toilets, shade structures, tenting for inclement weather, and catering equipment.
- Approximately 24 acres of natural open space for low-impact active and passive recreation activities.
  - Including hiking, biking, and ropes courses.



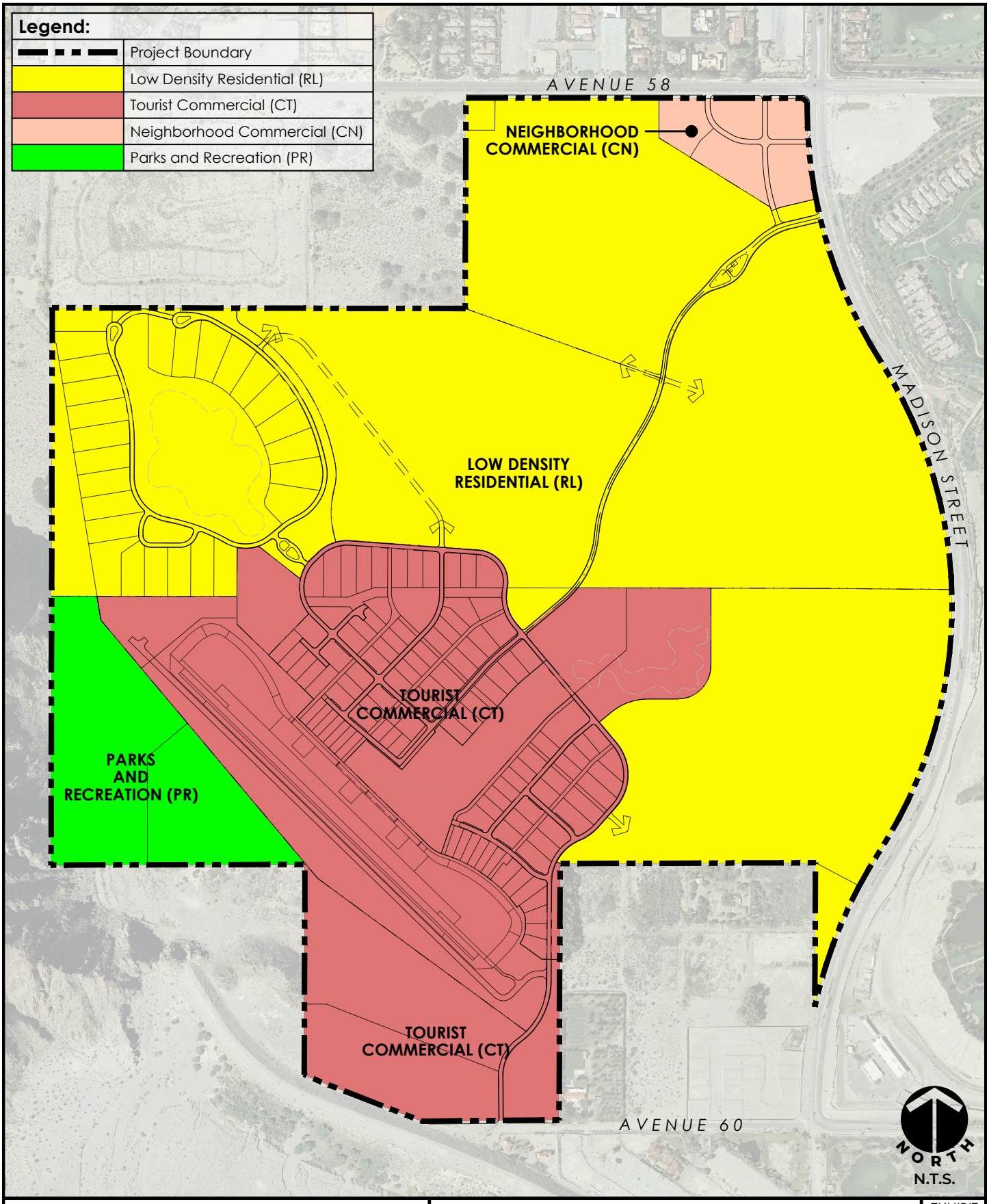

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# PROPOSED GENERAL PLAN LAND USE

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT 3.5



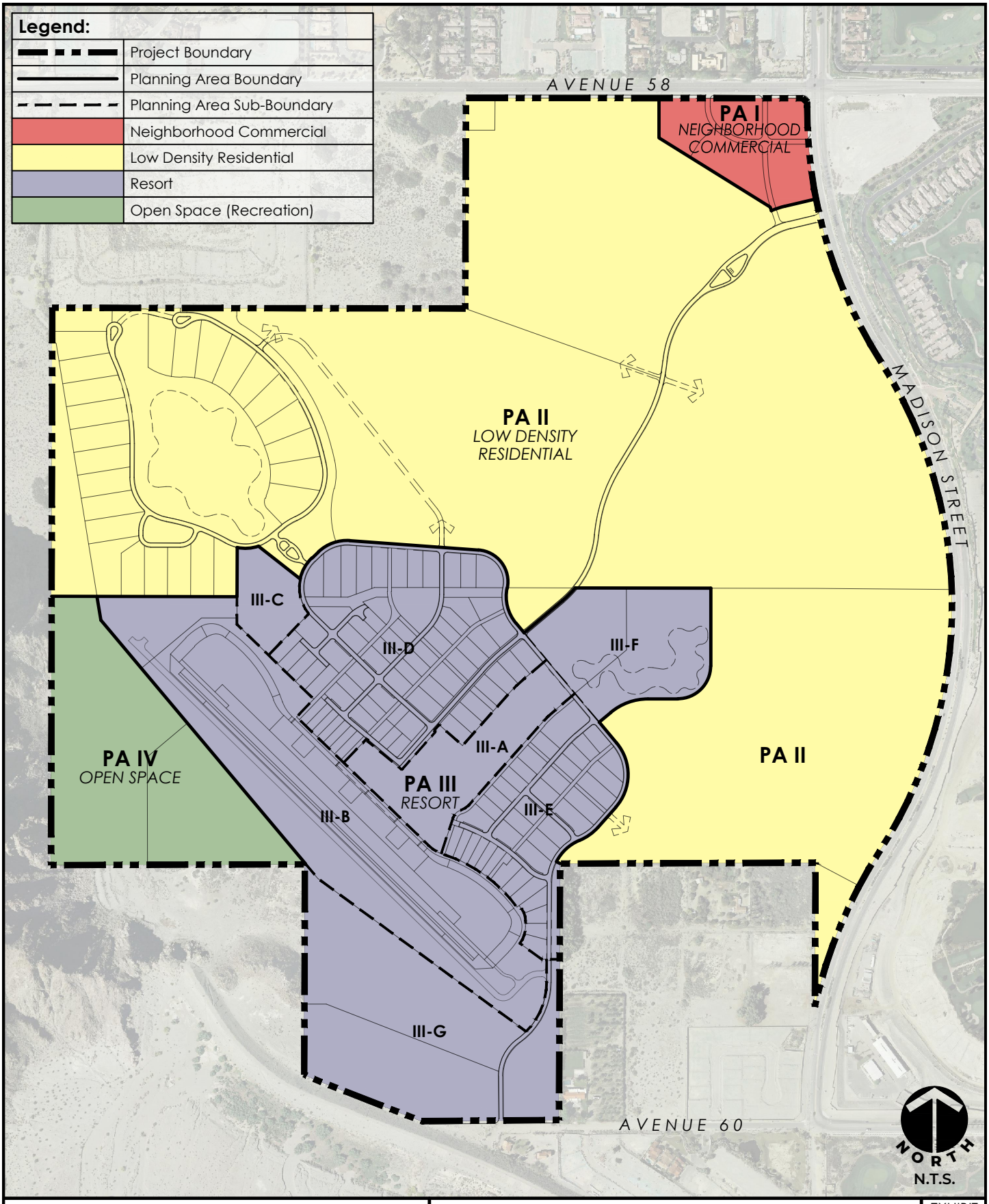

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# PROPOSED ZONING

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT 3.6




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# PLANNING AREA LAND USE PLAN

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*3.7*

## 3.6 Specific Plan Planning Areas

The Specific Plan proposes the development of four planning areas, defined in this section. **Table 3-3**, below, indicates each planning area, and its proposed acreages, and dwelling units. **Exhibit 3-7, *Planning Area Land Use Plan,*** illustrates the proposed planning area locations.

**Table 3-3**
**Proposed Planning Area Summary**

| PA | Land Use (Zone)[1] | Acres | Commercial (SF) | Max. Units |
|---|---|---|---|---|
| I | Neighborhood Commercial (CN) | **7.7** | 60,000 SF | |
| II | Low Density Residential (RL) | **232.3** | | 496 Units |
| III | Resort (CT) | | | |
| | *III-A: Resort Hotel* | *8.5* | | 150 rooms |
| | *III-B: The Wave Basin* | *31.2*[2] | | |
| | *III-C: Wave Club* | *3.2* | | |
| | *III-D: Resort Residential West* | *40.5* | | 104 units |
| | *III-E: Resort Residential East* | | | |
| | *III-F: The Farm* | *11* | | |
| | *III-G: Back of House* | *26.5* | | |
| | PA III Total acreage | **120.8** | 57,000 SF | |
| IV | Open Space Recreational (PR) | **23.6** | | |
| | Roads | 1.6 | | |
| | **Total** | **386** | **60,000 CN<br>57,000 CT** | **600 DU<br>150 rooms** |

1. Zone Codes: Neighborhood Commercial = CN; Low Density Residential = RL; Tourist Commercial = CT; Parks and Recreation = PR
2. The Wave Subarea is 31.2 acres and contains a 16.62-acre artificial surf wave basin.

### 3.6.1 Planning Area I – Neighborhood Commercial (CN)

Located on 7.7 acres at the southwest corner of Avenue 58 and Madison Street, PA I allows for the construction of 60,000 square feet of publicly accessible neighborhood commercial building space with affiliated circulation and infrastructure improvements. The retail development will consist of a mixture of neighborhood commercial developments including but not limited to retail stores, convenience stores, and restaurants.

All uses listed in the Neighborhood Commercial District of the La Quinta Municipal Code (Section 9.80.020, Table 9-5) are allowed in PA-I, except that the uses listed below are specifically considered permitted uses.

*Permitted Uses*

- Retail Stores
- Food, liquor, and convenience stores

- Restaurants
- Banks
- Medical offices

The site plan, architecture and landscaping for this Planning Area will be reviewed pursuant to the requirements of Municipal Code Section 9.120.010, Site Development Permits in the future.

### 3.6.2 Planning Area II – Low Density Residential (RL)

Located on approximately 232.3 acres on the northern and eastern portions of the project, PA-II allows for the construction of up to 496 single-family attached and detached dwellings. Residential neighborhoods of various types would occur throughout the project. Product types may include estate compounds, single-family detached/attached units, alley loaded homes, and clustered products. Ownership and occupancy of these units may include primary, secondary and fractional ownership along with short term vacation rentals. Open space, golf, and various other complementary recreational uses may be integrated with residential development. PA-II is designated a Low Density Residential land use.

Allowable uses listed in the Low Density Residential District of the La Quinta Municipal Code (Table 9.40.030) are allowed in PA-II in accordance with Table 9-1, except that the uses listed below are specifically considered permitted uses.

*Permitted Uses*

- Single Family Detached Dwellings
- Single Family Detached Patio Homes
- Duplexes
- Single Family Attached Dwellings
- Townhome Dwellings
- Condominium Multi-family
- Short term Vacation Rental Units
- Timeshare Units
- Fractional Ownership Units
- Lakes and active recreation
- Golf Courses, Driving Ranges, and Golf Related Uses

The site plan(s), architecture and landscaping for this Planning Area will be reviewed pursuant to the requirements of Municipal Code Section 9.210.010, Site Development Permits (SDP), and may be brought forward as multiple SDPs in the future.

## 3.6.3 Planning Area III – Tourist Commercial (TC)

Planning Area III (PA-III) is intended to allow for Resort Residential and Tourist Commercial uses and is located in the south-central portion of the project. PA-III is structured around the Wave basin, a private artificial wave generating basin. Located on approximately 120.8 acres, PA-III will allow the construction of a private resort including the Wave Basin, a boutique hotel, a walkable residential village, an entertainment and fitness complex, and a private community clubhouse. PA-III will contain 150 hotel keys, 104 residential units, and 57,000 square feet of resort-serving commercial and recreational building space, outdoor amenities, and a community clubhouse. Planning Area III is divided into seven planning subareas (A through G) listed below. The site plan(s), architecture and landscaping for each subarea will be reviewed pursuant to the requirements of Municipal Code Section 9.210.010, Site Development Permits (SDP), and may be brought forward as multiple SDPs in the future. SDP 2021-0001, for the Wave Basin and supporting facilities, is the first SDP proposed for the project.

### *PA III-A – Resort Hotel:*

The Resort Hotel subarea contains approximately 8.5 acres and will accommodate a boutique resort hotel with up to 150 keys along with 57,000 square feet of commercial resort amenities such as eateries/cafes and retail shops. In-hotel services are expected to include a restaurant and bar, meeting space, swimming pool, fitness center, and spa. Lodging options will provide a range of traditional hotel rooms, suites, and casitas.

Allowable uses listed in the Tourist Commercial use of the La Quinta Municipal Code (Table 9.80.020) are allowed in PA-III in accordance with Table 9-5, except that the uses listed below are specifically considered permitted uses.

*Permitted Uses*

- Bars and cocktail lounges
- Retail Stores
- Restaurants, other than drive-through
- Indoor and outdoor recreation facilities
- Meeting and club facilities
- Parking lots
- Recreational water amenities
- Resort residential
- Resort hotel
- Resort support and Accessory Uses
- Clubhouse
- Outdoor Storage

### *PA III-B – The Wave Basin:*

The Wave Basin subarea contains approximately 31.2 acres containing an artificial surf wave basin and 49,500 square feet of equipment and support space. The artificial surf wave basin, “The Wave

Basin," will be approximately 16.62 acres (water body footprint is 12.14 acres), and will feature technology designed to re-create ocean waves for recreational surfing by individual resort residents and hotel guests, as well as the hosting of limited private and public events by reservation. The capacity of the Wave Basin is 30 people. The users will be able to surf on the Basin for 30-minute intervals. It is likely that some users will continue to surf after their 30-minute interval. The Wave Basin requires ancillary operational, administrative and maintenance functions for basin operations that are provided immediately south of the Wave Basin, and include two winch areas and a service yard. The Wave Basin operates under ambient temperature and does not require heating. Night-time lighting of The Wave Basin will include seventeen, 80-foot-high light poles, surrounding the Wave Basin. The light poles will be down-ward oriented and designed to illuminate only the Wave Basin.

Allowable uses listed in the Tourist Commercial use of the La Quinta Municipal Code (Table 9.80.020) are allowed in PA-III in accordance with Table 9-5, except that the uses listed below are specifically considered permitted uses.

*Permitted Uses*

- Bars and Cocktail Lounges
- Indoor and Outdoor Recreation Facilities
- Recreational Water Amenities
- Water Storage Tanks
- Outdoor Storage

### *PA III-C – Wave Club:*

The Wave Club subarea contains approximately 3.2 acres fronting the Wave basin and will function as a private clubhouse with amenities for exclusive use by residents and hotel guests. Representative amenities at the Wave Club may include changing rooms, surfboard storage, pool, and casual dining/lounge area.

Allowable uses listed in the Tourist Commercial use of the La Quinta Municipal Code (Table 9.80.020) are allowed in PA-III in accordance with Table 9-5, except that the uses listed below are specifically considered permitted uses.

*Permitted Uses*

- Bars and Cocktail Lounges
- Retail Stores
- Restaurants, other than drive-through
- Indoor and Outdoor Recreation Facilities
- Meeting and Club Facilities
- Parking Lots
- Recreational Water Amenities
- Resort Residential
- Resort Support and Accessory Uses
- Clubhouse

- Outdoor Storage

### *PA III-D, PA III-E – Resort Residential West and East:*

These planning subareas contain approximately 40.5 acres and are planned as a grid-patterned village that flanks the hotel and resort amenities. Structures will consist of 104 residential units designed on a compact grid-like network of streets and pathways. The majority of the Resort Residential neighborhoods are located within a 1,200-foot walking radius of the Hotel, Wave Basin, Wave Club, and Farm, to concentrate density within easy walking distance of the key resort amenities. Residents are expected to walk or use alternate forms of transportation such as golf-carts, bikes, scooters, and skateboards to access the hotel or resort amenities. It is anticipated that many resort residence owners will participate in a short-term rental program operated from the hotel.

Allowable uses listed in the Tourist Commercial use of the La Quinta Municipal Code (Table 9.80.020) are allowed in PA-III in accordance with Table 9-5, except that the uses listed below are specifically considered permitted uses.

*Permitted Uses*

- Community Gardens
- Indoor and Outdoor Recreation Facilities
- Parking Lots
- Resort Residential
- Resort Hotel
- Resort Support and Accessory Uses
- Outdoor Storage

### *PA III-F – The Farm:*

The Farm contains approximately 11 acres of land for private resort-serving entertainment and fitness facilities. It will offer a wide range of community and active lifestyle amenities such as golf practice and training facilities, hiking, biking, bicycle pump-track, fitness areas, and swimming pool areas. In addition, spa and dining facilities may be provided for residents and hotel guests.

Allowable uses listed in the Tourist Commercial use of the La Quinta Municipal Code (Table 9.80.020) are allowed in PA-III in accordance with Table 9-5, except that the uses listed below are specifically considered permitted uses.

*Permitted Uses*

- Bars and Cocktail Lounges
- Retail Stores
- Community Gardens
- Restaurants, other than drive-through
- Community Gardens
- Golf Facilities
- Indoor and Outdoor Recreation Facilities

- Meeting and Club Facilities
- Parking Lots
- Recreational Water Amenities
- Resort Support and Accessory Uses
- Clubhouse
- Outdoor Storage

***PA III-G – Back of House:***

The Back of House subarea contains approximately 26.5 acres that will be graded as level, largely open land south of the Wave Basin. This subarea will provide unprogrammed gathering and staging space for temporary equipment such as port-a-potties, shade structures, tenting for inclement weather, and catering equipment that might be used during temporary events. It will also house necessary permanent support facilities for maintenance, service and administrative operation of the Wave basin and resort. When not in use, this subarea will be maintained as open space. The Back of House subarea will be used to host public ticketed events on the Wave basin. These events may occur up to 4 times per year and are restricted to 4 days duration, with a maximum attendance of 2,500 guests per day. Prior to any events taking place, the applicant will be required to process and receive approval for Temporary Use Permit(s).

Allowable uses listed in the Tourist Commercial use of the La Quinta Municipal Code (Table 9.80.020) are allowed in PA-III in accordance with Table 9-5, except that the uses listed below are specifically considered permitted uses.

*Permitted Uses*

- Indoor and Outdoor Recreation Facilities
- Parking Lots
- Resort Support and Accessory Uses
- Outdoor Storage

## 3.6.4 Planning Area IV – Parks and Recreation (PR)

Planning Area IV (PA-IV) consists of approximately 23.6 acres of natural open space that may be used for low-impact active and passive recreation activities such as hiking, biking and ropes courses. The recreational uses are intended to be compatible with the resort. This Planning Area will be retained largely as natural desert land to preserve the backdrop of Coral Mountain.

All uses listed in the Parks and Recreation District of the La Quinta Municipal Code (Section 9.120.020) are allowed in PA-IV in accordance with Table 9-8, except that the uses listed below are specifically considered permitted uses.

*Permitted Uses*

- Multi-Use, Nature and Bike Courses/Trails
- Shade Structures, Relief Stations

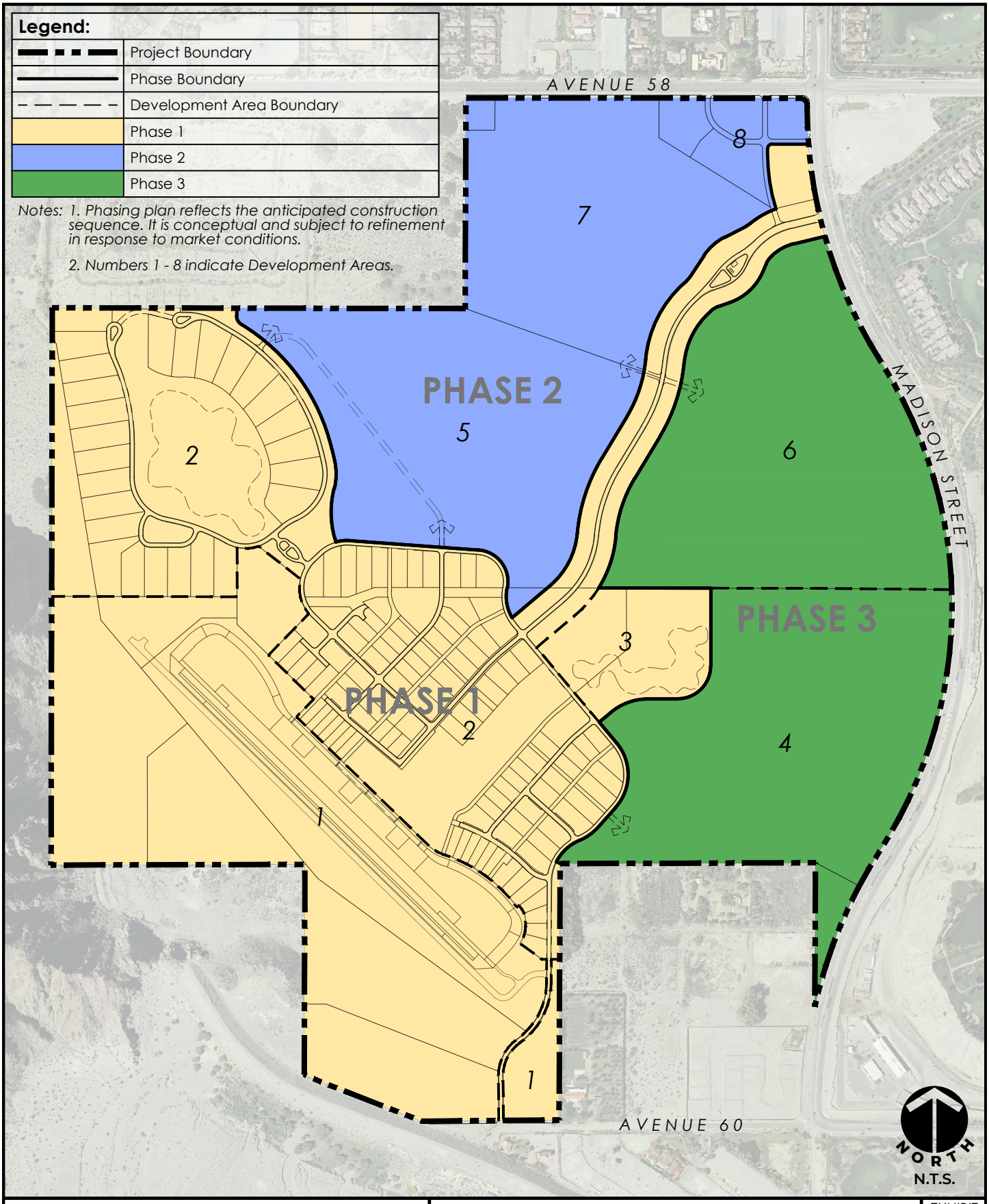
- Recreational Equipment (including but not limited to aerial adventure and rope courses, bicycle park, ziplines, etc.)
- Water Tanks and Reservoirs
- Wayfinding Signage

The site plan(s), architecture and landscaping for this Planning Area will be reviewed pursuant to the requirements of Municipal Code Section 9.210.010, Site Development Permits (SDP), and may be brought forward as multiple SDPs in the future.

### 3.6.5 Project Construction

According to the Coral Mountain Specific Plan, project construction will occur in eight (8) primary development areas with buildout anticipated to occur in three primary phases over approximately 4- to 6-years. Each primary development area may be broken into subphases in response to market conditions and consumer demand. For example, the hotel of up to 150 keys may be constructed in multiple subphases. **Exhibit 3-8, *Conceptual Development Plan,*** reflects the anticipated construction sequence and may be non-sequential and adjusted subject to market conditions (so long as necessary utilities and access are provided). Phased development will be accompanied by the orderly extension of circulation and parking facilities, public utilities, and infrastructure in accordance with the final conditions of approval for the project.

The applicant proposes to commence construction of the Wave Basin first, due to longer construction timelines than the other uses within the Specific Plan. The Site Development Permit (SDP 2021-0001) for the Wave Basin described above is being processed concurrently with the initial entitlements. One or more SDPs for other portions of the Tourist Commercial and Low Density Residential areas (designated as Phase 2 on **Exhibit 3-8**) will be filed prior to final approval of the Wave Basin SDP***.*** Following this entitlement and construction schedule, it is anticipated that the Wave Basin and other Tourist Commercial and Residential land uses will be completed and ready for occupancy at approximately the same time.




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# CONCEPTUAL DEVELOPMENT PLAN

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT 3.8

## 3.7 Circulation Plan

The circulation plan proposes a multi-modal approach providing transportation facilities within the Specific Plan area for a variety of user groups including motorists, cyclists, pedestrians, and drivers of electric vehicles, thereby decreasing automobile dependency. Convenient access and parking are planned in close proximity to retail and resort areas. 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's multi-modal transportation system will consist of sidewalks, multi-use trails, and shared use of low-speed, low-volume roadways, specifically including: off-street bicycle and pedestrian paths/routes; sidewalks in higher traffic areas; pedestrian/bicycle crosswalks; pedestrian and multi-use paths and streets; traffic calming methods; short street segments with frequent caution zones and stopping points; and golf cart routes and other alternative forms of personal transportation.

### Vehicular Circulation

Vehicular access to the project site will utilize existing public arterial roads, including Avenue 58, Avenue 60 and Madison Street. Avenue 58 and Madison Street are largely improved to their ultimate lane width, needing only the addition of minor widening, a meandering multi-purpose trail, sidewalks, and parkway landscaping along the boundary of the Specific Plan area. Avenue 60, to the south, is designated as a Collector with an ultimate right-of-way width of 80 feet. Ultimate improvements will include painted bike lanes and two travel lanes separated by a painted median. The project will include half width improvement of Avenue 60 (north side) along the entire project frontage, to include a Class II Golf Cart/NEV path and multiuse path. The surrounding roadways will be improved to the standards of the City of La Quinta General Plan Circulation Element. The internal circulation system will consist of a series of roads providing access to the individual residential and recreational components within the Specific Plan area. The proposed internal rights of way will vary from 32-foot/33-foot private drives to the 100-foot entry drive.

As shown in **Exhibit 3-9, *Circulation Plan*,** the interior street system proposed for the project is an internal system of private streets linking all neighborhoods to provide open circulation. Per **Exhibit 3-9**, the project proposes various road categories and rights-of-way. These include the Entry Drive, Local Road "A", Resort Drive, and Resort Commercial Drive. The Entry Drive is the main entry off of Madison Street that provides access to the resort area. Local Roads branch off of the primary entry drive and link residential and resort residential areas to the Entry Drive. Resort Drives are open to the guests and residences of the community to convey vehicles, pedestrians, and bicycles throughout the project. A secondary entrance is provided from Avenue 60.

The project site is bordered on the north and east sides by public streets designated as Secondary Arterials in the City of La Quinta General Plan. The segment of Avenue 60 located south of the project site is designated as a Collector Road.

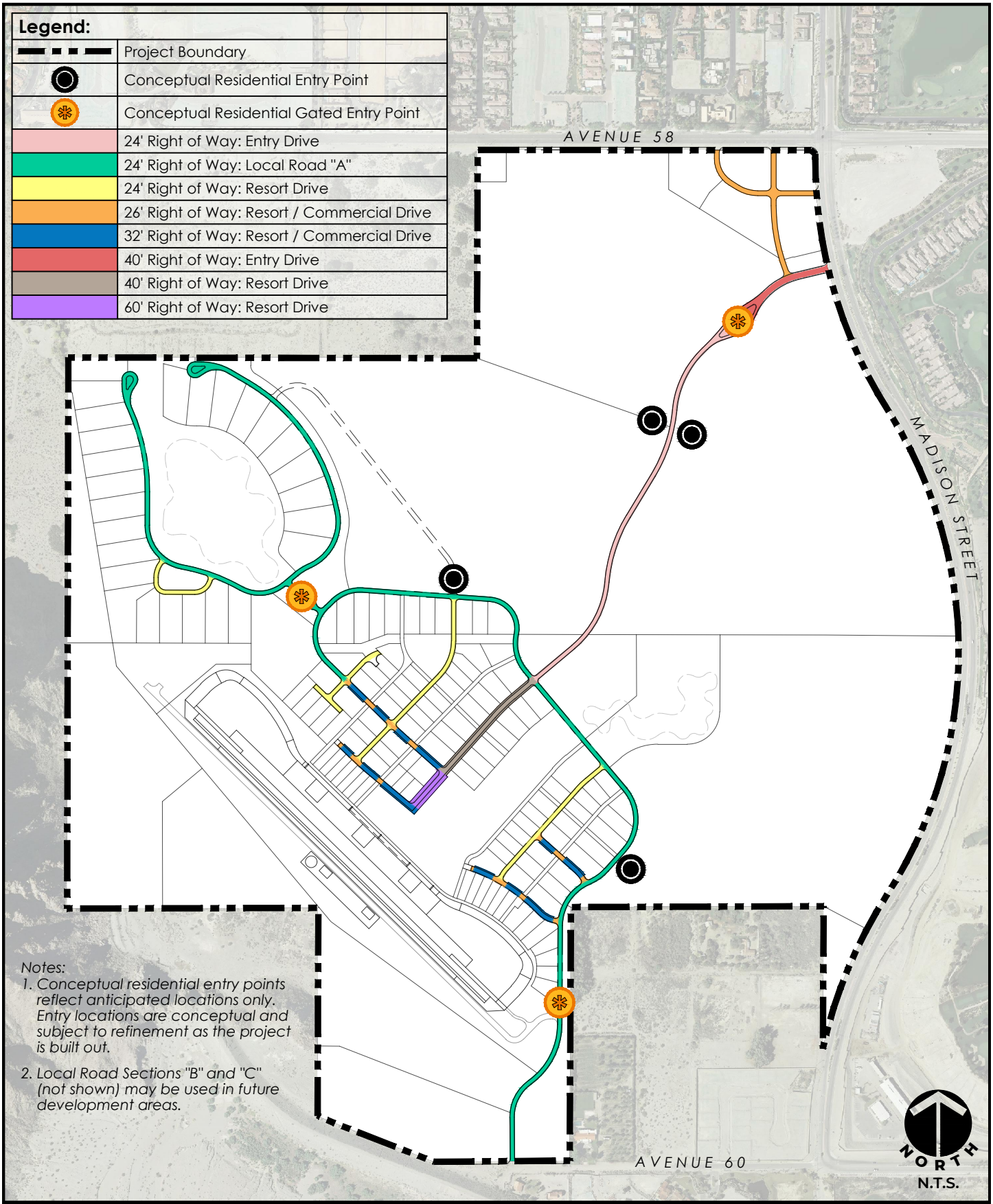
Access to the Neighborhood Commercial area in Planning Area I is provided by a primary public entry from Madison Street, two public entries from Avenue 58 and a private access from the Entry Drive. Entries to residential neighborhoods will be provided from the primary entry drive. Their conceptual locations are illustrated in **Exhibit 3-9**.

## Non-Vehicular Circulation

Non-vehicular circulation proposed for the project is intended to include multi-use trails, sidewalks, walk streets, and a boardwalk feature. The features are as follows:

- Multi-Use Trail: An 8-foot-wide multi-use trail along the main spine road to provide future neighborhoods with a central bike and pedestrian connection to the resort core as well as the main entry gate.
- Sidewalk: Sidewalks are included along key streets in the resort core to provide a completely interconnected pedestrian grid experience so that resort guests can walk or bike to all activities at the Wave Basin and resort facilities.
- Walk Streets: Designed as narrow walkways between homes, Walk Streets provide connectivity with immediate residential frontage. The Walk Street network is one of the primary organizing components of the community plan. Terminating at the boardwalk, Walk Streets link residents to The Wave Basin, The Farm, and the greater network of trails and open spaces, enabling movement throughout the community.
- The Boardwalk: The Wave Basin and its integrated pedestrian boardwalk, is the terminus for nearly all the Walk Streets – functioning as a gathering space as well as an active recreational amenity.

**Exhibit 3-10, *Non-Vehicular Circulation Plan***, illustrates the proposed locations for the multi-use trail, connecting boardwalk, sidewalks, and walk streets.




*Notes:*

1. *Conceptual residential entry points reflect anticipated locations only. Entry locations are conceptual and subject to refinement as the project is built out.*
2. *Local Road Sections "B" and "C" (not shown) may be used in future development areas.*

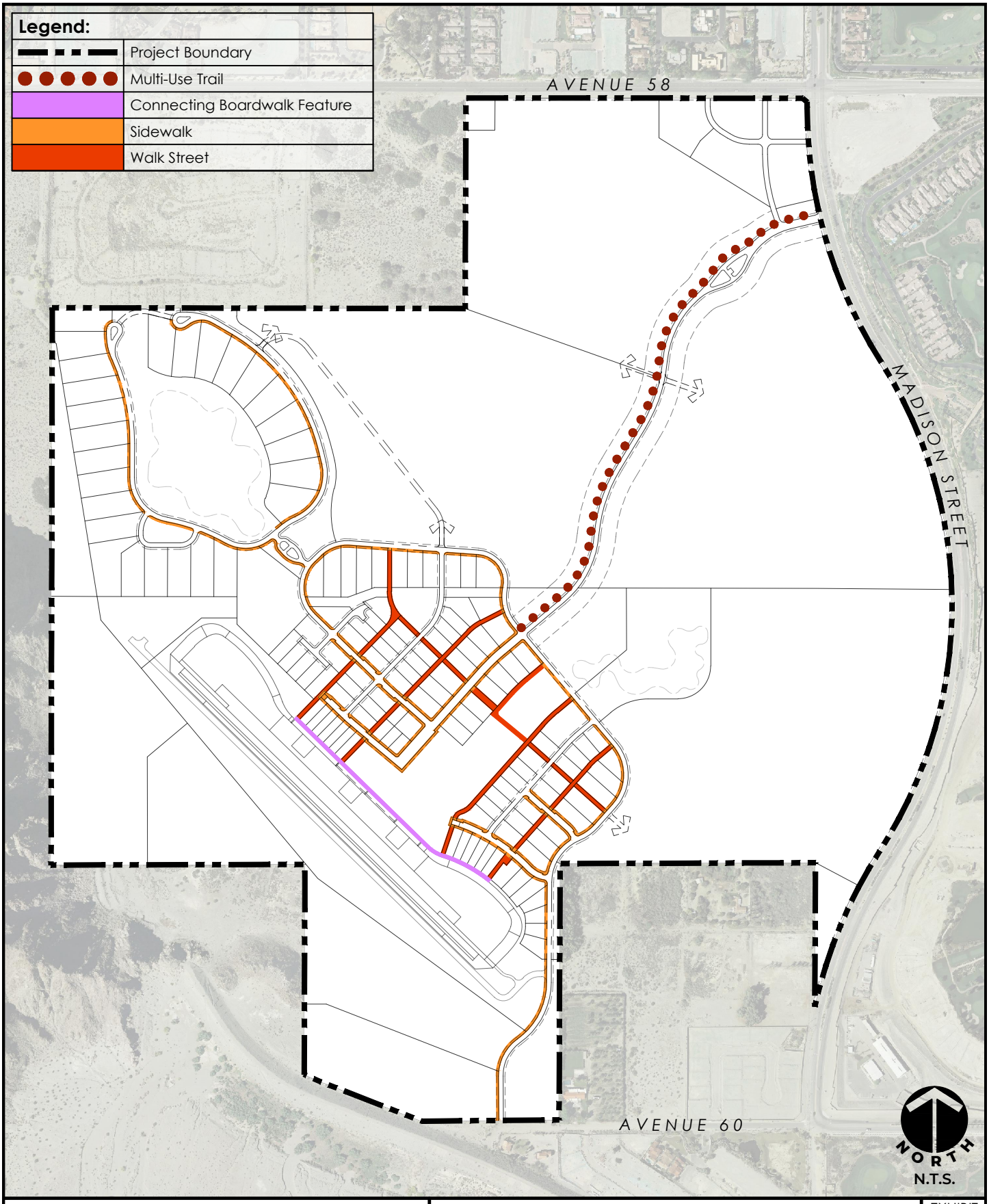
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# VEHICULAR CIRCULATION PLAN

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT 3.9




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# NON-VEHICULAR CIRCULATION PLAN

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*3.10*

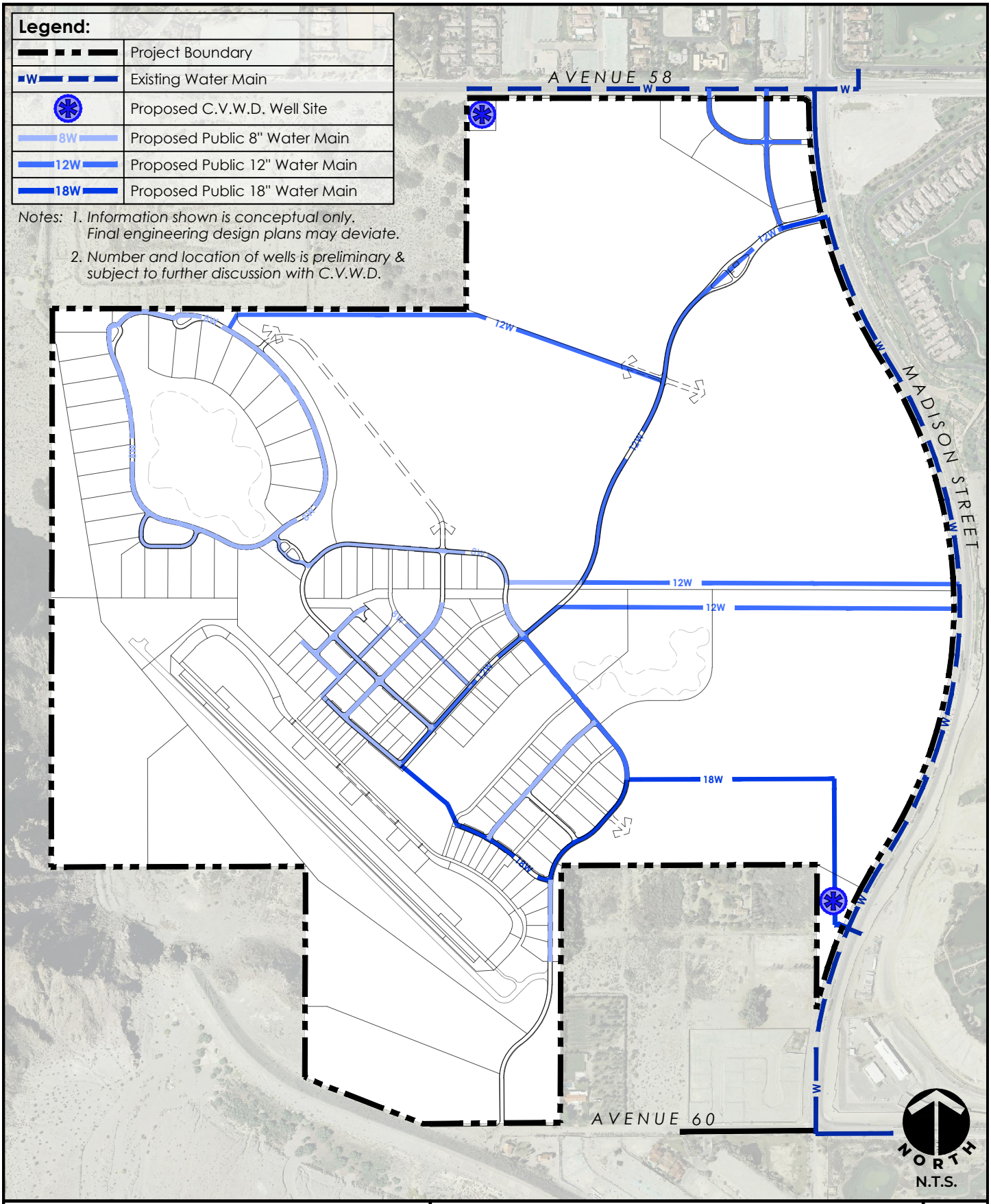
## 3.8 Infrastructure Plan

The system planned to serve the project will be designed to provide a coordinated infrastructure and public services to adequately serve the project area at full buildout. The project will be served by the following utilities:

- Water and Sewer: Coachella Valley Water District (CVWD)
- Electricity: Imperial Irrigation District (IID)
- Gas: Southern California Gas Company

### Water and Sewer

Water and sewer service for the Specific Plan area is provided by the Coachella Valley Water District (CVWD). The CVWD provides domestic water from wells. Pursuant to an existing agreement with CVWD, the project will develop two onsite wells sites, one of which will be equipped with a well pumping plant as required by CVWD to serve the project. The project will also drill a private well to provide an additional source of water for non-domestic (outdoor) purposes. The exact location of the wells and well sites will be subject to CVWD approval. The project proposes to connect to the existing water lines located on Avenue 58 (north) and Madison Street (east). The proposed water lines will consist of 18-inch, 12-inch, and 8-inch public water lines. Sewer lines in the area currently exist along Avenue 58 and along a portion of Avenue 60 (southeast of the project). The project proposes 15-inch, 12-inch and 8-in sewer lines that will connect to the existing sewer lines and provide sewer service to the project. The project will be required to conform to the requirements of the CVWD's programs and standards pertaining to water management and conservation. See **Exhibit 3-11** for the ***Conceptual Water Plan*** and **Exhibit 3-12** for the ***Conceptual Sewer Plan***.



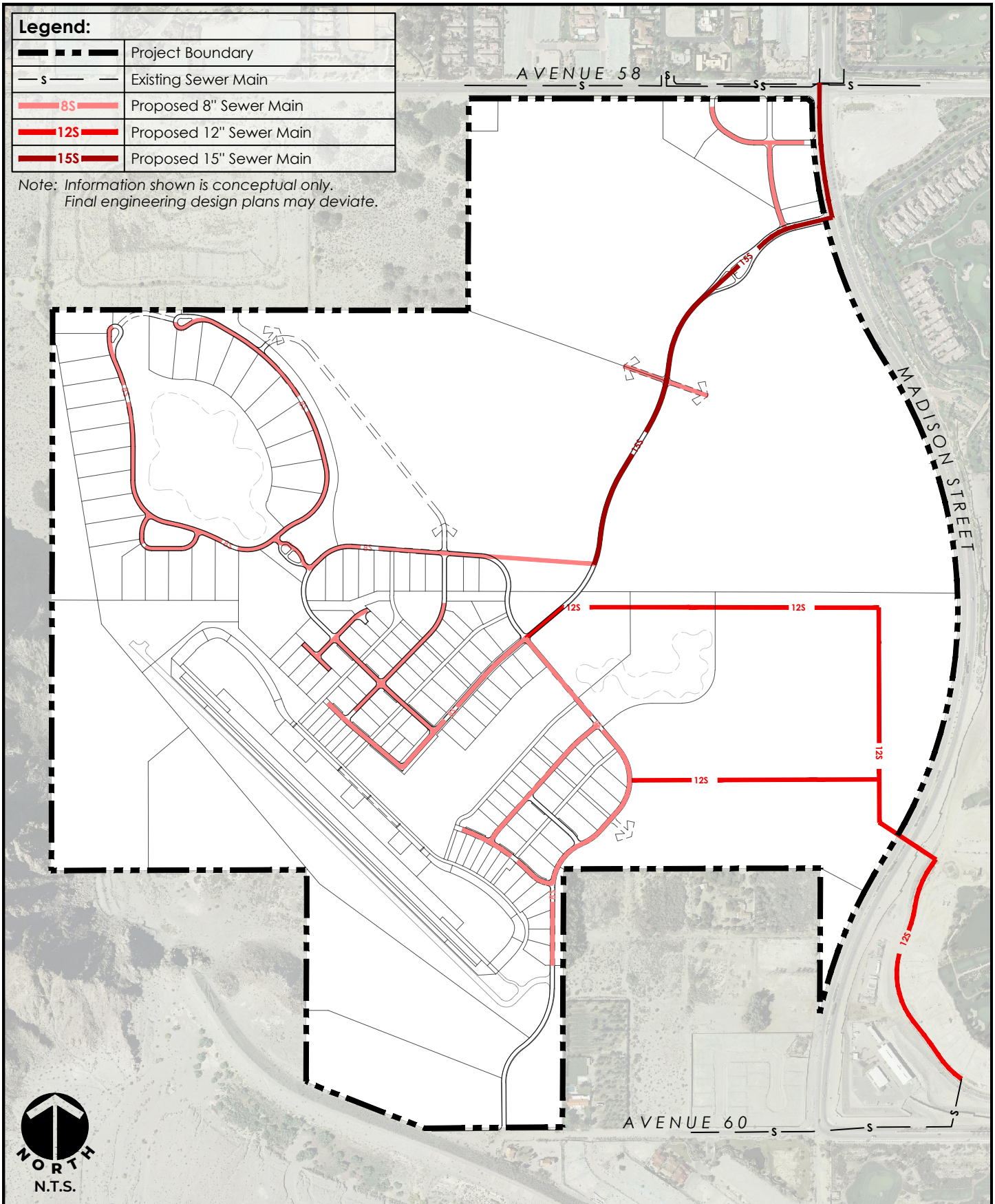

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# CONCEPTUAL WATER PLAN

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT 3.11




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# CONCEPTUAL SEWER PLAN

## CORAL MOUNTAIN RESORT
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
3.12

## Grading and Drainage

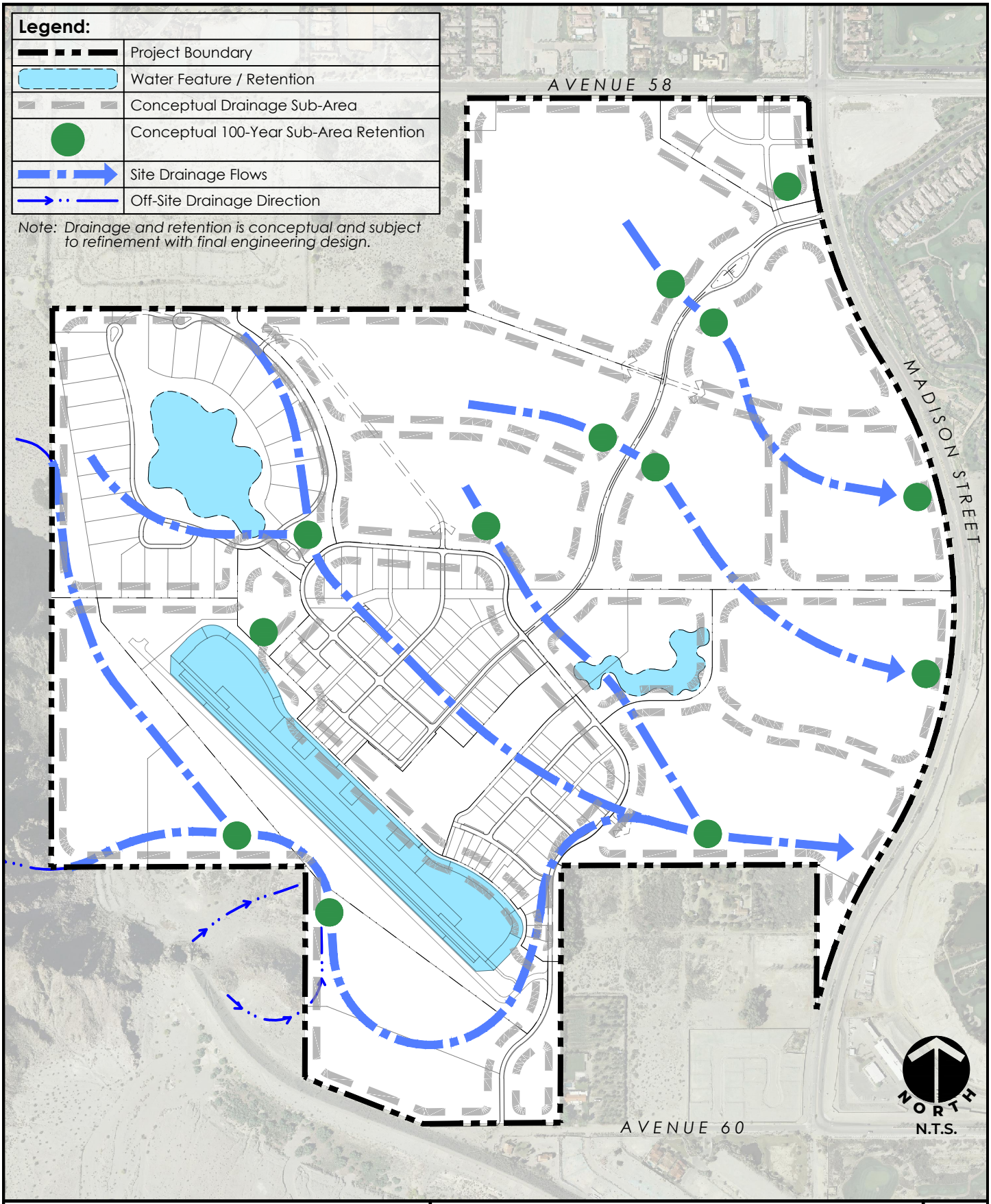
As shown in **Exhibit 3-13, *Conceptual Drainage Plan***, the project includes a comprehensive drainage system that collects on- and off-site storm flows, retains the incremental post-development increase and discharges surface water at pre-development levels to protect individual residences, the resort, and commercial uses as well as downstream properties. Surface drainage will be conveyed by the local street system from development areas to a system of basins and underground storm drains. As illustrated in the conceptual drainage plan, multiple retention basins and lakes (including the Wave Basin), will be used to convey and safely capture surface flows. Retention basins will be constructed and sized to retain the worst-case flood volume from a 100- year storm event. These basins will also include water quality elements that serve as structural Best Management Practices (BMPs) in accordance with the Municipal Separate Storm Sewer System (MS-4) Whitewater River Watershed Municipal Stormwater Program.

## Off-Site Electrical Improvements

Electric utilities for the site are provided by the Imperial Irrigation District (IID). Expansion of existing IID facilities, consisting of the installation of an off-site transformer bank at an existing substation, and underground conduit and line extensions will be part of the proposed project. **Exhibit 3-14, *Off-Site Electrical Improvements***, illustrates the location of the existing substation and proposed distribution line(s) and upgrades.

## Other Utilities

The site is within the Southern California Gas Company's service area for natural gas, and Frontier and Charter Communications for telecommunications. The project will tie into the existing cable, gas and telecommunications lines located along Avenue 58 and Madison Street. The project will not require or result in the relocation or construction of new natural gas, or telecommunication facilities.



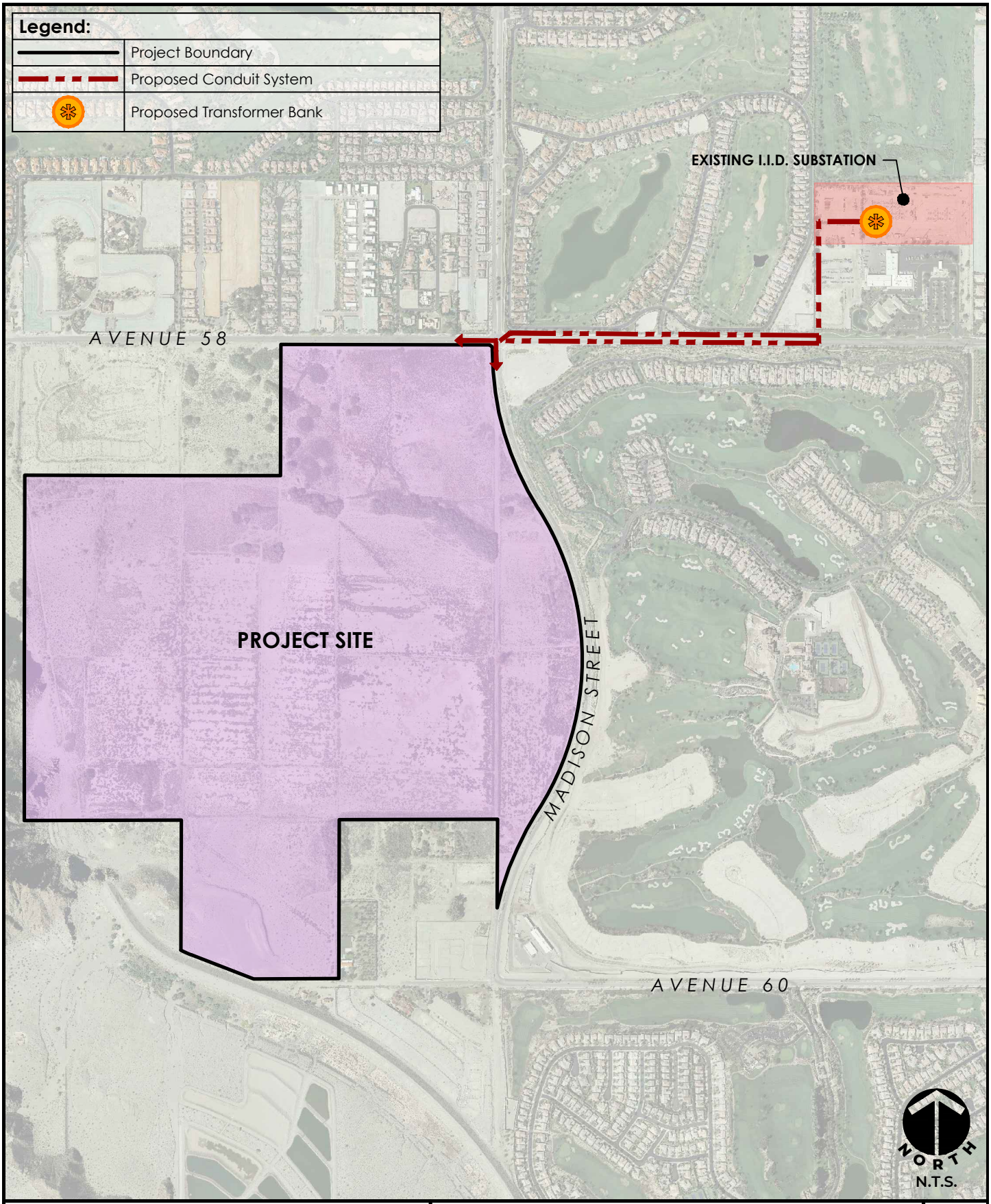

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# CONCEPTUAL DRAINAGE PLAN

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT 3.13




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# OFF-SITE ELECTRICAL IMPROVEMENTS

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT 3.14

## 3.9 Project Implementation

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.

***Site Development Permit (SDP):*** SDPs will be required by the City for final approval of landscape design, architectural design, and site plans for each phase of development. These may be processed concurrent with or subsequent to other entitlement approvals. Each SDP will require public hearings before the 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.

***Temporary Use Permit (TUP):*** TUPs are required by the City to accommodate special, unique, or limited duration activities that might otherwise be outside the provisions of normal zoning. Temporary uses are anticipated and allowed by the Specific Plan, subject to the City's TUP requirements [add cite to Municipal Code]. TUPs are reviewed administratively by the Design and Development Director and do not require a public hearing.

## 3.10 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 (EIR 2021020310)
- Adoption of a General Plan Amendment (GPA 2019-0002)
- Adoption of a Zone Change (ZC 2019-0004)
- Adoption of the Specific Plan Amendment (SP 2019-0003, Amendment V to SP 03-067)
- Adoption of the Coral Mountain Resort Specific Plan (SP 2020-0002)
- Approval of a Tentative Tract Map 37815 (TTM 2019-0005)
- Approval of Site Development Permit (SDP 2021-0001)

- Approval of Development Agreement (DA 2021-0002)

Future entitlements, including TTMs, SDPs, CUPs and TUPs will also be considered in the context of this EIR, and if found consistent, may utilize the EIR in their approval processes, as allowed by CEQA Section 15162.

## 3.11 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:

### *Imperial Irrigation District*

Approval or certification related to any other applicable general order, rule, or regulation concerning utility modification, conveyance, or delivery.

### *Coachella Valley Water District*

Review and approval of the design and plans for the project's domestic water and wastewater systems.

### *Colorado Regional Water Quality Control Board (Region 7)*

Approval may include but is not limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction. Additionally, approval of a Water Quality Certification under Section 401 of the Clean Water Act may be required to verify compliance with water quality requirements (waste discharge and water quality).

### *Riverside County Department of Environmental Health*

The Riverside County Department of Health (DEH) will review of Wave Basin plans prior to construction for compliance with Title 22 of the California Code of Regulations. The proposed project will require the storage or handling of hazardous materials, as defined in Chapter 8.64 of the Riverside County Municipal Code, including pool disinfecting and cleaning supplies. Therefore, under the administration of the County of Riverside Department of Environmental Health (DEH) the project shall obtain a permit from the DEH and electronically submit a hazardous materials business plan in the Statewide Informational Management System.

# Chapter 4.0 Environmental Impact Analysis

## 4.1 Introduction

This Draft EIR for the project provides analysis of impacts for 15 environmental resource categories under CEQA. **Sections 4.1** through **4.15** discuss the environmental impacts that may result with implementation of the project.

## 4.2 Resource Categories Addressed in the EIR

The following environmental resource categories are addressed in this chapter:

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

The Draft EIR will address all environmental topics, excluding agriculture and forestry resources, mineral resources, population and housing, recreation, and wildfires. It was determined in the NOP that these sections would result in no impacts, and therefore, they are not required to be analyzed further in the Draft EIR. Please consult **Appendix A** and **Chapter 6.0, *Effects Found to have No Impact***, of this Draft EIR for an analysis of the environmental topics, and conclusions of the agricultural and forestry resources, mineral resources, population and housing, recreation, and wildfire environmental topics.

## 4.3 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

- Resources

## 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 site and vicinity.

## Regulatory Setting

This section includes the local, state and federal regulatory framework utilized in the analysis.

## 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, as completely as is feasible, the significant impacts identified in the EIR. If the EIR identifies any significant unmitigated impacts, CEQA Guidelines Section 15093 requires decision makers approving a project to adopt findings and 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 applicable significance criteria. Thresholds were developed using criteria from the CEQA Guidelines; State, federal, and local regulatory guidance; local/regional plans and ordinances; accepted practices; and consultation with recognized experts.

The following adjectives are used specifically to define the degree of impact used in the Impact Analysis and Mitigation 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 considered a substantial negative effect that exceeds a critical and accepted threshold for significant adverse environmental effects. 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 15383). As recommended in the CEQA Guidelines, impacts are also identified as "**potentially significant**" prior to mitigation, which is the standard for determining which potential impacts are studied 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;*
- Section 15126.2, *Consideration and Discussion of Significant Environmental Impacts;* and

Each environmental impact discussion assesses project specific environmental effects of the proposed project.

The results of the impact analyses discussed under each environmental topic were evaluated for significance relative to thresholds of significance identified at the beginning of each environmental impact discussion. The thresholds of significance presented are consistent with Appendix G, *Environmental Checklist Form*, of the CEQA Guidelines, and where applicable, also includes quantified performance standards.

## Cumulative Impacts

The basis for the cumulative impact analyses provided in this Draft EIR is consistent with Section 15130, *Discussion of Cumulative Impacts*, of the CEQA Guidelines. In particular, Section 15130 (b)(1)(A) as follows:

The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as much 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 and agency policies that 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, beyond those contained in other documents, are offset with a summary heading and described using the format presented below:

**AES-1** Project-specific mitigation is identified that would reduce the impact to the lowest degree feasible.

## Level of Significance After Mitigation

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

## Resources

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 Coral Mountain Resort Draft Environmental Impact Report ("Draft EIR") describes the existing aesthetic character of the project site and surrounding area. This section also analyzes the potential impacts to the aesthetic quality of the site 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 *Coral Mountain Resort Specific Plan, Historical/ Archaeological Resources Survey Report* prepared by CRM Tech, Inc. (**Appendix E**), and a project-specific *Lighting Analysis,* prepared by Musco Lighting (**Appendix B**), as well as other planning documents and aerial imagery of the project property and surrounding area. Sources used in the preparation of this section are identified in **Chapter 8.0, *References,*** at the end of this EIR. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

## 4.1.2 Existing Conditions

### 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. 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.

### Existing Conditions

The project site is currently a part of the "Andalusia at Coral Mountain Specific Plan 03-067", which occupies approximately 929 acres south of Avenue 58 and east and west of Madison Street. The area east of Madison Street encompasses the Andalusia Country Club property, and the area west of Madison Street is currently vacant. Amendment V of Specific Plan 03-067 is being processed to remove the area west of Madison Street from the Specific Plan area, thus, creating two separate and distinct communities, "Coral Mountain Resort", west of Madison Street, and "Andalusia Country Club", east of Madison Street. Approval of the Coral Mountain Resort Specific Plan will establish a

new master plan and development standards for the 386-acre property west of Madison Street to allow creation of a boutique resort and master-planned community.

### *Topography*

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) makes up the foothills of the Santa Rosa Mountains, stands approximately 400 feet above mean sea level and is located, in part, at the southwestern corner of the project site.

### *Existing Surrounding Character*

The existing visual character of the City is both rural and suburban. In La Quinta, the rural visual character consists of agricultural land uses typically found in the eastern portion of the City and surrounding area, including within the City's Sphere of Influence. The incorporated 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 built along landscaped boulevards with perimeter walls and landscaping, as well as curb, gutter and sidewalks. Buildings tend to be low-rise, which preserves views of the surrounding mountains from private and public lands. An interconnected street system provides accessibility throughout the City, and, for the most part, streets are developed with sidewalks, curbs, and gutters. Landscaping along rights-of-way provides visual relief from the built environment and enhances the visual character of the community (La Quinta General Plan Environmental Impact Report, page III-5).

## Project Location

The project site encompasses an area of approximately 929 acres in the southeastern portion of the City of La Quinta.

The local area is characterized as a developing area with a number of golf course and residential communities to the north, west, east, and southeast, the Santa Rosa Mountains to the west and south, and open space and the Coachella Valley Water District (CVWD) percolation ponds to the south. In addition to the Santa Rosa Mountains to the west and south, Coral Mountain is situated within the southwest portion of the project property.

The approximately 386-acre portion of the project site, to be developed under SP 2020-0002, is bounded by vacant land and Avenue 58 on the north; Madison Street on the east; residential estates, vacant land, and the Avenue 60 alignment on the south; and Coral Mountain, and vacant land to the west.

## 4.1.3 Regulatory Setting

### State

Caltrans State Scenic Highways Program

Caltrans manages the State Scenic Highway Program, provides guidance, and assists local government agencies, community organizations and citizens with the process to officially designate scenic highways.

The California Scenic Highway Program was created in 1963 to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The Streets and Highways Code, Sections 260 to 263 governs the Scenic Highway Program by establishing and applying standard for, and undertaking the development of, official scenic highways. The department must take into consideration the concept of the "complete highway", which is a highway which incorporates not only safety, utility, and economy, but also beauty. In the development of official scenic highways, the department must give special attention both to the impact of the highway on the landscape and to the highway's visual appearance. Per Section 260 of Article 2.5, the designation of state scenic highways is intended to:

> "to assign responsibility for the development of such scenic highways and for the establishment and application of specific planning and design standards and procedures appropriate thereto and to indicate, in broad statement terms, the location and extent of routes and areas requiring continuing and careful co-ordination of planning, design, construction, and regulation of land use and development, by state and local agencies as appropriate, to protect the social and economic values provided by the state's scenic resources."

According to the State Scenic Highway Program Route 62 and 74 are listed as state scenic highways in the Coachella Valley. Route 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." No scenic highways occur in La Quinta, or near the project site.

### 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.

## 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 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 designating 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 large commercial centers along Highway 111, the existing school playfields and recreational facilities, and major arterials.

### *La Quinta Municipal Code*

The La Quinta Municipal Code (LQMC) acts as a regulatory standard, 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 design standards and guidelines are provided throughout the LQMC. Regulations include:

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.

General requirements include shielding, filtration, and height limitations. To summarize the ordinance, all exterior illuminating devices, except those 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.

LQMC Section 9.50.020, *Height limits and setbacks near image corridors*, is intended to limit building heights for residential development in order to facilitate noise screening for residents and preserve visual openness.

## 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. Threshold topic "b", involving state scenic highways, is not analyzed in great detail since screening criterion related to aesthetics concluded that there would be no impacts. 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

The analysis of the potential aesthetic impact of the proposed Coral Mountain Resort project is provided in the following discussion. Descriptions and analysis in this section are based on information contained in the Coral Mountain Resort Specific Plan. Aesthetic impacts are evaluated by considering proposed grading, landform alteration, 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 objectively examined to determine whether development of the project would have significant impacts on the property and surrounding area.

## Proposed Project

The project proposes a mixed-use development with commercial, residential, resort, and recreational land uses on approximately 386 acres. The project proposes 60,000 square feet of general retail buildings on approximately 7.7 acres on the northeast corner of the project; 496 low density residential units of various product types on approximately 232.3 acres in the northern and eastern portion of the site; 104 resort residential units, 150 hotel rooms, and 57,000 square feet of private resort-serving commercial uses on approximately 120.8 acres in the southwest portion of the site (including a 16.62-acre artificial Wave Basin); and open space recreational uses (i.e., hiking, biking, ropes course) on approximately 23.6 acres in the southwestern portion of the site.

In addition to the proposed onsite development, project implementation will also include the installation of an off-site transformer bank at an existing IID substation, located at 81600 Avenue 58, as part of the proposed upgrades. Construction for the conduits and line extension would occur in the existing right-of-way.

### *Character and Development Standards*

The project proposes four planning areas, identified as Planning Areas (PA) I, II, III, and IV, on the 386-acre property. PA I is designated for Neighborhood Commercial (CN); PA II is designated for Low Density Residential (RL); PA III is designated for Tourist Commercial (CT); and PA IV is designated for Parks and Recreation (PR). The Specific Plan establishes development standards for the planning areas in order to achieve the proposed character of the project, which is defined as a high-quality, private resort community with commercial, residential, and recreational uses. The character proposed for each planning area and the development standards established in the Specific Plan are provided below.

#### *PA I*

The CN planning area will include both neighborhood- and visitor-serving businesses. In addition to vehicular access, a multi-use trail will accommodate pedestrian and bicycle access from within the Coral Mountain Resort communities and from sidewalks on adjoining public streets. Commercial buildings will be one- to two-stories with pedestrian-level interest or detailing. PA I will be characterized by small, neighborhood-scale retail buildings; shade devices, such as arcades, landscaping and building orientation; and the use of paseos, plazas, and courtyards for pedestrian use. The table below outlines the development standards for PA I.

**Table 4.1-1 Development Standards Planning Area I**

| Neighborhood Commercial | Project Max/Min |
|---|---|
| Max. Structure Height | 35 ft[1,2] |
| Max. No. of Stories | 2 |
| Min. Front Setback | 10 ft |
| Min. Rear Setback | 10 ft |
| Min. Parking | 1/250 ft GFA. |
| Max. Building Floor Area in PA I | 60,000 SF |
| Min. Building Setback to Avenue 58 | 25 ft |
| Min. Building Setback to Madison Street | 25 ft |
| Min. Setback from Interior Property Line[3] | 0 ft |
| Min. Building/Landscape Setback from Residential PA[4] | 40 ft/20 ft |
| Max. Wall Height | 6 ft |
| Max. Light Pole Height | 25 ft |
| Min. Parking Provided | Per Code |
| Min. Parking Dimension | 9’ X 19’ |
| Min. Bicycle Parking | Per Code |
| Min. Golf Cart / NEV Parking | Per Code |
| Min. Electric Vehicle Charging Spaces | Per Code |

Notes:

1. Height is limited to 22' within 150' of the Madison & Avenue 58 R.O.W.
2. Architectural and roof projections, such as chimneys, spires, finials and similar features not providing habitable or otherwise unusable space shall be permitted to extend up to fifteen feet above the maximum structure height.
3. Mechanical equipment to have a minimum 3-foot setback from interior property lines.
4. Landscape setback occurs within the building setback.
6. 25 % of Planning Area I is 1.9 acres (7.7 acres x 25%). The property proposes a building floor area of 60,000 square feet, which is approximately 1.4 acres of the site.
7. Five bicycle parking spaces for each tenant having over twenty thousand square feet of gross floor area.

*PA II*

The character of the Low Density Residential Planning Area is defined as “Desert Modern” achieved through contemporary desert architecture, desert vernacular, and simple interpretations of agricultural form. Patios, courtyards, arcades, plazas, and outdoor pedestrian areas will assist in establishing dual indoor- and outdoor-living experience.

**Table 4.1-2 Development Standards Planning Area II**

| Low Density Residential | Detached Product | Attached Product | Accessory Building[1] |
|---|---|---|---|
| Min. Lot Size | 3,600 sf | 3,600 sf | --[7] |
| Max. Structure Height | 32 ft [2,3] | 32 ft [2,3] | 28 ft [2,3] |
| Max. No. Of Stories | 2 | 2 | 2 |
| Min. Area Per Unit | 1,400 sf | 1,000 sf | 250 sf |
| Min. Front Setback | 10 ft | 10 ft | Garage – 10 ft<br>Other Structures -3 ft. |
| Min. Rear Setback | 5 ft | 5 ft | 2 ft |
| Min. Front/Side Facing Attached Garage (Carport) Setback | 15 ft / 3 ft [5] | 15 ft / 3 ft [5] | -- |
| Min. Interior/Corner Side Yard Setback[4] | 5 ft / 5 ft | 5 ft [6] / 5 ft | 5 ft [6] / 5 ft |
| Min. Building To Building Setback [6] | 0 ft | 0 ft | 0 ft |
| Max. Wall Height | 6 ft | 6 ft | 6 ft |
| Max. Parking Required | 2 garage spaces plus 0.5 guest space | 2 garage spaces plus 0.5 guest space | -- |

Notes:

1. Detached garages/carports, casitas, carriage house units
2. Height is limited to 22' within 150' of the Madison & Avenue 58 R.O.W.
3. Excluding chimneys, porticos other incidental architectural features etc. may exceed max. structure height by up to 5 feet.
4. AC units, trellis elements, pools, and spas are allowed to encroach into side and rear setback areas within 3’ of property line.
5. 0’ setback allowed for products, such as duplexes or zero lot line units, that share a common wall.
6. Subject to applicable building code requirements
7. -- = Not Applicable

*PA III*

The Tourist Commercial Planning Area will house the resort hotel, residential, commercial, and recreational amenities associated with the resort. The character of PA III will be defined by the various proposed sub-planning areas (PA III-A through III-G), uses, and development standards that focus on connectivity and walkability. The planning area will establish neighborhood scale buildings and a pedestrian-friendly environment that provides shade using arcades, shade devices, landscaping, and building orientation.

Per **Table 4.1-3**, below, the tallest pole height for PA III is 80 feet tall, located in Planning Area III-B. The light poles are proposed around the Wave Basin in order to illuminate the Basin during the permitted evening hours from dusk until 10:00 p.m. The proposed PA III-B designation is currently

surrounded by vacant and undeveloped land to the north, east, south, and west, with Coral Mountain also situated to the west. The closest existing developed property to PA III-B is approximately 200 feet east of the site, north of Avenue 60. Development within PA III-B shall be required to abide by the building height standards in the Coral Mountain Resort Specific Plan, if approved by the La Quinta City Council. Additional analysis included in discussion d) of this ***Aesthetics*** section.

**Table 4.1-3 Development Standards Planning Area III**

| **Tourist Commercial** | **III-A** | **III-B** | **III-C** | **III-D** | **III-E** | **III-F** | **III-G** |
|---|---|---|---|---|---|---|---|
| Min. Lot Size (sf) | 20,000 | 20,000 | 20,000 | 3,600 | 3,600 | 20,000 | 20,000 |
| Max. Lot Coverage | 50% | 10% | 70% | 70% | 70% | 50% | 70% |
| Min. Lot Frontage (ft) | 25’ | 25’ | 25’ | 30’ | 30’ | 25’ | 25’ |
| Min. Livable Area[1] (sf) | -- | -- | -- | 1,400 | 1,400 | -- | -- |
| Min. Accessory Building Area [2] (sf) | -- | -- | -- | 300 | 300 | -- | -- |
| Min. Front Setback | 10’ | 0’ | 10’ | 10’ | 10’ | 10’ | 10’ |
| Min. Setback from Walk Streets Or Sidewalks [3] | 5’ | 0’ | 5’ | 5’ | 5’ | 5’ | -- |
| Min. Setback from Wave Basin parcel (ft) | 0’ | -- | 0’ | 0’ | 0’ | -- | 0’ |
| Min. Front Facing Garage/Carport Setback | -- | -- | -- | 12’ | 12’ | -- | -- |
| Min. Side Facing Garage/Carport Setback | -- | -- | -- | 12’ | 12’ | -- | -- |
| Min. Rear Setback [4] | -- | -- | -- | 5’ | 5’ | -- | 25’ |
| Min. Interior/Corner Side Setback [4,5,6] | -- | -- | -- | 3’/3’ | 3’/3’ | -- | -- |
| Min. Setback from Low-Density Residential District (ft) | -- | 50’ | 15’ | -- | -- | -- | 50’ |
| Max. Height [7,8 9] (stories/ft) | 40/4 | 45/4 | 40/3 | 30/3 | 30/3 | 40/3 | 30/2 |
| Min. Bldg. Separation[9] | 6’ | 0’ | 15’ | 6’ | 6’ | 6’ | 0’ |
| Max Pole Light Height | 25’ | 80’ | 25’ | -- | -- | 40’ | 40’ |
| Max. Wall Height | 6’ | 6’ | 6’ | 6’ | 6’ | 6’ | 6’ |
| Min. Parking Provided | 1.1 per key | 25 employee spaces | 1 per 500 sf | 1 per bedroom | 1 per bedroom | 1 per 500 sf | 1 per 1,000 sf |
| Min. Parking Dimension | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ |

Notes:

1. Excluding garages, casitas or carriage units
2. Detached garages/carports, casitas, carriage house units
3. Where walk street occurs at rear or side property line, walk street setback shall govern.

4. AC units and other mechanical equipment may encroach within setback up to 3' from property line.
5. 0' setback allowed for products, such as duplexes or zero lot line units, that share a common wall.
6. Excluding chimneys, porticos and other incidental architectural features.
7. Including rooftop deck and terraces (e.g. railings, parapets, furniture, shade structures, umbrellas, stairs, access lifts, elevator housings, etc.).
8. Subject to applicable building code requirements.

Additional Notes: III-A = Resort; III-B = The Wave; III-C = Wave Club; III-D = Resort Residential West; III-E = Resort Residential East; III-F = The Farm; III-G = Back of House. -- = Not Applicable

*PA IV*

PA IV proposes open space uses with active-recreational, and ancillary uses compatible with the resort. Uses will include hiking trails, biking trails, and a ropes course and zipline. The character of PA IV will be defined by native undisturbed landscape (to be maintained as existing landscape and preserved as open space), with revegetated areas to enhance the desert landscape. The recreational structures will also contribute to the character of PA IV.

**Table 4.1-4 Development Standards Planning Area IV**

| Parks and Recreation | Max./Min. |
|---|---|
| Min. Building Site | -- |
| Min. Lot Frontage | -- |
| Max. Structure Height | 12 ft |
| Max. Height - Ropes Course/Zipline | 50 ft |
| Max. Height – Other Recreational Equipment | 20 ft |
| Max. Building Coverage in PA IV | 5,000 sf |
| Max. Number of Stories | 1 |
| Min. Setback from Property Line | 10 ft |

Note: -- = Not Applicable

The City Zoning Code establishes building standards required for all land uses. The Specific Plan proposes building heights that exceed the maximum building heights established in the City's Municipal Code. Building heights in the SP exceed the Municipal Code's in the RL, CT, and PR zones proposed for the project. Building heights for the project will range from one-, to four-story buildings, depending on the specific planning area and associated zone, and 50 feet in the PA IV for recreational facilities. The building height per zone (both existing and proposed) is depicted in **Table 4.1-5** below.

**Table 4.1-5 Proposed Zones and Building Heights**

| Zone | PA | Land Use | Max. Building Height per Zoning | Max. Building Height Per SP |
|---|---|---|---|---|
| Neighborhood Commercial (CN) | I | General Commercial | 35 ft. (2 stories) | 35 ft. (2 stories)[1,2] |
| Low Density Residential | II | Low Density Residential | 28 ft. (2 stories) | 32 ft (2 stories)<br>Accessory building 28 ft (2 stories)[1, 3] |
| Tourist Commercial (CT) | III | Tourist Commercial (Resort) | 40 ft. (3 stories) | PA III-A 40 ft. (4 stories)[4]<br>PA III-B 45 ft. (4 stories)<br>PA III-C 40 ft. (3 stories)<br>PA III-D 30 ft. (3 stories)<br>PA III-E 30 ft. (3 stories)<br>PA III-F 40 ft. (3 stories)<br>PA III-G 30 ft. (2 stories) |
| Parks and Recreation | IV | Open Space Recreation | 28 ft. (2 stories) | 12 ft.<br>50 ft. (Ropes Course / Zipline)<br>20 ft. (Other Recreational Facilities) |

1. Height is limited to 22 feet within 150 feet of Madison and Avenue 58 right-of-way (R.O.W.)
2. Architectural and roof projections, such as chimneys, spires, finials and similar features not providing habitable or otherwise unusable space shall be permitted to extend up to fifteen feet above the maximum structure height.
3. Accessory buildings include detached garages/carports, casitas, carriage house units. Excluding chimneys, porticos other incidental architectural features etc. may exceed maximum structure height by up to 5 feet.
4. Maximum structure height throughout the Tourist Commercial land use designation varies depending on the Planning Area (A through G).

Per **Table 4.1-5**, the tallest building height permitted on the project property is located within the Tourist Commercial (CT) zone, specifically PA III B (the Wave Basin), allowing the maximum building height of 45 feet, or four-stories. PA III B is proposed to be situated in the southwest portion of the project property, set back a minimum of 700 feet from the arterial roadways at the perimeter of the site, i.e., Madison Street, Avenue 58, or Avenue 60. The remaining uses within the Tourist Commercial zone are also located substantial distances from the perimeter of the site and comply with the City's established height limits. The proposed Tourist Commercial designation is currently surrounded by vacant and undeveloped land and Coral Mountain. The closest existing developed property is a residential estate approximately 630 feet southeast of the proposed PA III B area. A low density, single family community (Tract 33597) was recorded in 2017 creating 57 lots at the southwest corner of Madison Street and Avenue 60, south of the project. Development within the CT zone shall be required to abide by the building height standards in the Coral Mountain Resort Specific Plan, if approved by the La Quinta City Council.

The tallest structure is proposed in Planning Area IV, zoned Parks and Recreation. PA IV proposes 50-foot structures for the ropes course and zipline facilities. The proposed Parks and Recreation

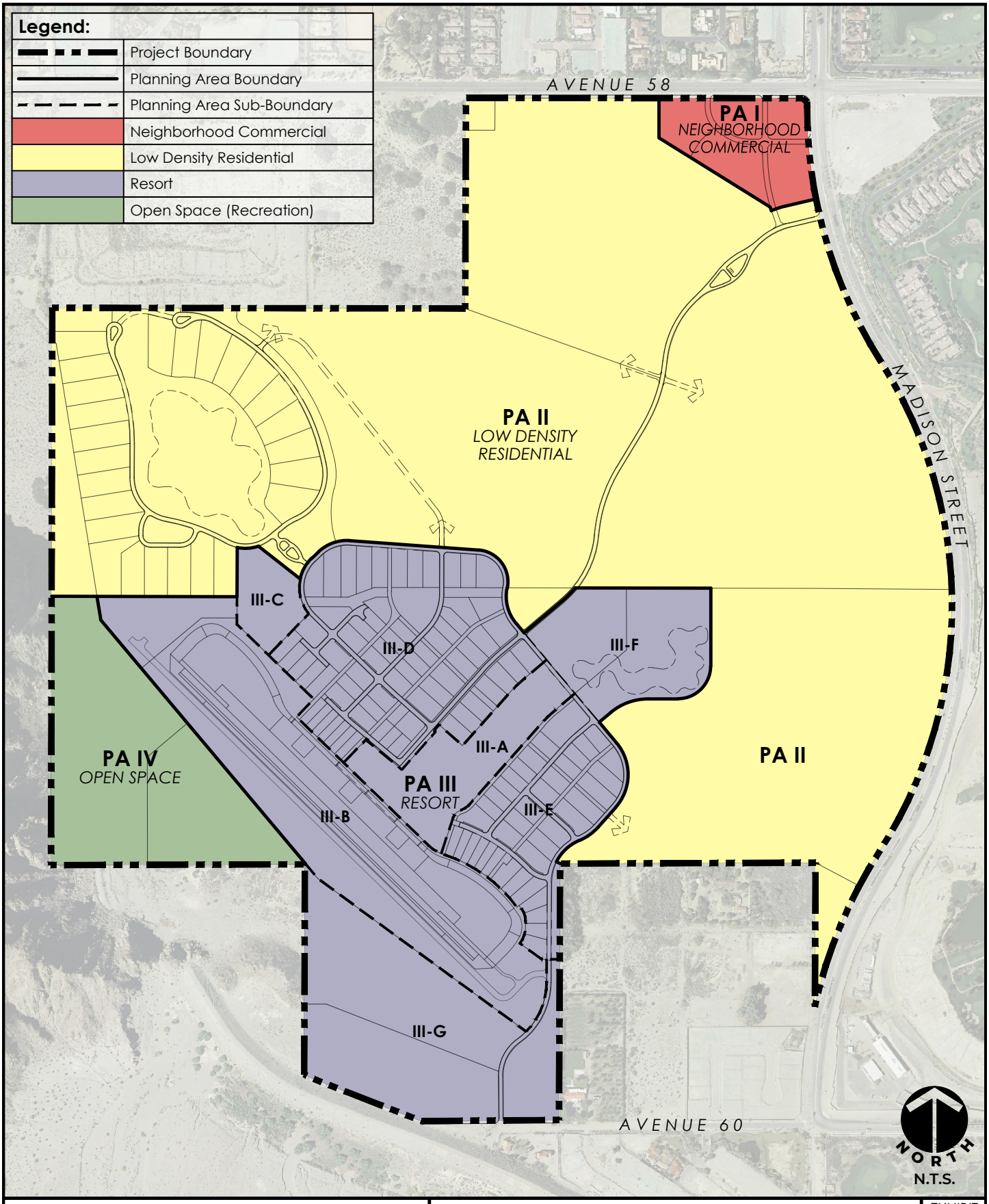
designation is currently surrounded by vacant and undeveloped land to the north, east, and south, and Coral Mountain to the west. The closest existing developed property to PA IV is approximately 0.40 miles north of the site, north of Avenue 58. The vacant lots located north of the project and south on Avenue 58 are designated for low density residential and medium/high density residential developments. It is anticipated that development will likely occur on these properties in the future. Development within the PR zone shall be required to abide by the building height standards in the Coral Mountain Resort Specific Plan, if approved by the La Quinta City Council. The development standards in the SP are also applicable to the proposed developments within the Neighborhood Commercial and Low-Density Residential zones within the project property.

In summary, as demonstrated in **Table 4.1-5**, the RL, CT, and PR zones in the proposed Specific Plan will exceed the maximum building height standards permitted within the City's existing Low Density Residential, Tourist Commercial, and Parks and Recreation zones to the extent described above.

### *Circulation*

The circulation plan for the project proposes a multi-modal approach providing transportation facilities within the Specific Plan area for a variety of user groups including motorists, cyclists, pedestrians, and drivers of electric vehicles, thereby decreasing automobile dependency. Convenient access and parking are planned in close proximity to retail and resort areas. 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's multi-modal transportation system will consist of sidewalks, multi-use trails, and shared use of low-speed, low-volume roadways, specifically including: off-street bicycle and pedestrian paths/routes; sidewalks in higher traffic areas; pedestrian/bicycle crosswalks; pedestrian and multi-use paths and streets; traffic calming methods; short street segments with frequent caution zones and stopping points; and golf cart routes and other alternative forms of personal transportation.

Vehicular circulation is illustrated in **Exhibit 4.1-2, *Vehicular Circulation Plan*,** and non-vehicular circulation is illustrated in **Exhibit 4.1-3, *Non-Vehicular Circulation Plan.***

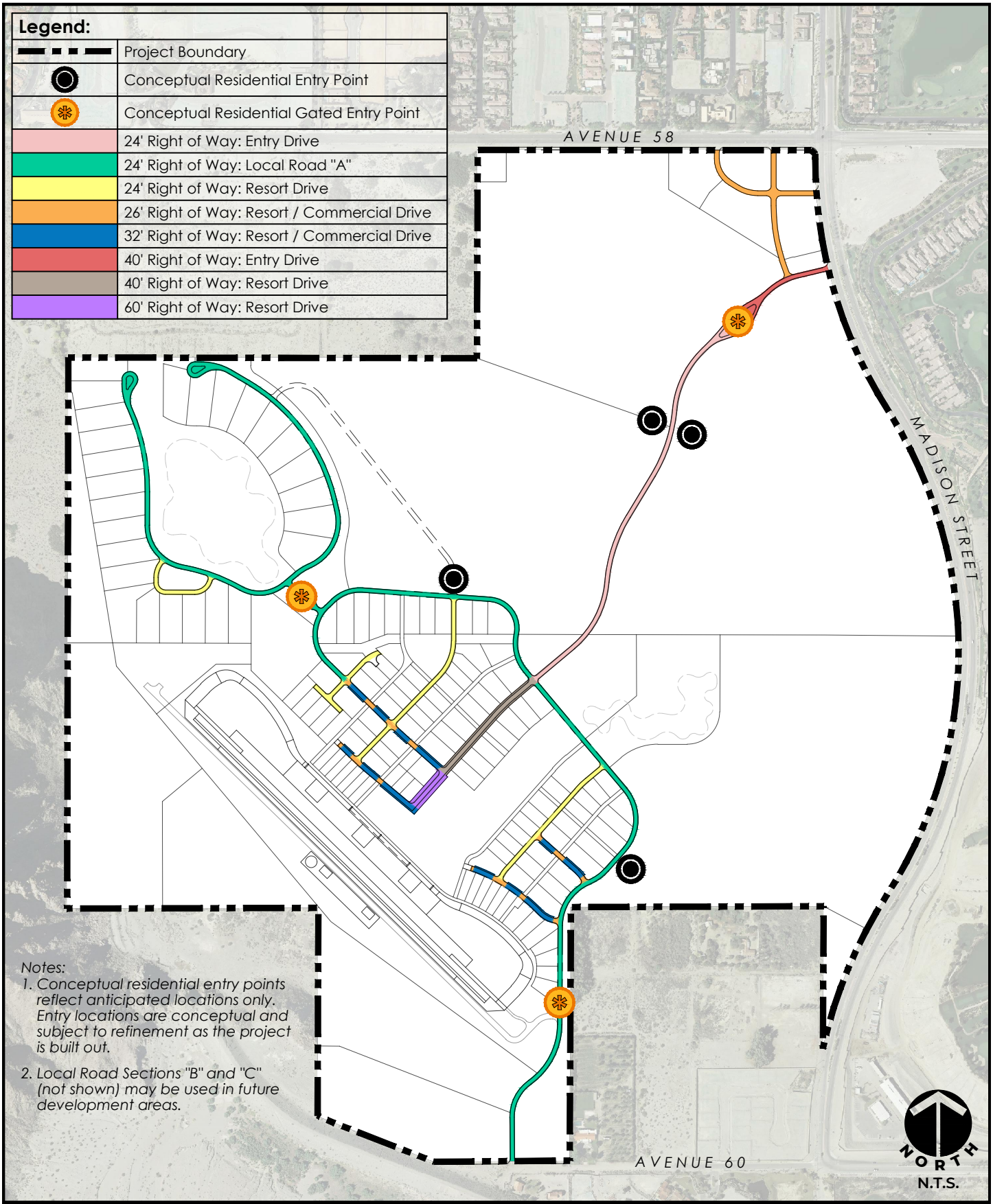



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# PLANNING AREA LAND USE PLAN

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*4.1-1*




*Notes:*

1. *Conceptual residential entry points reflect anticipated locations only. Entry locations are conceptual and subject to refinement as the project is built out.*
2. *Local Road Sections "B" and "C" (not shown) may be used in future development areas.*

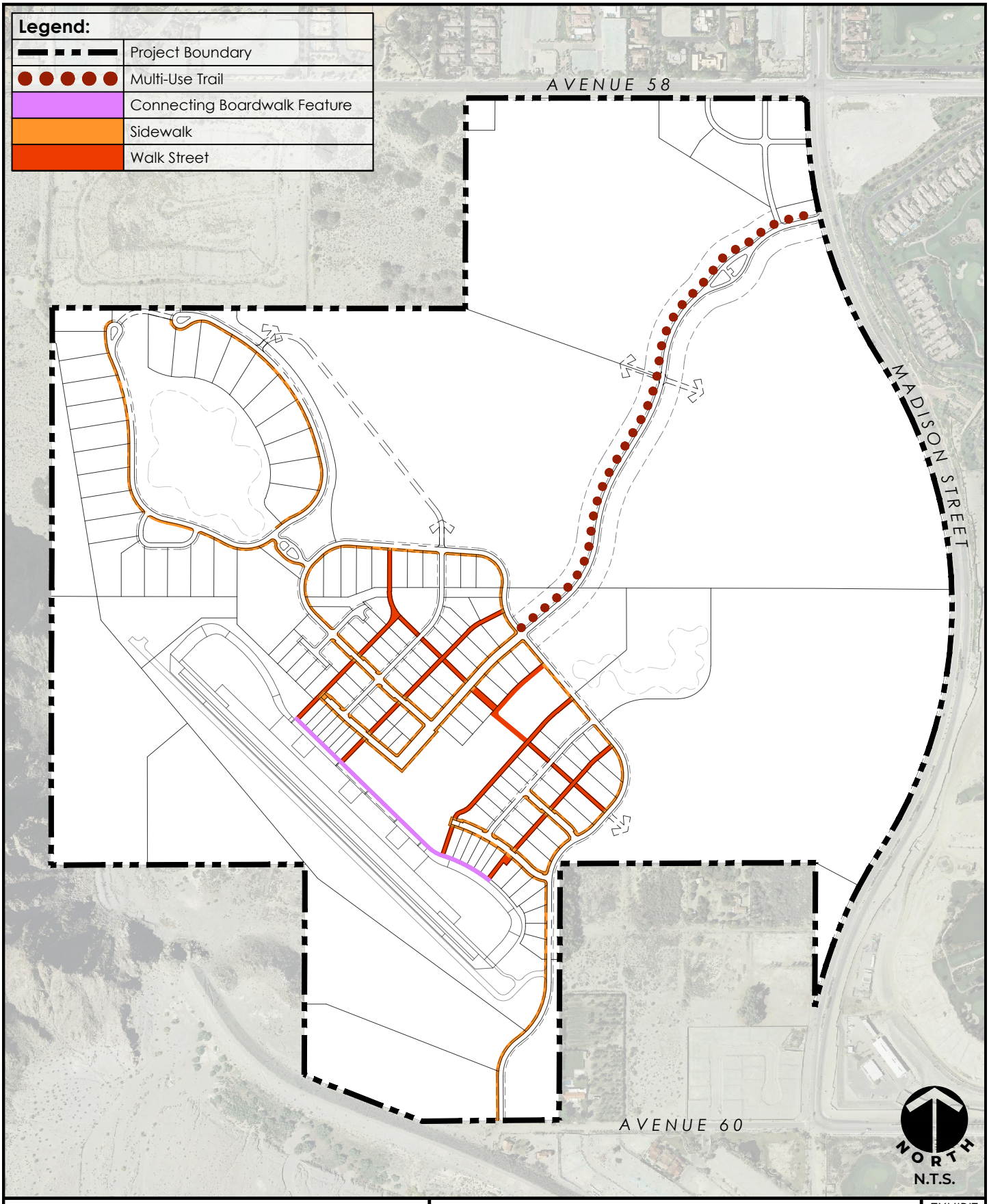
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# VEHICULAR CIRCULATION PLAN

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT 4.1-2




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# NON-VEHICULAR CIRCULATION PLAN

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*4.1-3*

### *Design Guidelines*

In order to illustrate the design expectations of the project and their impacts to scenic quality, a list of the design guidelines, as established in Chapter 4 of the Coral Mountain Resort Specific Plan are summarized below. Chapter 4 outlines the design guidelines for the various planning areas for the project to assist the developer of the Specific Plan project to execute a built environment that incorporates the following main concepts:

- Develop a private resort that includes recreational amenities, retail shops and dining venues.
- Establish residential neighborhoods that are linked through multi-use trails that connect neighborhoods throughout the project. "Walk Streets" will provide internal connection between facilities within the Resort and the Wave Basin.
- Establish a density hierarchy that situates the highest density development within the resort and gradually reduces density as you move away from the resort into the surrounding residential neighborhoods.
- Develop buildings which respond to the desert environment and utilize passive heating / cooling techniques through orientation and design.
- Incorporate a variety of open space and recreational uses (active and passive).
- Design a planned community that complements existing development in the surrounding area and is compatible with the surrounding environment.
- Develop a high-quality private wave basin (The Wave) that provides unique recreational opportunities for future residents of the project and creates a landmark facility that will enhance the City's reputation as the "Gem of the Desert". !
- Develop a community that is visually attractive and captures the essence of the Coral Mountain landscape.
- Embrace "Desert Modern" as the over-arching architectural theme for the entire project. The intent of this broad theme is to encourage creativity, flexibility, variability, diversity and individuality when considering the architectural design of buildings within the development.

The design guidelines for the four proposed planning areas are provided below:

#### *Planning Area I – Neighborhood Commercial*

Located on 7.7 acres at the southwest corner of Avenue 58 and Madison Street, PA I allows for the construction of 60,000 square feet of publicly accessible neighborhood commercial building space with affiliated circulation and infrastructure improvements. The retail development will consist of a mixture of neighborhood commercial and resort-related commercial development. The following principles, regarding design, were established for PA I:

- Streets will maintain a narrow road profile with on-street parking to help slow traffic and encourage walking or electric cart circulation.

- Utilize smaller, neighborhood-scale retail buildings to create a walkable, pedestrian-friendly environment.
- Shade and pedestrian comfort will be provided through the use of arcades, shade devices, landscaping, and building orientation.
- Special areas such as paseos, plazas, and courtyards shall be created to further enhance the pedestrian scale of the commercial area and to provide comfortable spaces for outdoor dining.
- Provide flexibility in commercial architecture to encourage creative and innovative retail concepts.

Materials

- Natural stone, stucco, architectural concrete, pre-finished metal panels, cementitious panels or siding, and thermally-modified wood siding may be utilized as the finish material for vertical surfaces in a range of natural colors which complement the desert landscape.
- Roofing products may be selected from a variety of metal profiles like corrugated or standing seam as well as a variety of membrane roofs.
    - The colors of the roofing materials shall conform to a range of lighter tones to reduce heat gain such as white, sand, and gray.
- Roof mounted photo-voltaic solar panels may be used throughout the Project.

### *Planning Area II – Low Density Residential*

Located on approximately 232.3 acres on the northern and eastern portions of the project, PA II allows for the construction of up to 496 single-family attached and detached dwellings. Residential neighborhoods of various types would occur throughout the project. Product types may include estate compounds, single-family detached/attached units, alley loaded homes, and clustered products. Ownership and occupancy of these units may include primary, secondary and fractional ownership, along with short term vacation rentals. Open space, golf, and various other complementary recreational uses may be integrated with residential development.

The design intent for PA II is to create residential neighborhoods that maximize privacy between individual homes while incorporating the desert landscape. Residential design may be reflective of contemporary desert architecture, desert vernacular, and simple interpretations of agricultural form. Spanish Colonial, Moorish, or other historically themed architectural styles should be avoided, to maintain the "Desert Modern" theme for the project. The proposed design goals in PA II will be guided by the following principles:

- The placement of structures should consider prevalent environmental conditions including sun orientation, prevailing winds, and desired views.
- Orientation of residential development edges should maximize view potential and access to natural open areas and recreation areas.

- Varying house configurations are encouraged to promote variety in the street scene.
- A combination of side-entering and front-entering garages with varied driveway locations are encouraged in order to interrupt repetitive curb cuts and yard patterns.
- Recreation areas/greenbelt features shall be, wherever feasible, visible upon entry to neighborhoods to enhance neighborhood value.

Materials

- Natural stone, stucco, architectural concrete, pre-finished metal panels, cementitious panels or siding, and thermally-modified wood siding may be utilized as the finish material for vertical surfaces in a range of natural colors which complement the desert landscape.
- Roofing products may be selected from a variety of metal profiles like corrugated or standing seam as well as a variety of membrane types.
    - The colors of the roofing materials shall conform a range of lighter tones to reduce heat gain such as white, sand, and gray.
- Roof mounted photo-voltaic solar panels may be used throughout the project.

Massing and Scale

- Residences will be broken down into a collection of smaller building forms to avoid a singular massing expression.
- Courtyards are encouraged as an effective way to engage the desert landscape while reducing the apparent mass of a home.
- Stand alone casitas or guest houses as well as detached garages are encouraged.
- Buildings shall be primarily one-story in scale with secondary two-story elements.
- Porches, loggias, trellises, and brise-soleil are encouraged to provide solar control and create opportunities to express crafted details.

Architecture

Residences should express the individuality of the homeowner with the intent of creating a place instead of a Project. A variety of architectural designs are preferred. Further, special consideration should be given to passive solar building orientation in order to develop custom homes that perform efficiently in the desert environment.

### *Planning Area III – Tourist Commercial*

Planning Area III (PA-III) is intended to allow for resort, resort residential, and resort commercial uses and is located in the south-central portion of the project. PA-III is structured around the Wave Basin, a private artificial wave generating basin. Located on approximately 120.8 acres, PA-III will allow the construction of a mixed-use private resort including the surf Wave Basin, 150 hotel keys, 104 residential units, and 57,000 square feet of resort-serving commercial and recreational building

space, outdoor amenities, and a community clubhouse. Planning Area III is divided into seven planning subareas (A through G).

The following principles shall be used in the design and development of the Tourist Commercial planning area:

- Create a casual and comfortable neighborhood scale within a walkable, pedestrian friendly environment.
- Establish a "Main Street" feel with emphasis toward on-street parking.
- Encourage a variety of small boutique retailers to enhance the resort experience.
- Maintain flexibility to encourage creative and innovative resort concepts.

Materials

- Architecture shall defer to the desert landscape with natural textures, tones, and materials native to the Coachella Valley.
- Bright vibrant colors, echoing desert wildflowers and artistic interpretations of the desert landscape, are encouraged.
- An eclectic variety of high-performance materials ranging from cast or rammed earth to board-formed concrete and stucco or thermally-modified wood will be used. There will not be a predominant exterior building material for the project.
- Natural stone, pre-finished metal panels, and cementitious panels or siding may also be utilized as the finish material for vertical surfaces in a range of natural colors which complement the desert landscape.
- Roof colors ranging from gray, beige, white, sand, taupe, or natural metals such as raw aluminum and bonderized steel provide a range of lighter color options compatible with the desert landscape while reducing heat gain.
- Roof materials shall be selected for high-performance characteristics in a variety of profiles like corrugated or standing seam metal as well as a variety of membrane roofs such as TPO Thermoplastic Polyolefin (TPO) or Polyvinyl Chloride (PVC).
- Roof mounted photo-voltaic solar panels and roof mounted evaporative cooling mechanical equipment with proper screening may be used throughout PA-III.
- Reclaimed or pre-weathered wood, tile, concrete block, and oxidized steel shall be appropriately incorporated as accent materials and be consistent with the architectural style of the resort.

Massing and Scale

- Buildings with small footprints shall be used as an integral part of the site planning design to provide open view corridors to the Wave Basin.
- Building faces shall be offset from each other to highlight the spaces in between and clarify pedestrian nodes.

- Offset building corners provide subtle articulation.
- The massing strategy shall consist of an eclectic mix of primarily one- and two-story building heights and roof forms.
- Architectural projections, overhangs, and recesses shall be used to provide shadow, articulation, and scale to building elevations.
- Roof decks and terraces are encouraged to provide visual interest as well as activity above the street level. This may be accomplished with step-backs in the second level massing.
- A mix of roof forms from flat, parapet, ramped, shed, and gable create visual interest to the roofscape in the resort.
- Buildings shall incorporate, passive solar orientation and active technologies to respond to the desert climate of the Coachella Valley.
- The majority of the buildings will be one-story with small footprints and pedestrian level interest or details.
- A multi-story hotel shall be the dominant building mass and neighborhood landmark.
- Avoiding visual monotony, buildings with small footprints create a porous or open edge condition to the Wave Basin and allow pedestrians to wander casually between structures.
- Porches, trellises, and brise-soleil break up the building mass at the pedestrian level while providing shelter or relief from the intense desert sun as viewed from the street.
- Porches, trellises, and brise-soleil provide visual setbacks for the hotel on front, side, and rear elevations.
- Side elevations should provide an appropriate level of articulation for secondary facades from the neighborhood perspective and pedestrian experience.
- A variety of roof forms from flat to ramped and gabled, should create visual interest reinforcing the eclectic nature of the resort.
- Repetition and variation are common themes in design and will be evaluated for visual interest with the roof scape throughout the resort.

Architecture

The architectural character for the project is “Desert Modern.” A variety of different building types will highlight an eclectic combination of materials and form. Sustainability, durability, and individuality are important factors to consider when designing buildings for Tourist Commercial uses. The resulting architecture should reinforce the idea of creating a place, not a project, and be fully integrated into the planning, landscape, and programming of Coral Mountain Resort.

### *Planning Area IV – Open Space Recreational*

PA IV will be retained as natural open space, that may also be used for low-impact active and passive recreation activities, such as hiking, biking, and ropes courses. The maximum height of the proposed ropes course will be 50 feet. Other recreational equipment shall be a maximum of 20 feet in height.

*Offsite Infrastructure*

The project will be required to install twelve, 6-inch conduits along Avenue 58 to bring additional power to the site and install a transformer bank at IID's existing substation yard located at Avenue 58 and Monroe Street. The offsite improvements for the conduit system will take place in the right of way, on both sides of Avenue 58, between Andalusia and PGA West, and end on Madison Street. Avenue 58 is an improved road and classified as a secondary arterial. These improvements would be installed during Phase I of the development.

## Project Impacts

According to the CEQA Guidelines' 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?*

Natural scenic vistas can be influenced both negatively and positively by man-made features. 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 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.

To avoid the negative impacts new development can potentially inflict on scenic vistas, the LQGP establishes policies and programs to reduce impacts on aesthetic resources. These include policies preserving open space areas, limiting the height of buildings adjacent to scenic corridors, and the implementation of development standards to reduce impacts from new or redeveloped projects on adjacent lands. Further, Title 9, Zoning, in the La Quinta Municipal Code (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 Standards implement appropriate standards and guidelines for land uses within the City General Plan.

According to the La Quinta 2035 General Plan Environmental Impact Report (LQGP EIR), 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. The natural features, which include the Santa Rosa, San Jacinto and Little San Bernardino Mountains, are considered scenic vistas within the City to the views and picturesque landscapes they provide when observed from the valley floor. The tallest mountain range in the area is the San Jacinto Mountains, west of the City. Mount San Jacinto 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.

Additional mountains providing a visual resource to the City include the San Bernardino Mountains to the northwest, and the Indio Hills to the northeast and east. From the project property, views north and northeast, of the San Jacinto, Little San Bernardino, and San Bernardino Mountains and Indio Hills are obstructed by existing natural features, developed properties and landscaping.

The Santa Rosa Mountains lie adjacent to the western and southern boundaries of La Quinta and exceed 8,000 feet in elevation, forming a dramatic backdrop for the City and the project site. Coral Mountain contributes to the foothills of the Santa Rosa Mountains and is located within La Quinta's City boundary and within the project site. Rising approximately 400 feet above sea level, Coral Mountain sits adjacent to the project's southwestern boundary. Adjacent to the project site, views of the Santa Rosa Mountains to the west and south and of Coral Mountain are currently unobstructed from public view, except at the lowest elevations where trees and other vegetation partially obstruct existing views from the perimeter of the site.

In order to evaluate the project's impacts on the scenic vista of Coral Mountain and the Santa Rosa Mountains, which are both significant scenic vistas in the City, line of sight analyses and visual simulations were prepared in order to analyze the impacts of the proposed structures and buildings on views of Coral Mountain when perceived at various points along the surrounding public rights-of-way. Analysis of the impacts to scenic vistas are provided below.

### ***Location "A"***

#### *Line of Sight*

Line of sight section "A" is located on Avenue 58, approximately 600 feet west of the project's northwestern-most boundary. Currently, views of Coral Mountain to the southwest are only obstructed by existing trees and other vegetation at its base at this location since the properties south of Avenue 58, in and out of the project site are vacant and undeveloped. As indicated in **Exhibit 4.1-4, *Line of Sight Section "A": View from Avenue 58***, the midrange and peak locations of Coral Mountain is still visible to motorists and pedestrians traveling along Avenue 58. As displayed in **Exhibit 4.1-4**, the base of Coral Mountain, which is currently obstructed by existing vegetation, would be obstructed by the proposed low density residential structures proposed in Planning Area II. Views of the mid-range and top of Coral Mountain will remain.

Views of the Santa Rosa Mountains to the southwest are distant and largely unobstructed. Similar to the views of Coral Mountain at this location, the views of the base of the Santa Rosa Mountains are obstructed by existing vegetation; however, the mid-range and peak views of the Santa Rosa Mountains are visible at this location. Development of the proposed project would not result in significant impacts to views of the Santa Rosa Mountains, due to the distance between the viewing location and the project structures, which will include only single family homes up to 22 feet in height;

and the higher and large mass of the Mountains. The Santa Rosa Mountain's mid-range and peaks would remain visible to pedestrians and motorists at this location, as shown in **Exhibit 4.1-5**.

### *Visual Simulation*

At this location, the view from Avenue 58 does not change. This is indicated in **Exhibit 4.1-5, *Visual Simulation Viewpoint "A": View from Avenue 58.*** The project boundary does not front Avenue 58 here but lies approximately 1,100 feet to the south. Project features are screened by distance and surface vegetation with no appreciable change in mountain views. Eventual development of the intervening lands north of the project site and south of Avenue 58 could cause view limitations due to their proximity to the roadway, but are not part of the proposed project, and would not contribute to the project's impacts on views of Coral Mountain.

Distant views of the Santa Rosa Mountains to the southwest are visible. The views of the base of the Santa Rosa Mountains are obstructed by existing vegetation and Coral Mountain; however, the mid-range and peak views of the Santa Rosa Mountains are visible at this location. As illustrated in **Exhibit 4.1-5**, development of the proposed project would not impact the existing views of the Santa Rosa Mountains from this location.

## ***Location "B"***

### *Line of Sight*

Line of sight section "B" is located on Avenue 58 at the Lion's Gate entry. Lion's Gate is a residential community consisting of single-family residential buildings on the north side of Avenue 58. Similar to location "A", the base of Coral Mountain is obstructed by existing vegetation within the project area, but the majority of the Mountain is visible from Avenue 58. With development of the proposed project, views observed by a motorist at this location would include the top of Coral Mountain, as well as perimeter landscaping, a perimeter wall, and residential houses. The top portion of an 80-foot light pole may be within the line of sight in this location, as illustrated in **Exhibit 4.1-6*, Line of Sight Section "B": View from Lion's Gate***. However, the light pole would be located approximately 4,000 feet from the Lion's Gate location, and thus would not be visible to the naked eye. Additionally, the light poles would be obstructed by the proposed perimeter landscaping and single-family residential homes in their foreground. Finally, in comparison to the mass and scale of Coral Mountain, the light poles would not significantly impact the motorist's or pedestrian's view of the Mountain at this location. The base and mid-range views of Coral Mountain would be partially obstructed by the proposed perimeter landscaping and wall, as well as the proposed low density residential structures, southwest of the Lion's Gate entry. Although the base and mid-range views of Coral Mountain would be impacted, the peak views of Coral Mountain would remain visible to motorists and pedestrians situated at the Lion's Gate entry, as indicated in **Exhibit 4.1-6**.

### *Visual Simulation*

As illustrated in **Exhibit 4.1-7*, Visual Simulation Viewpoint "B": View from Lion's Gate,*** the project fronts Avenue 58. There will be a 6-foot wall and landscaping along the public street, similar to the existing surrounding residential communities and consistent with City of La Quinta requirements. Additionally, the existing utility poles at the project's frontage will be placed underground, which is considered an enhancement of the view from this location. Higher project features (hotel and light poles) are approximately 4,000 feet from this location, at the base of Coral Mountain. These are not visible above the perimeter wall in the foreground and are further obstructed by landscape and residential homes. When viewed from the Lion's Gate entry, the mid-range views of Coral Mountain would be impacted by the new perimeter landscaping, walls, and residential structures proposed for the project. However, the mountain panorama and ridgelines remain visible.

Currently, the Santa Rosa Mountains are largely visible and unobstructed at the Lion's Gate entry location. As indicated in **Exhibit 4.1-7**, perimeter landscaping and residential buildings will result in the partial obstruction of mid-range views of the Santa Rosa Mountains, as well as the loss of views of the Santa Rosa Mountains observed east of Coral Mountain from this location. As illustrated in **Exhibit 4.1-7**, the perimeter trees and residential structures contribute to the obstructed views east of Coral Mountain. These views are dependent on the location of perimeter trees as well as the mass of the tree's canopy and the distance to the perimeter wall and residences. Therefore, the project would be required to implement **Mitigation Measure AES-1**, which requires the perimeter walls to be setback from the Madison Street and Avenue 58 public rights-of-way by a minimum average of 30 feet (10 feet more than required under the LQMC), which shall be confirmed through the City's review and approval of final perimeter wall and landscape plans, and **Mitigation Measure AES-2**, which requires a minimum setback of 75 feet between any residential structure and the Madison Street and Avenue 58 public rights-of-way. Although the implementation of **Mitigation Measures AES-1** and **AES-2** would reduce impacts to the greatest extent feasible, development of the proposed project would result in significant impacts due to partially obstructing the existing views of Coral Mountain and the Santa Rosa Mountains at the Lion's Gate entry.

## ***Location "C"***

### *Line of Sight*

Line of sight section "C" is located at the Andalusia Country Club entry point at Madison Street, east of the project boundary. At this location, the line of sight will be obstructed by the perimeter wall, which will be visible to motorists or pedestrians looking at Coral Mountain. The larger structures of the hotel and 80-foot light poles will not be visible, due to distance (3,560 feet) from these facilities and intervening development, as illustrated in **Exhibit 4.1-8, *Line of Sight Section "C": View from Andalusia Entry***. At this location, views of the Mountain's midrange and peaks are currently visible to

motorists and pedestrians. **Exhibit 4.1-8** indicates that the midrange and peak views of Coral Mountain would remain in the motorist's line of sight at the Andalusia entry.

### *Visual Simulations*

The project boundary fronts Madison Street at this location. As illustrated in **Exhibit 4.1-9**, views of Coral Mountain and the Santa Rosa Mountains at the Andalusia entry are largely unobstructed in the site's existing condition. Existing vegetation obstructs views of the base of the mountains. There will be a 6-foot perimeter wall and perimeter landscaping along the public street. Higher project features (hotel and light poles) are approximately 3,560 feet away from this location, at the base of Coral Mountain. The hotel and light poles are not visible above the community wall in the foreground and are further obstructed by landscape and residential homes. As shown in the lower left-hand visual simulation from Viewpoint "C," the hotel and light poles would barely be visible even without the perimeter wall. Coral Mountain, when viewed at this location, is obstructed by the proposed perimeter landscaping and residential structures. Therefore, the proposed project would have a significant impact on the existing views of Coral Mountain when viewed from the Andalusia entry. However, the midrange and peak views of the Santa Rosa Mountains remain visible at this location due to the size and distance of the Mountains. The Santa Rosa Mountain panorama and ridgelines remain visible. This is illustrated in **Exhibit 4.1-9, *Visual Simulation Viewpoint "C": View from Andalusia Entry***. Project-related impacts to the scenic vistas would be reduced to the maximum extent feasible through the implementation of **Mitigation Measures AES-1** and **AES-2**, because the increased setbacks between the public rights-of-way and the perimeter wall and residences will reduce the impacts on existing views of Coral Mountain and the Santa Rosa Mountains. However, impacts to views of Coral Mountain cannot be reduced to less than significant levels, and would remain significant and unavoidable.

## ***Location "D"***

### *Line of Sight*

Line of sight section "D" is located at the southeast property boundary at Madison Street. From this location, views of Coral Mountain are currently unobstructed. Development of the 6-foot perimeter wall and perimeter landscaping would block any views of the proposed hotel and the light poles, and of Coral Mountain. The proposed hotel and the 80-foot light poles would be located approximately 2,745 feet from the viewpoint at location "D", as illustrated in **Exhibit 4.1-10, *Line of Sight Section "D": View from Madison Street,*** making them unidentifiable due to distance.

### *Visual Simulation*

The project boundary fronts Madison Street at this location. There will be a 6-foot perimeter wall and perimeter landscaping along the public street. Beyond the wall, residential units are proposed. Similar to location C, higher project features (hotel and light poles) are approximately 2,745 feet away from

this location, at the base of Coral Mountain. The poles are barely visible even without the community wall in the foreground, and would be completely blocked by perimeter landscape and residential homes. Coral Mountain, when viewed from Madison Street, will be impacted by the proposed perimeter landscaping and residential structures. Therefore, the proposed project would have a significant impact on the existing views of Coral Mountain when viewed from Madison Street. Project-related impacts to the views of Coral Mountain would be reduced to the maximum extent feasible through the implementation of **Mitigation Measures AES-1** and **AES-2**, because the increased setbacks between the public rights-of-way and the perimeter wall and residences will reduce the impacts on existing views of Coral Mountain and the Santa Rosa Mountains. However, impacts would remain significant.

The Santa Rosa Mountains are visible beyond Coral Mountain within the viewshed at this location, and the proposed project will not impact views of the Santa Rosa Mountains at this location. The ridgeline views of the Santa Rosa Mountains remain visible at this location due to the size and distance of the Mountains. The mountain panorama and ridgelines remain visible. This is illustrated in **Exhibit 4.1-11, *Visual Simulation Viewpoint "D": View from Madison Street***.

### *Location "E"*

#### *Line of Sight*

Line of sight section "E" is located on Avenue 60, approximately 600 feet east of the project's southeastern-most point, and 900 feet southeast of the project's perimeter wall. From this location, views of Coral Mountain's base and mid-range are largely obstructed by existing landscaping and vegetation. As illustrated in **Exhibit 4.1-12, *Line of Sight Section "E": From Avenue 60***. The top of the closest 80-foot light pole would be located within the line of sight of a motorist at this location. The light pole would be located approximately 1,274 feet from the motorist. However, due to the distance from the viewpoint to the light pole, as well as the limited scale of the light pole and the existing off-site trees that obstruct views from this location, the light poles would not significantly disrupt the views observed at this location, if they are visible at all. Also due to distance, the other project features in PA III, including the resort hotel, resort commercial, or facilities associated with the Wave Basin will not perceptibly modify the views as they currently occur. Views of Coral Mountain and the Santa Rosas would be unaffected at this location, and impacts to scenic vistas would be less than significant.

#### *Visual Simulations*

The project boundary does not front Avenue 60 at this location but lies approximately 900 feet to the northwest. The nearest light pole is approximately 1,274 feet from the viewpoint location and is largely blocked by an existing palm grove on a neighboring property. The existing vegetation will also

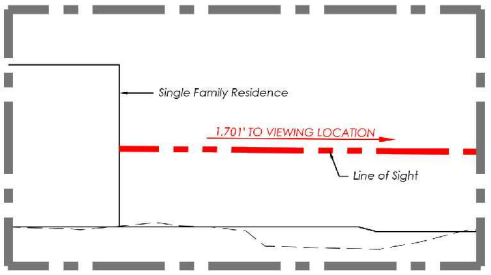
obstruct views of the facilities associated with the Wave Basin, the resort hotel, and resort commercial uses proposed in PA III.

Views of Coral Mountain's base and midrange are currently obstructed by vegetation associated with an existing residential property. With the superimposition of the project features, the peak and ridgeline of Coral Mountain remains visible with no appreciable change. This is illustrated in **Exhibit 4.1-13, *Visual Simulation Viewpoint "E": From Avenue 60.*** The Santa Rosa Mountains are located south of this location, and therefore, views of the Santa Rosa Mountains are not impacted at this location.

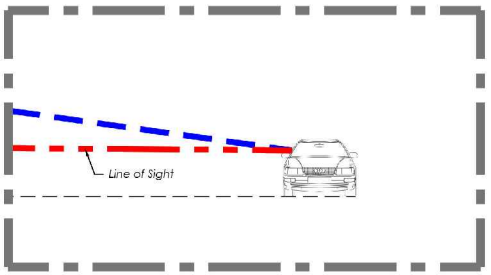
Overall, the proposed project would result in impacts to existing views of Coral Mountain from three of the five sample viewpoints (B, C and D), as indicated in the line of sight analysis and visual simulations of the five locations surrounding the project site. Views of Coral Mountain are unaffected at the Avenue 58 and Avenue 60 locations; partially obstructed at the Lion's Gate entry; and fully obstructed at the Andalusia entry and Madison Street location. Views of the Santa Rosa Mountains are largely unobstructed by the proposed project, except for the Lion's Gate location, which is partially obstructed by proposed perimeter landscaping and residential homes. However, due to the size and distance of the Santa Rosa Mountains in relation to Coral Mountain, the midrange and peaks of the Santa Rosa Mountains remain visible. While the project's impacts to views of Coral Mountain are considered significant, it is important to note that any development of the project site, including the low density residential development currently allowed in the Andalusia Specific Plan and in the City's General Plan, would require perimeter walls and landscaping and would have the same impacts on views of Coral Mountain. The proposed change in land uses from the existing entitlements, including the Wave Basin and hotel, will not have any significant impacts on scenic vistas because of their distance from perimeter roads and intervening vegetation.



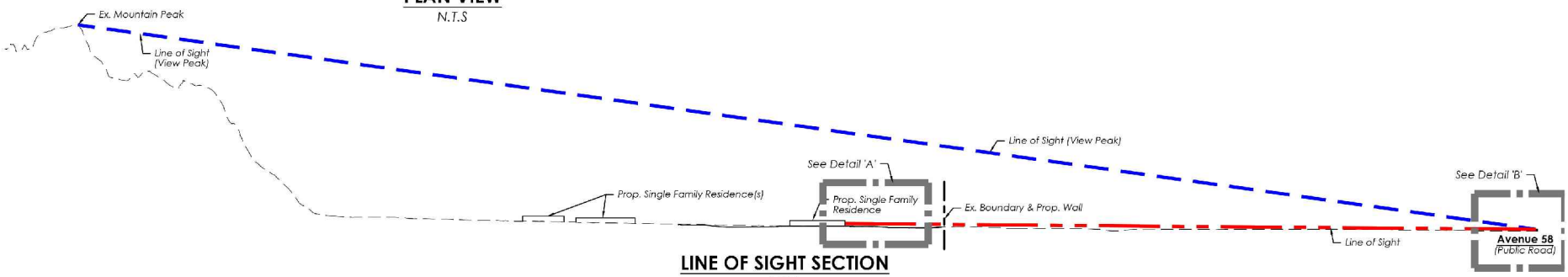

**PLAN VIEW**
*N.T.S*




**DETAIL 'A'**
**SINGLE FAMILY RESIDENCE**
*N.T.S.*




**DETAIL 'B'**
**AVENUE 58**
*(Public Road)*




**LINE OF SIGHT SECTION**
*N.T.S*

**N.T.S.**

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# LINE OF SIGHT SECTION "A": VIEW FROM AVENUE 58

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*4.1-4*



EXISTING CONDITION



VISUAL SIMULATION

*Note:*
*At this location, the view from Avenue 58 does not change. The project boundary does not front Avenue 58 here but lies approximately 0.30 miles to the south. Therefore, there would be no new community wall, landscaping, or utility undergrounding along the public road. Project features are screened by distance and surface vegetation with no appreciable change in mountain views.*

**N.T.S.**

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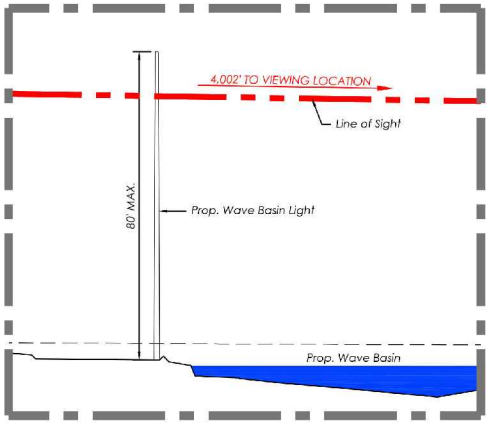
# VISUAL SIMULATION VIEWPOINT "A": VIEW FROM AVENUE 58

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

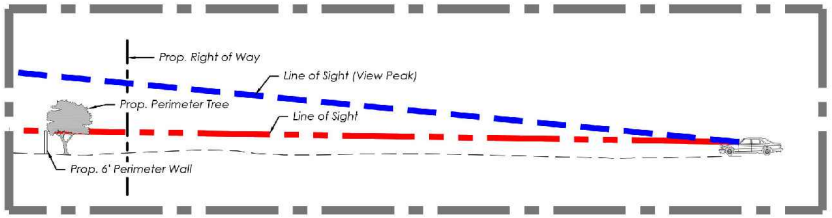
EXHIBIT
*4.1-5*



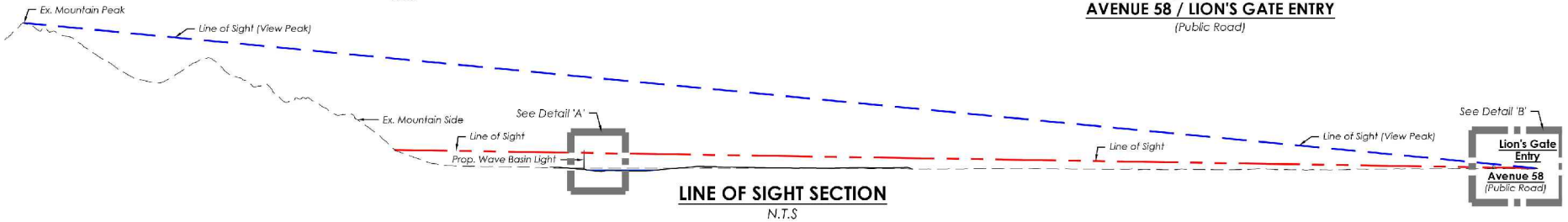

**PLAN VIEW**
*N.T.S*




**DETAIL 'A'**
**WAVE BASIN / LIGHT**
*(Public Road)*




**DETAIL 'B'**
**AVENUE 58 / LION'S GATE ENTRY**
*(Public Road)*




**LINE OF SIGHT SECTION**
*N.T.S*

**N.T.S.**

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# LINE OF SIGHT SECTION "B": VIEW FROM LION'S GATE

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*4.1-6*



EXISTING CONDITION




VISUAL SIMULATION



VISUAL SIMULATION WITH HOUSING

*Note:*
*The project fronts Avenue 58. There will be a 6-foot wall and landscaping along the public street, similar to the existing surrounding residential communities. Additionally, the existing utility poles at the project's frontage will be placed underground. Higher project features (hotel and light poles) are approximately 0.75 miles from this location, at the base of Coral Mountain. These are not visible above the perimeter wall in the foreground and are further screened by landscape and residential homes. The mountain panorama and ridgelines remain visible.*

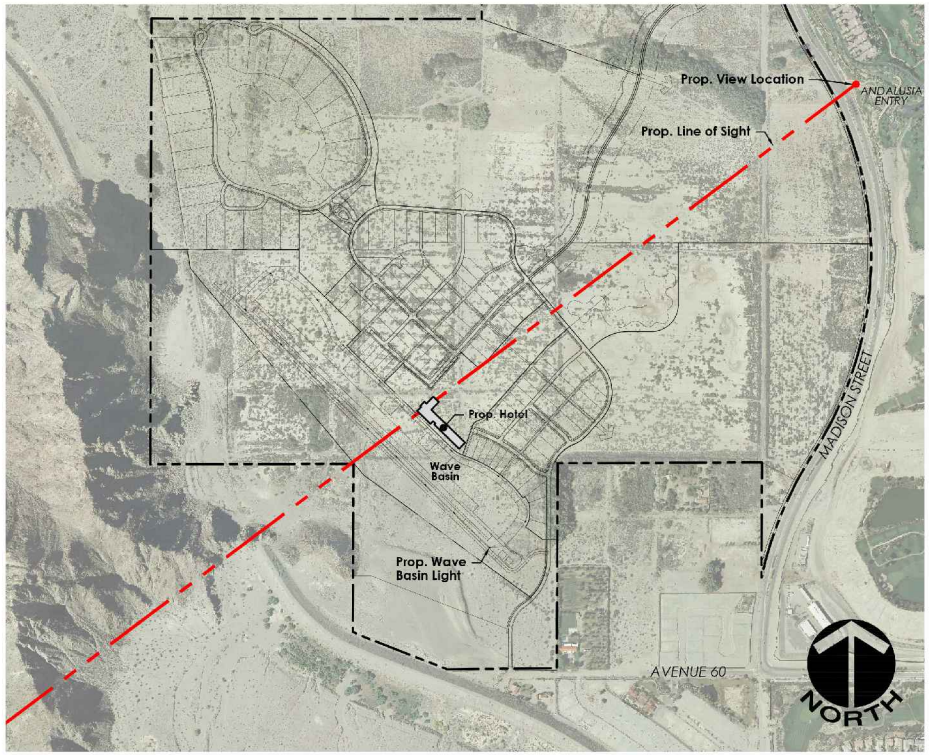
**N.T.S.**

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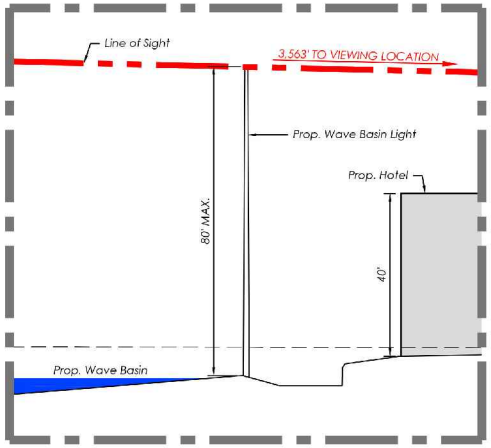
# VISUAL SIMULATION VIEWPOINT "B": VIEW FROM LION'S GATE

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

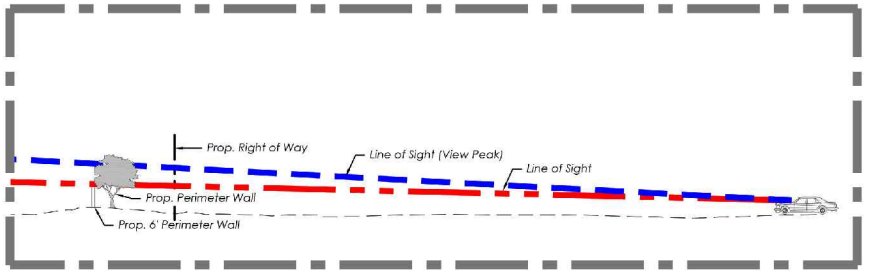
EXHIBIT
*4.1-7*



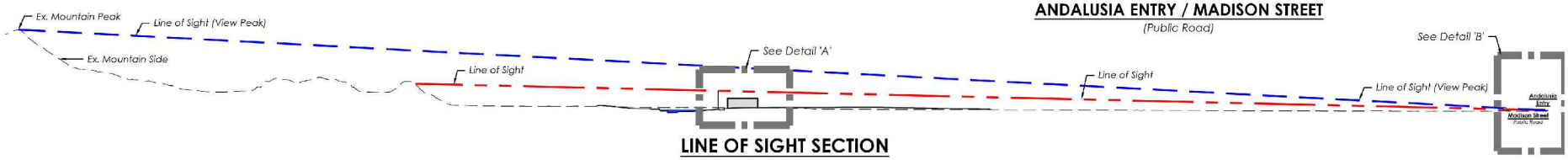

**PLAN VIEW**
*N.T.S*




**DETAIL 'A'**
**WAVE BASIN / LIGHT**
*N.T.S.*




**DETAIL 'B'**
**ANDALUSIA ENTRY / MADISON STREET**
*(Public Road)*




**LINE OF SIGHT SECTION**
*N.T.S*

**N.T.S.**

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# LINE OF SIGHT SECTION "C": VIEW FROM ANDALUSIA ENTRY

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*4.1-8*



EXISTING CONDITION



VISUAL SIMULATION WITH PERIMETER WALL & LANDSCAPE




VISUAL SIMULATION WITH HOTEL & WAVE BASIN LIGHTS



VISUAL SIMULATION WITH HOUSING

*Note:*
*The project boundary fronts Madison Street at this location. There will be a 6-foot perimeter wall and perimeter landscaping along the public street. Higher project features (hotel and light poles) are approximately 0.75 miles away from this location, at the base of Coral Mountain. The hotel and light poles are not visible above the community wall in the foreground and are further screened by landscape and residential homes. The hotel and light poles would barely be visible even without the perimeter wall. The mountain panorama and ridgelines remain visible.*

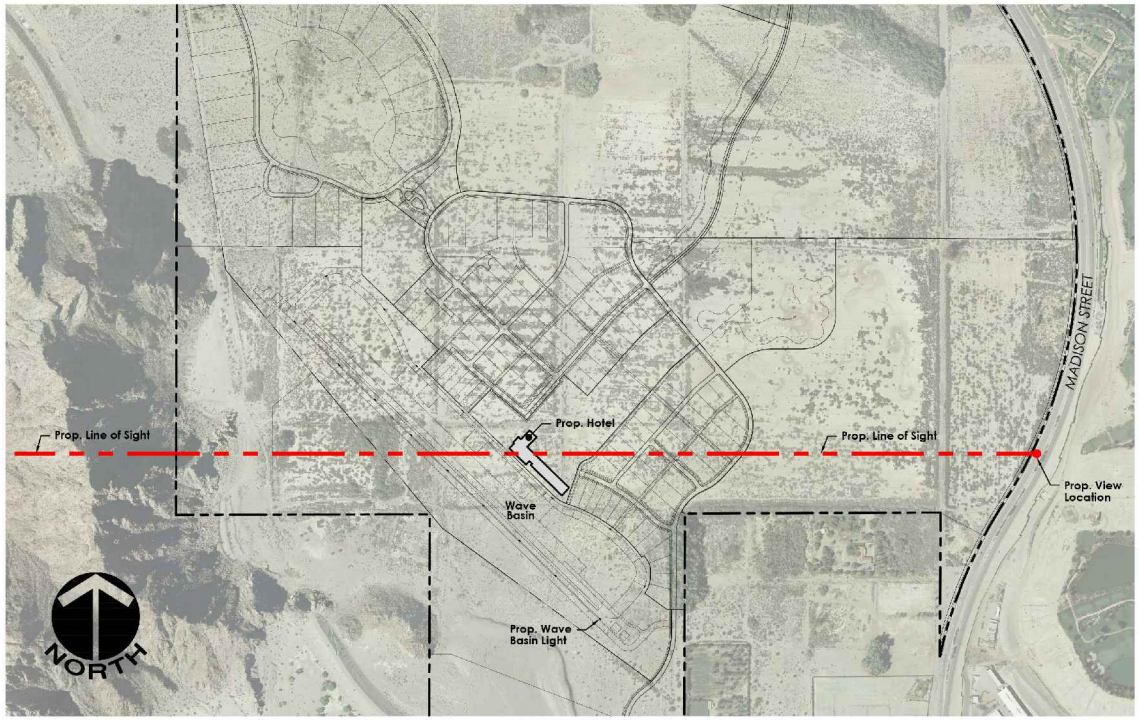
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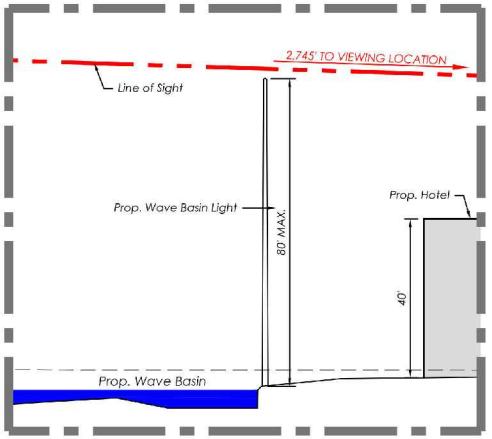
# VISUAL SIMULATION VIEWPOINT "C": VIEW FROM ANDALUSIA ENTRY

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

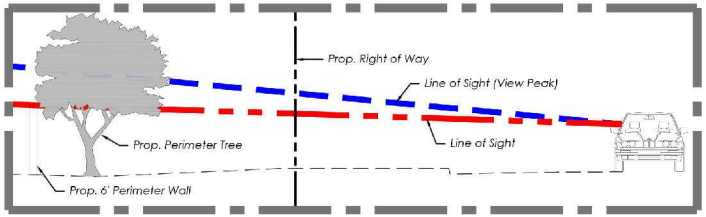
EXHIBIT
*4.1-9*



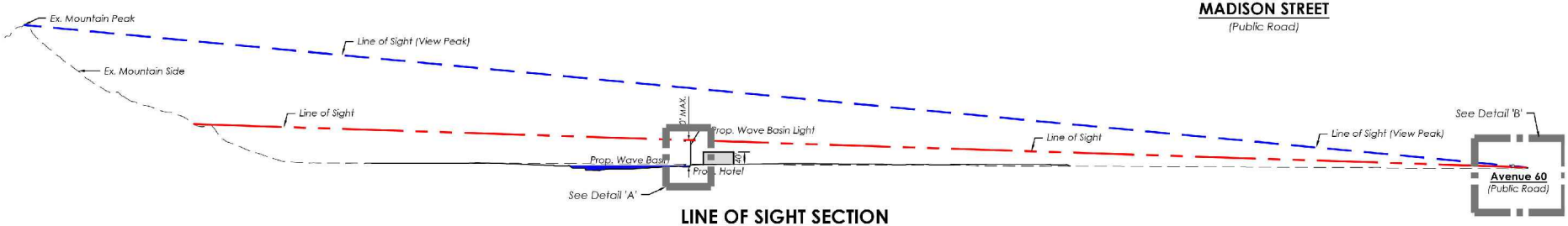

**PLAN VIEW**
*N.T.S*




**DETAIL 'A'**
**WAVE BASIN / LIGHT**
*N.T.S.*




**DETAIL 'B'**
**MADISON STREET**
*(Public Road)*




**LINE OF SIGHT SECTION**
*N.T.S*

**N.T.S.**

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# LINE OF SIGHT SECTION "D": VIEW FROM MADISON STREET

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*4.1-10*



EXISTING CONDITION



VISUAL SIMULATION WITH PERIMETER WALL & LANDSCAPE




VISUAL SIMULATION WITH HOTEL & WAVE BASIN LIGHTS



VISUAL SIMULATION WITH HOUSING

*Note:*
*The project boundary fronts Madison Street at this location. There will be a 6-foot perimeter wall and perimeter landscaping along the public street. Similar to location C, higher project features (hotel and light poles) are approximately 0.50 miles away from this location, at the base of Coral Mountain. The poles are barely visible even without the community wall in the foreground, and would be completely screened by perimeter landscape and residential homes. The mountain panorama and ridgelines remain visible.*

**N.T.S.**

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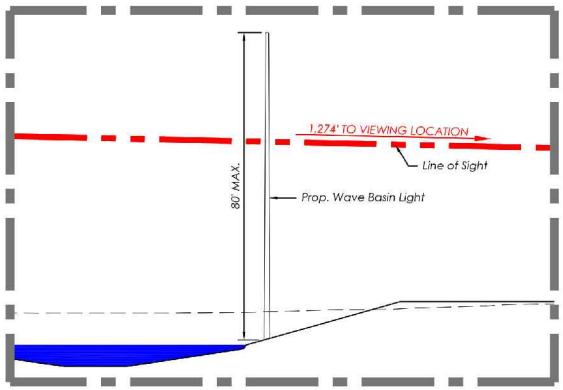
# VISUAL SIMULATION VIEWPOINT "D": VIEW FROM MADISON STREET

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

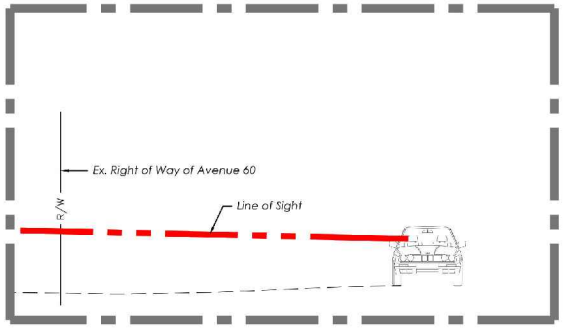
EXHIBIT
*4.1-11*



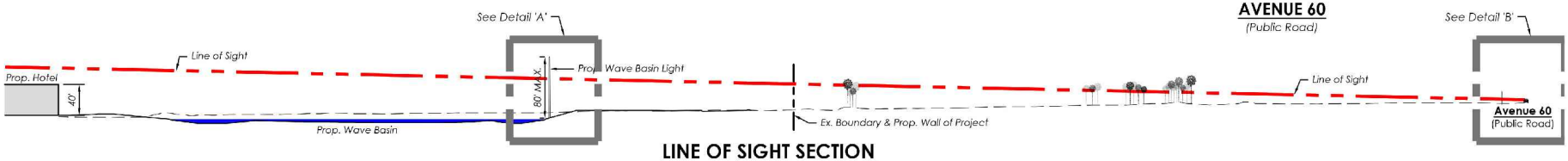

**PLAN VIEW**
*N.T.S*




**DETAIL 'A'**
**WAVE BASIN / LIGHT**
*(Public Road)*




**DETAIL 'B'**
**AVENUE 60**
*(Public Road)*




**LINE OF SIGHT SECTION**
*N.T.S*

**N.T.S.**

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# LINE OF SIGHT SECTION "E": FROM AVENUE 60

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
4.1-12



EXISTING CONDITION




VISUAL SIMULATION

*Note:*
*The project boundary does not front Avenue 60 at this location but lies approximately 0.20 miles to the northwest. The nearest light pole is approximately 0.25 miles from the viewpoint location and is largely screened by an existing palm grove on a neighboring property. The ridgeline of Coral Mountain remains visible with little appreciable change.*

**N.T.S.**

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# VISUAL SIMULATION VIEWPOINT "E": VIEW FROM AVENUE 60

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*4.1-13*

Additional discussion regarding the proposed structures and buildings in each zone is provided below.

### *Wave Basin lighting & structure heights*

The project site is currently zoned for the development of Low Density Residential (RL), Golf Couse (GC), and General Commercial (GC). In order to analyze the project's impacts, the development standards for the current (baseline) condition of RL zones were referenced, but the potential impacts are evaluated in comparison to the existing undeveloped baseline conditions.

Per the LQMC, the maximum building height permitted in RL zones is 28 feet. The Specific Plan permits a building height of up to 45 feet (4 stories) in Planning Area III B, the Wave Basin. PA III B also proposes seventeen (17), 80-foot-high light poles surrounding the Wave Basin to illuminate the proposed water feature. The Municipal Code, Section 9.100.150, allows light poles up to 8 feet for landscape lighting, but exempts lighting of public and private recreational facilities, which must be shielded (downward facing) and are subject to an hour limit of 10:00 p.m. (LQMC 9.100.150(I)(4). Therefore, the proposed project would result in higher structures and light poles in PA III than would be currently permitted in an RL zone, but that do not violate any express limits of the Municipal Code for lighting recreational facilities.

PA III B is proposed to be located in the southwest portion of the project property. PA III B is located approximately 700 feet north of Avenue 60, 200 feet east of vacant and developed residential estate lots, 1,500 feet east of Madison Street, and 2,600 feet south of Avenue 58. PA III B is located at distances over 1,500 feet from public view (i.e. public roadways such as Madison Street and Avenue 58).

As indicated in **Exhibit 4.1-6,** the 80-foot light poles lie within the line of sight for motorists and pedestrians at the Lion's Gate entry along Avenue 58. However, as shown in **Exhibit 4.1-7**, the light pole would be located approximately 4,000 feet from the Lion's Gate location and would not be visible to the naked eye. Additionally, the perimeter landscaping and walls would further obstruct the proposed lights. The nature of the proposed light poles is similar to those used to illuminate a sports field (while the lights themselves would be smaller and more narrowly focused on the Wave Basin). The poles will be spaced approximately 20 feet from each other and would include steel poles with lights at the top, oriented downward, towards the Wave Basin. Some light poles may be visible to the residential estate lots and Avenue 60; however, due to the distance of the fixtures to adjacent properties and the small mass of the proposed light fixtures, they are not anticipated to significantly impact the scenic vista.

Similar to a palm tree trunk, the vertical light poles will occupy very little mass. The lights at the top of the poles, would be viewed from a distance that would only impact a small area of the scenic vista, relative to the overall landscape. Coral Mountain and the Santa Rosa Mountains, the scenic vistas in question, would not be obstructed by the narrow light poles or the 45-foot structure because the

mountains stand at approximately 400 feet and 8,000 feet above sea level, respectively, and would remain visible to motorist traveling on the public roadways.

The proposed building height of 45 feet exceeds the City's permitted height in the RL zone, however, the additional height will not result in significant impacts to existing views of scenic vistas due to the distance from these structures from the surrounding roadways and viewsheds. As illustrated in **Exhibit 4.1-7**, the base of Coral Mountain would be obstructed by the perimeter walls, landscaping and proposed residential structures, but the peaks of the Mountain and the Santa Rosa Mountains will be visible from most locations.

In summary, the proposed wave basin lighting and building heights proposed within PA III would not directly impact existing views of scenic vistas, due to their location at the interior of the project, and their distance from off-site viewsheds. Impacts of change from Low Density Residential to Tourist Commercial requested as part of the proposed project would not significantly impact scenic vistas.

### *Parks and Recreation Zone*

Permitted structure height within Parks and Recreation Zones in the City is 28 feet (2 stories). The Specific Plan permits a maximum height of 50 feet for a ropes course/zipline. This would be permitted in Planning Area IV, located in the southwestern portion of the site, adjacent to Coral Mountain, and more than 700 feet north, 2,600 feet south, and 1,500 feet west from the adjacent roadways and residential communities. As stated previously, Coral Mountain stands approximately 400 feet above mean sea level.

A ropes course is typically designed to include tall wood (or equivalent) posts to connect rope paths. The visual nature of ropes course and ziplines do not include structures large in mass and obtrusive to viewsheds. For a visual comparison, a ropes course and zipline are visually similar to a standard utility power pole. Power poles can stand approximately 40 feet, or higher depending on clearance, and can include wood posts and power lines in-between each wood post, which are separated by approximately 100 feet. From a distance, the power lines are typically difficult to see with the naked eye because they are thin in diameter and are neutral in color. Similar to utility power facilities, ropes courses and ziplines will consist of posts, ropes or wires for travel in-between posts, and additional components such as wood steps and rope nets, depending on the design of the ropes course. In addition, these recreational amenities will be located approximately 1,500 feet from Madison Street and 2,600 feet from Avenue 58, and screened by the project's perimeter walls and landscaping. Therefore, the ropes course and zipline would not be visible from these arterial roadways, and would not obstruct the views of Coral Mountain from surrounding roadways and land uses, as shown in **Exhibits 4.1-4** through **4.1-13**. The Santa Rosa Mountains, south of the City, would not be obstructed by the 50-foot structure due to the Mountains' height and distance from the project.

### *Impacts to Off-Site Properties*

Views from the existing single family residential properties north, east, and south of the project would be partially obstructed by the proposed structures during project operation. Views of Coral Mountain and the Santa Rosa Mountains when viewed from the properties to the west of the project, will not be obstructed by the proposed project. The following discussion analyzes the project's impacts to scenic vista relative to the southern, eastern, northern, and western properties.

#### *Southern Properties*

Properties to the south of the project include estate residential homes, as well as single family residential dwellings, and vacant lots for future single family residential dwellings both north and south of Avenue 60. From these properties, Coral Mountain and the Santa Rosa Mountains are visible to the west and northwest and provide the prominent views and vistas. The Santa Rosa Mountains are visible to the south, and the Indio Hills are visible from a distance to the north from some locations, but are currently obstructed by existing vegetation, including both tall trees and shrubs. The proposed project would develop walls along the perimeter of the property, partially obstructing the views of the Indio Hills to the north. Coral Mountain to the west and the Santa Rosa Mountains to the south would remain largely unobstructed from the properties situated south of Avenue 60, because the project will not be located in the line of sight between the properties south of Avenue 60 and the mountains. Depending on viewpoint location, the proposed project may obstruct views of Coral Mountain when viewed by properties south of the project, and north of Avenue 60. These views are currently obstructed by existing vegetation on developed properties, as shown in **Exhibit 4.1-13**. The project-associated infrastructure, distant buildings, and landscaping proposed for the project perimeter, may partially obstruct views of Coral Mountain to the west from the south-lying properties adjacent to the project. However, as previously stated, these views are currently obstructed by existing vegetation. Views of the Santa Rosa Mountains when observed from the southern properties would not be obstructed by the proposed project, because the Santa Rosa Mountains are located south and southwest of the project and are partially obstructed by Dike No. 4, existing structures, landscaping, and infrastructure, depending on viewpoint.

The 80-foot pole lights proposed at Planning Area III B (the Wave Basin) would be visible to the properties south of the project, specifically the estate residential lots, due to their proximity to PA III B. PA III B is located approximately 700 feet north of Avenue 60, and 200 feet east of (vacant and developed) residential estate lots. As described in the subsection titled Wave Basin Lighting, above, the impacts of the mass and height of the poles will be less than significant on these properties. The impacts associated with lighting from these fixtures is discussed below.

*Eastern properties*

Properties east of the project include Andalusia Country Club, separated from the site by Madison Street. From Andalusia, views of Coral Mountain and the Santa Rosa Mountains are partially obstructed by existing manmade infrastructure, landscaping, perimeter walls, and natural vegetation. As stated previously, 6-foot walls and landscaping are proposed along the perimeter of the site. Proposed structure height is limited to 22 feet within 150 feet of the Madison Street right-of-way in order to maintain the scenic vistas from motorists along this roadway. The proposed project would introduce additional buildings, perimeter walls and landscaping, and associated infrastructure that would partially obstruct views of the foothills of the Santa Rosas in the west- and southwest-lying scenic vistas, but the upslope areas of the mountains will remain unobstructed, due to distance and the relatively small mass associated with single family homes within the proposed project.

Proposed buildings within the property would obstruct the views of Coral Mountain and the lowest portions of the Santa Rosa Mountains from the east-lying properties, depending on viewpoint. However, the proposed 80-foot lighting equipment and 50-foot ropes course would not be visible, as described above.

Due to the height of the Santa Rosa Mountains and their distance from the Andalusia Country Club property, impacts from the project to this scenic vista would not be significant.

*Northern properties*

Properties north of the project include vacant residential lands south of Avenue 58, and gated, single family residential communities north of Avenue 58. An abandoned, partially graded residential community (designated for Low Density Residential land use) lies south of Avenue 58 and north of the project site. This property is characterized by graded roadways, graded and stabilized pads, and aboveground utilities (i.e., fire hydrants and utility boxes). Chain-link fencing surrounds the perimeter of this undeveloped property. East of the chain-link fencing, north and west of the project site, and south of Avenue 58 lies approximately 19.43 acres of vacant and undeveloped land designated for Medium/High Density Residential. This property is characterized by scattered vegetation, similar to the project site. North of Avenue 58 are existing gated residential communities, designated as Low Density Residential.

From the northern properties, views of Coral Mountain and the Santa Rosa Mountains, to the south and southwest, are visible and largely unobstructed. The proposed project would introduce buildings, perimeter walls, and landscaping that would partially obstruct the existing scenic vistas to the south and southwest, as shown in **Exhibits 4.1-4** through **4.1-7**. As previously stated, 6-foot walls and landscaping are proposed along the perimeter of the site. Although development of the project will result in obstructed views of the existing scenic vistas, these obstructions are similar to the other residential and resort communities developed in the area and the project will minimize impacts to the scenic vista by reducing the residential building heights within 150-feet of the Avenue 58 right-

of-way. The base of the Santa Rosas will be impacted by the project's structures; however, with the implementation of the proposed building heights, as well as the increased setbacks (established in **Mitigation Measures AES-1 and AES-2**), the peak of Coral Mountain and the majority of the Santa Rosa Mountains would not be significantly obstructed to the motorists traveling on Avenue 58, and to the residential communities north of Avenue 58. This is illustrated in **Exhibit 4.1-7*, Visual Simulation Viewpoint "B": View from Lion's Gate.***

Although the proposed buildings will impact the scenic vistas to the south and southwest, the residential structures proposed south of Avenue 58 will be consistent with the existing residential context in the surrounding area, which includes low density residential communities, with perimeter block walls and landscaping. As previously stated in this discussion, the mass and scale of the proposed residential structures will avoid large building masses and heights that are inconsistent with the existing surrounding communities. Nevertheless, as described above, the impact of the perimeter wall, landscaping and residences on views from the north is considered a significant impact. Impacts will be reduced to the greatest extent feasible through the implementation of **Mitigation Measures AES-1** and **AES-2**.

From Avenue 58, the proposed Wave Basin and light pole infrastructure would be located between approximately 2,600 feet to 4,000 feet south of the right-of-way. Some of the light poles may be visible to the residential lots and Avenue 58; however, the very limited mass of the proposed light fixtures is not anticipated to significantly impact the scenic vistas because the mid-range and peaks of Coral Mountain and the Santa Rosa Mountains would not be obstructed by the 80-foot poles, as indicated in **Exhibits 4.1-5** and **4.1-7**.

The 50-foot structures proposed for the ropes course in the Parks and Recreation Zone would have no impact on views from the northern properties due to distance and their positioning at the far south end of the project site.

### *Western Properties*

Properties to the west include vacant land and a private residential community, the Quarry at La Quinta. From the western properties, views of Coral Mountain and the Santa Rosa Mountains, to the south and southeast, are visible and largely unobstructed. Development of the proposed project would not obstruct the views of Coral Mountain or the Santa Rosa Mountains from the properties to the west. The project property would not be observed from the vast majority of the Quarry at La Quinta due to the location of Dike No. 2, which blocks the view of the project site from the existing residential community west of the site. The project will have no impact on views of Coral Mountain and the Santa Rosa Mountains when viewed from the western properties.

### *Impacts to (Future) On-Site Properties*

Building setbacks from internal roads would be established to limit the amount of building obstruction from onsite motorists and pedestrians. The building height standards, mass and scale guidelines and setback requirements established in the Coral Mountain Resort Specific Plan will ensure that the views and scenic vistas that surround the project property would be minimally impacted by onsite development. Additionally, the design features throughout the project property will complement the existing natural scenic vistas with architecture and landscape improvements.

### *Off-Site Improvements*

The project is also required to make offsite improvements for electrical power to the site. These improvements would take place within IID's existing substation yard on Avenue 58 and in the right-of-way on Avenue 58 between Andalusia and PGA West. All infrastructure outside the substation will be underground, and will have no impact on scenic vistas. The addition of the transformer will be consistent with the existing equipment in the substation, and will have no impact on scenic vistas.

### *Conclusion*

As determined in the line of sight analyses and visual simulations, the project site will result in the partial obstruction of views of Coral Mountain and the Santa Rosa Mountains, depending on location and viewpoint. Currently, these views are largely unobstructed, due to the undeveloped and vacant nature of the project site. Therefore, development of the project property would result in obstructed and partially obstructed views of these scenic resources. The project proposes perimeter landscaping and walls at the frontages of the public-rights-of-way. The project property and frontages will be designed to complement the natural and existing environment. As shown in **Exhibits 4.1-4** through **4.1-13**, views of Coral Mountain are unaffected at the Avenue 58 and Avenue 60 viewpoint locations; partially obstructed at the Lion's Gate entry; and fully obstructed at the Andalusia entry and Madison Street locations. Views of the Santa Rosa Mountains are largely unobstructed by the proposed project, except for the Lion's Gate location, which are partially obstructed by proposed perimeter landscaping and residential homes. However, due to the size and distance of the Santa Rosa Mountains in relation to Coral Mountain, the midrange and peaks of the Santa Rosa Mountains remain visible.

Views observed along public rights-of-ways at certain locations will be impacted with the development of the project site. However, when traveling along Avenue 58 and Madison Street the views of Coral Mountain and the Santa Rosa Mountains change depending on the landscaping at the various locations, as well as the buildings located near the project frontage. At various public viewshed locations, Coral Mountain may be visible to the passing motorist or pedestrian, while at other locations the views of Coral Mountain may be obstructed briefly by a tree with a large canopy, the perimeter walls, and roofs of residential units. Development of the proposed project will not completely remove the views of Coral Mountain and the Santa Rosa Mountains from public view.

While the project's impacts on views of Coral Mountain and the Santa Rosa Mountains would be essentially the same as the impacts of any development of the project site, the project's perimeter walls, landscaping, and structures will partially obstruct views of these scenic resources, which is considered a significant impact. To reduce project impacts to scenic vistas to the greatest extent feasible the project will implement **Mitigation Measure AES-1**, which requires the perimeter walls to be setback from the Madison Street and Avenue 58 public rights-of-way by a minimum average of 30 feet (10 feet more than required under the LQMC), which shall be confirmed through the City's review and approval of final perimeter wall and landscape plans, and **Mitigation Measure AES-2**, which requires a minimum setback of 75 feet between any residential structure and the Madison Street and Avenue 58 public rights-of-way. However, impacts associated with scenic vistas cannot be reduced to less than significant levels, and will remain significant and unavoidable.

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

There are no State or locally designated scenic highways in the vicinity of the proposed project.

The Circulation Element of the La Quinta 2035 General Plan (LQGP) identifies designated image corridors, as well as street design standards for the City, which contribute to the scenic character and diverse identity of La Quinta.

City Image Corridors provide views of the Santa Rosa Mountains and other mountains surrounding the Coachella Valley. Policy CIR-1.17 in the City General Plan, states that in order to preserve the aesthetic values on the City's streets, optimum landscape setbacks shall be maintained along all designated General Plan Image Corridors. Exhibit II-4, *Image Corridors* in the General Plan, identifies the segment of Madison Street that lies east of the project property as an Image Corridor. Additionally, Avenue 58 and Avenue 60 are also Image Corridors. In compliance with the Image Corridor standards implemented by the City, the Coral Mountain Resort Specific Plan requires perimeter walls and landscaping consistent with City standards, and a 22-foot height limitation on residential structures within a setback distance of 150 feet from the right-of-way consistent with La Quinta Municipal Zoning Code Section 9.50.020. Therefore, impacts associated with image corridors would be less than significant.

#### *Coral Mountain*

Coral Mountain partially lies within the southwest corner of the project property. Coral Mountain extends over 400 feet above sea level and provides a scenic resource for the surrounding area. The Mountain is currently viewed without significant obstructions from the public roadways, Avenue 58 to the north, and Madison Street to the east. The project proposes no construction on or immediately adjacent to Coral Mountain. As a result of the cultural resources identified on and surrounding that portion of Coral Mountain that occurs on the project site, as more fully described in the Cultural

Resources and Tribal Cultural Resources Sections, a restricted Environmentally Sensitive Area will be recorded on the area to protect these resources, and will concurrently protect the Mountain. Residential structures within the project will be a minimum of 150 feet from the toe of slope, and will consist of low density residential units in PA II. Structures associated with the Wave Basin will be located approximately 200 feet east of Coral Mountain's toe of slope. Recreational equipment/amenities such as a ropes course, bike trail, or zipline are prohibited within Environmentally Sensitive Areas and must therefore be located on level terrain in PA IV such that the mountain face and toe of slope are preserved. None of these structures will result in damage to the Mountain. Therefore, because no alteration or modification is proposed to Coral Mountain, there will be no damage to this scenic resource, and no impact would occur.

### *Adobe*

According to the Coral Mountain Resort Specific Plan, Historical/Archaeological Resources Survey Report (referred to as "Cultural Report" herein), conducted by CRM Tech (**Appendix E**), a partially collapsed adobe house is located near the center of the project area, along with concrete pads and footings associated with the residential and agricultural buildings of the ranch that occurred on the project site. During CRM Tech's field investigation, they discovered that the adobe building was vandalized, burned, and deteriorated. However, the walls are standing, and the adobe bricks are in overall good condition. The residence foundation, which may be the remains of one of the earlier structures at the site, dating from 1920s or before, and may also include the original trash pits or privies which could contain valuable artifacts revealing much about life in the harsh environment at such an early date. The site remains eligible for listing in the California Register of Historic Resources and has a local level of significance. Per the findings of the Cultural Report, and as discussed in detail in the **Section 4.4, *Cultural Resources,*** the site meets the definition of a historical resource and impacts to it would be significant. Therefore, **Mitigation Measure CUL-1** was established for this site. **Mitigation Measure CUL-1** requires that a comprehensive recordation program be prepared by a qualified archaeologist for the site, requiring an appropriate buffer around the adobe remains and preservation in perpetuity of the adobe by the project's homeowners' association. This mitigation measure will assure that this significant historic resource is protected, and as a result, there will be no impact relating to damage of a historic scenic resource. In addition, due to the vandalized and deteriorated condition of the structure, and the fact that it is not readily visible to drivers and pedestrians on the perimeter roadways, this structure is not considered a significant scenic resource, even though it maintains historical significance.

## *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?***

## Visual Character

The project site is located on the southwest corner of Avenue 58 and Madison Street. The land uses that currently surround the project property consist primarily of private and gated, low-density residential communities. Andalusia Country Club lies east of the project property and is separated by the paved roadway, Madison Street. Additional private, gated low-density residential communities lie north of the project property, north of Avenue 58. These gated communities vary from approximately 7 acres to 20 acres in size and include low-density tract homes. The street frontage of the communities to the north and east are delineated with block walls, landscaping, and meandering sidewalks. The area south of Avenue 58, adjacent to the project's northern boundary, is characterized by vacant land. Dispersed estate residential dwellings lie south of the project site, and vacant land lies south and west of the project property. These uses contribute to the suburban context of the project and surrounding area.

### *Low Density Residential Zone*

The maximum building height for Low Density Residential Zones is 28 feet (2 stories). The Specific Plan permits a maximum building height of 32 feet (2 stories), but only allows a maximum height of 22 feet within 150 feet of the Madison Street and Avenue 58 rights-of-way in the Low Density Residential Zone. The proposed maximum height of 32 feet for structures in the Low Density Residential land use designations located outside the required setback areas would exceed the permitted building height standard established by the City of La Quinta by four (4) feet.

The Low Density Residential area proposed for the project will be located immediately adjacent to Avenue 58 and vacant lots to the north, Madison Street to the east, residential to the south, and vacant land and Coral Mountain to the west.

The vacant properties, located immediately adjacent to the property's northwestern boundary (south of Avenue 58), are currently undeveloped. Per the La Quinta General Plan, the existing land use designations for the properties include low density residential (for the western property) and medium/high density residential (for the eastern property). Based on the existing land use designations for the properties, development will include residential communities, similar to those existing in the surrounding area. They will be required to comply with City standards and design guidelines established for Low and Medium/High Density zones.

A mix of undeveloped lots and estate residential lots are located south of the project site. These properties include large lots with structures set back from the property's boundaries. South of the project, south of Avenue 60, is a residential community similar to those located north of Avenue 58.

As previously stated, the project proposes low density residential uses adjacent to existing public rights-of-way, vacant lots and residential communities. The existing context of the project vicinity includes residential communities and undeveloped land. Typical of residential communities in La Quinta, and in the Coachella Valley, residential lots within communities may be oriented in a manner where the backyard of residential dwelling lies adjacent to a public right-of-way. This increases the building's setback from the road, both reducing the noise impact generated from traffic, and the building's impact on the surrounding visual character; compared to if the dwelling unit's frontage was oriented facing the roadway. Similar to the existing residential context of La Quinta, it is anticipated that residential lots within the project's Low Density Residential zone, will abut the project's boundaries, including the Avenue 58 (north) and Madison Street (east) frontages. Additionally, the residential buildings located with 150 feet of the Madison Street and Avenue 58 right-of-way will be limited to a height of 22 feet, as required by the Coral Mountain Resort Specific Plan and the La Quinta Municipal Code (Section 9.50.020).

The project's proposed low density residential uses are consistent with the existing residential context in the surrounding area. Residential communities are located north, and east of the proposed project consist of residential dwellings, with some homes located adjacent to the rights-of-way.

In addition, the proposed development will be visually consistent with the other residential and resort communities located in this portion of the City of La Quinta, thus maintaining the visual character of the area as well as views of the Santa Rosa Mountains.

The mass and scale of the residential structures proposed in the low density residential use will be consistent with the existing residential context in the surrounding area. Large building masses and heights are not proposed for the project's low density residential structures. The project's residential structures located within 150 feet of the Madison Street and Avenue 58 rights-of-way are required to be a maximum of 22 feet, in order to reduce project-generated obstructions from these buildings to minimize impacts, due to the distance of the buildings from the existing land uses and rights-of-way.

### *Low Density Residential - PA II*

PA II is proposed to create residential neighborhoods that maximize privacy between individual homes, reflect contemporary desert architecture and embrace the natural desert landscape. This 232.3-acre portion of the site will construct 496 residential dwellings. PA II is proposed to abut a majority of the Avenue 58 and Madison Street rights-of-way. Therefore, this Planning Area would contribute to the visual character viewed by motorists and pedestrians traveling along these public roadways. The project's frontage along these public roadways will consist of perimeter landscaping and sidewalks, as well as a perimeter block wall. These features are similar to and consistent with the existing residential communities north and east of the project property. Additionally, perimeter block walls and landscaping are typical for residential communities within the City of La Quinta.

The table below displays the development standards proposed for PA II and the Municipal Code standards for Low Density Residential zones in order to analyze the potential impacts to scenic quality of the area.

**Table 4.1-6 PA II Development Standards Comparison**

| Low Density Residential | Detached Product | Attached Product | Accessory Building[1] | Municipal Code [7] |
|---|---|---|---|---|
| Min. Lot Size | 3,600 sf | 3,600 sf | --[8] | 7,200 sf |
| Max. Structure Height | 32 ft [2,3] | 32 ft [2,3] | 28 ft [2,3] | 28 ft |
| Max. No. Of Stories | 2 | 2 | 2 | 2 |
| Min. Area Per Unit | 1,400 sf | 1,000 sf | 250 sf | 1,400 sf |
| Min. Front Setback | 10 ft | 10 ft | Garage – 10 ft<br>Other Structures -3 ft. | 20 ft |
| Min. Rear Setback | 5 ft | 5 ft | 2 ft | 20 ft |
| Min. Front/Side Facing Attached Garage (Carport) Setback | 15 ft / 3 ft [5] | 15 ft / 3 ft [5] | -- | 25 ft |
| Min. Interior/Corner Side Yard Setback[4] | 5 ft / 5 ft | 5 ft [6] / 5 ft | 5 ft [6] / 5 ft | 5 ft / 10 ft |
| Min. Building To Building Setback [6] | 0 ft | 0 ft | 0 ft | -- |
| Max. Wall Height | 6 ft | 6 ft | 6 ft | 6 ft |
| Max. Parking Required | 2 garage spaces plus 0.5 guest space | 2 garage spaces plus 0.5 guest space | -- | 2 garage spaces plus 0.5 guest spaces |

Notes:
1. Detached garages/carports, casitas, carriage house units
2. Height is limited to 22' within 150' of the Madison & Avenue 58 R.O.W.
3. Excluding chimneys, porticos other incidental architectural features etc. may exceed max. structure height by up to 5 feet.
4. AC units, trellis elements, pools, and spas are allowed to encroach into side and rear setback areas within 3' of property line.
5. 0' setback allowed for products, such as duplexes or zero lot line units, that share a common wall.
6. Subject to applicable building code requirements
7. This column compares the project's proposed development standards in PA II, compared to the development standards in RL Zones as established in Section 9.50 (Table 9-2 in Section 9.50.030) of the La Quinta Municipal Code.
8. -- = Not Applicable

### *Consistency Analysis*

Height

As demonstrated in **Table 4.1-6**, PA II proposes building heights of up to 32 feet (2 stories). Building heights will exceed the existing zoning code by four feet. However, the residential buildings adjacent to image corridors along public streets shall be limited to 22 feet in height, to reduce the impact on

the natural scenic quality viewed from the public rights-of-way and maintain the low density suburban visual character of the area. Buildings beyond 150 feet could be 4 feet higher, but due to distance, this height increase would be imperceptible from the public rights of way or the surrounding existing and future development on Avenue 58, Madison Street or Avenue 60. See **Exhibits 4-1-4** through **4-1-13**.

Lot Size

The project proposes minimum 3,600-square-foot lot sizes for the attached and detached residential units. Compared to the Municipal Code, the project proposes half the allowed minimum lot size. However, the proposed minimum area per unit is 1,400 square feet for detached products and 1,000 square feet for attached products. The project proposes similar area per units to the Municipal Code, however, it reduces the lot size allowed. The perception from surrounding rights of way and properties could be of more intense development than the project's surroundings, but the limited height and landscaping along the perimeter of the project will reduced the perceived impact. The rooflines visible over the perimeter wall will be of similar character as those in the area, and will not substantially change the visual character of the area.

Setback

The project proposes reduced setbacks compared to the Municipal Code. **Mitigation Measure AES-1** requires a minimum average 30-foot setback between the perimeter walls and the adjacent public rights-of-way, consisting of landscaping and sidewalks along the property's Avenue 58 and Madison Street frontages (which is 10 feet greater than required for designated visual corridors under the Municipal Code). The rear setback proposed for PA II is 5 feet, however, the low density residential units within 150 feet of Avenue 58 and Madison Street will be required to have a minimum setback of 75 feet from the adjacent public rights-of-way. This is indicated as **Mitigation Measure AES-2** and will reduce impacts to scenic vistas (see discussion a). The residential land use proposed for PA II, in conjunction with the additional 50-foot setback in areas within 150 feet from Avenue 58 and Madison Street, is consistent with the character of the existing residential communities north of Avenue 58 and east of Madison Street.

### *Conclusion*

As demonstrated in **Table 4.1-6**, the lot size, and setbacks proposed for the project are not fully compliant with the City's established Municipal Code development standards for Low Density Residential zones. Product types proposed in the RL zone may include estate compounds, single-family detached/attached units, alley loaded homes, and clustered products, so long as the overall number of allowable units within the PA is not exceeded.

The proposed building heights within the RL zone, and beyond 150 feet from the Avenue 58 and Madison Street rights-of-way, exceed the maximum building height established in the Municipal

Code; however, the increase of 4 feet would not significantly impact the scenic quality and visual character of the area, because due to distance, the height increase would be imperceptible from the public rights-of-way or the surrounding existing and future development on Avenue 58, Madison Street, or Avenue 60. Additionally, the surrounding visual context is defined by residential communities with perimeter walls and landscaping. The project will be consistent in design and massing, similar to the existing residential communities in the area. However, the minimum lot size proposed for PA II is reduced compared to the surrounding residential communities to allow greater flexibility for clustering of units and preservation of additional open space and recreational areas. As previously stated, the perception from surrounding rights of way and properties could be of more intense development than the project's surroundings, but the limited height of residential units and landscaping setbacks along the perimeter of the project will reduce the perceived impact. Additionally, the 75-foot setback between the residential structures and the adjacent public rights-of-way along Avenue 58 and Madison Street will also reduce the perceived impact of the residential buildings. The rooflines visible over the perimeter wall will be of similar character as those in the area, and will not substantially change the visual character of the area.

Development of PA II would be consistent with the existing residential context in the surrounding area. The project would not introduce large building masses or inappropriately scaled buildings to the project site. Therefore, PA II would not result in significant impacts to visual character or scenic quality.

### *Neighborhood Commercial - PA I*

PA I is currently designated for Neighborhood Commercial use in both the Zoning Ordinance and Specific Plan 03-067. Buildings within PA I (approximately 60,000 square feet total) will be one and two-stories with an eclectic variety of roof-forms and secondary mass elements such as porches, trellises, and brise-soleil. PA I will occupy 7.7 acres on the northeast corner of the site.

**Table 4.1-7 PA I Development Standards Comparison**

| Neighborhood Commercial | Project Max/Min | Municpal Code[5] |
|---|---|---|
| Max. Structure Height | 35 ft[1,2] | 35 |
| Max. No. of Stories | 2 | 2 |
| Min. Front Setback | 10 ft | 10 ft |
| Min. Rear Setback | 10 ft | 10 ft |
| Min. Parking | 1/250 ft GFA. | 1/250 ft GFA |
| Max. Building Floor Area in PA I | 60,000 SF | 25 %[6] |
| Min. Building Setback to Avenue 58 | 25 ft | 30 ft |
| Min. Building Setback to Madison Street | 25 ft | 30 ft |
| Min. Setback from Interior Property Line[3] | 0 ft | 0 ft |
| Min. Building/Landscape Setback from Residential PA[4] | 40 ft/20 ft | 40 ft/20 ft |
| Max. Wall Height | 6 ft | 6 ft |
| Max. Light Pole Height | 25 ft | 8 ft |
| Min. Parking Provided | Per Code | 1 space per 300 sq |
| Min. Parking Dimension | 9’ X 19’ | |
| Min. Bicycle Parking | Per Code | Five Bike Parking[7] |
| Min. Golf Cart / NEV Parking | Per Code | 2 |
| Min. Electric Vehicle Charging Spaces | Per Code | 2 |

Notes:

1. Height is limited to 22' within 150' of the Madison & Avenue 58 R.O.W.
2. Architectural and roof projections, such as chimneys, spires, finials and similar features not providing habitable or otherwise unusable space shall be permitted to extend up to fifteen feet above the maximum structure height.
3. Mechanical equipment to have a minimum 3- foot setback from interior property lines.
4. Landscape setback occurs within the building setback.
5. This column compares the project’s proposed development standards in PA I, compared to the development standards in CN Zones as established in Section 9.90.040 (Table 9-6) of the La Quinta Municipal Code.
6. 25 % of Planning Area I is 1.9 acres (7.7 acres x 25%). The property proposes a building floor area of 60,000 square feet, which is approximately 1.4 acres of the site.
7. Five bicycle parking spaces for each tenant having over twenty thousand square feet of gross floor area.

*Consistency Analysis*

Height

As demonstrated in **Table 4.1-7**, the project’s Neighborhood Commercial zone proposes building heights of up to 35 feet (2 stories). This is consistent with the Municipal Code for Neighborhood Commercial zones. Additionally, buildings within 150 feet from the Madison Street and Avenue 58 right-of-way would not exceed 22 feet in height (consistent with Municipal Code 9.50.020). The building heights proposed for the Neighborhood Commercial project is compliant with City standards.

Building Floor Area

The project proposes 60,000 square feet of commercial uses on approximately 7.7 acres. Per the Municipal Code, building floor areas are allowed to occupy a maximum of 25 percent of the area. The

project will not exceed the 25 percent maximum building floor area (25 percent of 7.7 acres is 83,853 square feet), therefore, the Neighborhood Commercial project is compliant with City standards regarding building floor area.

Setback

The project proposes a minimum setback of 25 feet to Madison Street and Avenue 58, whereas the Municipal Code requires a 30-foot setback. However, with the building floor area being smaller than the allowed building floor area in Neighborhood Commercial zones, and the project's compliance with building height standards, including those within 150 feet of Image Corridors, the setback reduction of 5 feet would not result in significant impacts because the combination of the limited building height, reduced building floor area, and landscaping along the perimeter of PA I will reduce the perceived impact by allowing more visual relief between buildings, avoiding large masses of buildings.

*Conclusion*

Due to PA I's compliance with the Municipal Code, development of Planning Area I would not result in significant impacts to visual character or scenic quality.

### *Tourist Commercial - PA III*

PA III contains a variety of amenities including: The Wave, retail shops, a boutique hotel, and dining venues on approximately 120.8 acres of the site. Within PA III, six (6) subareas are proposed, identified as PA III-A through PA III-G. The subareas include: The Wave Basin, Wave Club, Resort Residential West and East, the Farm, and Back of House, respectively. See the project description for the definition of each subarea.

**Table 4.1-8 PA III Development Standards Comparison**

| Tourist Commercial | III-A | III-B | III-C | III-D | III-E | III-F | III-G | Municipal Code [9] |
|---|---|---|---|---|---|---|---|---|
| Min. Lot Size (sf) | 20,000 | 20,000 | 20,000 | 3,600 | 3,600 | 20,000 | 20,000 | 7,200 |
| Max. Lot Coverage | 50% | 10% | 70% | 70% | 70% | 50% | 70% | 50% |
| Min. Lot Frontage (ft) | 25’ | 25’ | 25’ | 30’ | 30’ | 25’ | 25’ | -- |
| Min. Livable Area[1] (sf) | -- | -- | -- | 1,400 | 1,400 | -- | -- | 1,400 |
| Min. Accessory Building Area [2] (sf) | -- | -- | -- | 300 | 300 | -- | -- | -- |
| Min. Front Setback | 10’ | 0’ | 10’ | 10’ | 10’ | 10’ | 10’ | 20’ |
| Min. Setback from Walk Streets Or Sidewalks [3] | 5’ | 0’ | 5’ | 5’ | 5’ | 5’ | -- | -- |
| Min. Setback from Wave Basin parcel (ft) | 0’ | -- | 0’ | 0’ | 0’ | -- | 0’ | -- |
| Min. Front Facing Garage/Carport Setback | -- | -- | -- | 12’ | 12’ | -- | -- | 25’ |
| Min. Side Facing Garage/Carport Setback | -- | -- | -- | 12’ | 12’ | -- | -- | -- |
| Min. Rear Setback [4] | -- | -- | -- | 5’ | 5’ | -- | 25’ | 20’ |
| Min. Interior/Corner Side Setback [4,5,6] | -- | -- | -- | 3’/3’ | 3’/3’ | -- | -- | -- |
| Min. Setback from Low-Density Residential District (ft) | -- | 50’ | 15’ | -- | -- | -- | 50’ | -- |
| Max. Height [7,8 9] (stories/ft) | 40/4 | 45/4 | 40/3 | 30/3 | 30/3 | 40/3 | 30/2 | 28/2 |
| Min. Bldg. Separation[9] | 6’ | 0’ | 15’ | 6’ | 6’ | 6’ | 0’ | -- |
| Max Pole Light Height | 25’ | 80’ | 25’ | -- | -- | 40’ | 40’ | 8’ |
| Max. Wall Height | 6’ | 6’ | 6’ | 6’ | 6’ | 6’ | 6’ | 6’ |
| Min. Parking Provided | 1.1 per key | 25 employee spaces | 1 per 500 sf | 1 per bedroom | 1 per bedroom | 1 per 500 sf | 1 per 1,000 sf | 2 spaces per unit |
| Min. Parking Dimension | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ |

Notes:

1. Excluding garages, casitas or carriage units
2. Detached garages/carports, casitas, carriage house units
3. Where walk street occurs at rear or side property line, walk street setback shall govern.
4. AC units and other mechanical equipment may encroach within setback up to 3’ from property line.
5. 0’ setback allowed for products, such as duplexes or zero lot line units, that share a common wall.
6. Excluding chimneys, porticos and other incidental architectural features.

7. Including rooftop deck and terraces (e.g. railings, parapets, furniture, shade structures, umbrellas, stairs, access lifts, elevator housings, etc.).
8. Subject to applicable building code requirements.
9. This column compares the project's proposed development standards in PA II, compared to the development standards in RL Zones as established in Section 9.50 (Table 9-2 in Section 9.50.030) of the La Quinta Municipal Code.

Additional Notes: III-A = Resort; III-B = The Wave; III-C = Wave Club; III-D = Resort Residential West; III-E = Resort Residential East; III-F = The Farm; III-G = Back of House. -- = Not Applicable

### *Consistency Analysis*

Height

As demonstrated in **Table 4.1-8**, the project's Tourist Commercial (CT) zone proposes building heights of up to 45 feet (4 stories). Due to the project site's current zoning designation of Low Density Residential, RL development standards were considered in the analysis but impacts on visual character are evaluated against the existing baseline condition (undeveloped land). Building heights allowed in the CT zone will exceed the existing zoning code by 17 feet (2 stories). The sub-planning area that allows this building height is PA III-B, The Wave. Building heights of up to 45 feet would be located at a minimum of 200 feet from the south-lying properties. Moreover, this Planning Area is separated from Avenue 58 by 2,600 feet, Madison Street by 1,500 feet and Low Density Residential land uses, and will not be readily visible from the perimeter roadways due to the perimeter walls, landscaping, and low density residential units, which are consistent with the surrounding communities, as shown in **Exhibits 4.1-4** through **4.1-13**. Therefore, the 45-foot structures will not significantly impact the scenic quality viewed from Avenue 58, Madison Street, and the surrounding properties would not be significantly impacted by the development of 45-foot buildings within this Planning Area. In addition to PA III-B, PA III-A, III-C, and III-F propose building heights of up to 40 feet. However, these sub-planning areas are located between 1,200 feet to 3,300 feet from the surrounding rights of way. The table below indicates the approximate distances of PA III-A, III-C, and III-F to Avenue 58, Madison Street, and Avenue 60.

**Table 4.1-9 Sub-Planning Area Distances from Rights-of-Way**

| | **Sub-Planning Area** | | |
|---|---|---|---|
| **Right-of-Way** | *III-A* | *III-C* | *III-F* |
| *Avenue 58* | 3,000 ft. | 2,300 ft. | 2,500 ft. |
| *Madison Street* | 2,100 ft. | 3,300 ft. | 1,200 ft. |
| *Avenue 60* | 1,400 ft. | 2,700 ft. | 2,200 ft. |

*Distances were measures from sub-planning area property line (per the TTM) for a conservative distance, since it is unlikely that the structures with the maximum height will be located at the sub-planning area property line.

As indicated in the table above, the sub-planning areas within PA III are located at extended distances from the surrounding rights-of-ways such that the proposed buildings within PA III will not be visible to motorists or pedestrians traveling on the public roadways. PA III is situated in the western and southwestern portion of the project site, will not be visible to the surrounding properties and public rights-of-way. Therefore, the visual character would not be impacted.

Planning Area III-G occupies approximately 26.5 acres of land in the southern portion of the project site. PA III-G is proposed for Back of House operations, which would include unprogrammed gathering and staging space for temporary equipment and permanent support facilities. PA III-G is the closest sub-planning area (within PA III) to surrounding development. Currently, the visual character in PA III-G is defined as vacant, desert land, similar to the entire project site. The temporary and permanent structures proposed during operation of PA III-G will affect the scenic quality depending on the event and temporary facilities provided. The proposed temporary facilities would include portable toilets, shade structures, tenting, and catering equipment during events. These uses would temporarily impact the scenic quality if visible from Avenue 60. However, these facilities will not remain permanently onsite. The Back of House sub-planning area will also house up to 12,000 square feet of necessary permanent support facilities for maintenance, service and administrative operation of the Wave Basin and resort, including employee parking. These permanent structures proposed in PA III-G would occupy only approximately 12,000 square feet of the 26.5-acre sub-planning area. The permanent facilities would occupy approximately 1 percent of PA III-G, which is a small portion of the site. The remainder of the site would be open space. Since the permanent facilities would occupy a small portion of the site, and the additional facilities would be temporary in nature, the proposed improvements to PA III-G is not considered to significantly impact the scenic quality and visual character of the site when viewed from surrounding properties and Avenue 60. PA III-G would implement appropriate setbacks of the facilities in order to avoid impacts to surrounding properties. Therefore, PA III-G would not significantly impact the visual character and scenic quality of the area.

Pole Height

PA III proposes 80-foot high light fixtures. The 80-foot light fixtures proposed for the project would be located around the Wave Basin (in PA III-B), to illuminate the recreational facility during the evenings. The project proposes seventeen (17) 80-foot lights, separated approximately 20 feet from each other. The proposed 80-foot-high light poles' mass will not significantly block the scenic vistas of Coral Mountain and the Santa Rosa Mountains, due to their location in the property and their small structural mass. See discussion a.) for further analysis. As determined in discussion a.) the light poles will not be visible from public rights-of-way due to their distances from the public roads. Therefore, they will not affect the visual character during daylight hours. In order to assure that lighting does not result in significant nighttime impacts, and consistent with LQMC, **Mitigation Measure AES-3** requires that lights operate only from dusk to 10 PM.. Therefore, with the implementation of mitigation

measures, the light and light poles will have less than significant impacts on visual character and scenic quality.

Lot Coverage

The project proposes increased lot coverage for PA III-C, III-D, III-E, and III-F, compared to the Municipal Code. However, impacts to visual character will be less than significant due to the Planning Area's distance from surrounding uses, internal isolation from the lower density residential uses, and separation by open space to the south, as well as the perimeter walls, landscaping and enhanced setbacks as described above. As previously determined, sub-planning areas III-C and III-F are located between 1,200 feet and 3,300 feet from the surrounding public roads and will not impact the visual character due to their distances from the surrounding roadways. Sub-PAs III-D and III-E are also located at great distances from public roads, and therefore, the operation of PA III will not result in impacts to visual character since they will not be viewed from the surrounding public rights-of-way. The distances are indicated in the table below.

**Table 4.1-10 Sub-Planning Area Distances from Rights-of-Way**

| | **Sub-Planning Area** | |
|---|---|---|
| **Right-of-Way** | *III-D* | *III-E* |
| *Avenue 58* | 2,100 ft. | 3,300 ft. |
| *Madison Street* | 2,100 ft. | 1,300 ft. |
| *Avenue 60* | 2,000 ft. | 840 ft. |

*Distances were measures from sub-planning area property line (per the TTM) for a conservative distance.

The southern-most sub-planning area within PA III includes PA III-G, the Back of House. As previously stated, PA III-G will be utilized primarily as open space, with 12,000 square feet of permanent structures, as well as temporary facilities during events. PA III-G acts as an open space area providing additional separation between the proposed uses, and the existing uses south of the project. Therefore, the increased lot coverage in portions of Planning Area III will result in less than significant impacts.

### *Conclusion*

As shown in **Table 4.1-8**, the building heights, pole heights, and lot coverage proposed for PA III are not fully consistent with the City's established Municipal Code development standards. However, as described above, the building and lighting height standards allowed under the proposed Specific Plan are located at the center of the site, and will neither be visible from outside the project, nor impact the viewsheds surrounding the project. The visual character of the project will be represented by a perimeter landscaped parkway and wall, and single family homes inside that wall. The development

features in PA III do no abut public streets, will be out of public view, and will have less than significant impacts on the visual character of the area.

### *Parks and Recreation - PA IV*

PA IV is intended to accommodate low-impact active and passive recreation activities, such as hiking and biking trails, and ropes course and zipline on approximately 23.6 acres. PA IV occurs on the southwestern corner of the site, and includes Coral Mountain.

**Table 4.1-11 PA IV Development Standards Comparison**

| Parks and Recreation | Max./Min. | Municipal Code[1] |
|---|---|---|
| Min. Building Site | -- | --[2] |
| Min. Lot Frontage | -- | -- |
| Max. Structure Height | 12 ft | 28 ft |
| Max. Height - Ropes Course/Zipline | 50 ft | -- |
| Max. Height – Other Recreational Equipment | 20 ft | -- |
| Max. Building Coverage in PA IV | 5,000 sf | -- |
| Max. Number of Stories | 1 | 2 |
| Min. Setback from Property Line | 10 ft | 0 ft |

Notes:

1. This column compares the project's proposed development standards in PA II, compared to the development standards in PR Zones as established in Section 9.130 (Table 9-9 in Section 9.130.010) of the La Quinta Municipal Code.
2. -- = Not Applicable

#### *Consistency Analysis*

Height

As demonstrated in **Table 4.1-11**, PA IV proposes structure heights of up to 50 feet associated with the ropes course. Additional structures associated with PA IV would be a maximum of 12 feet, and one story. Structure heights allowed in the PR zone, as defined in the Municipal Code, are 28 feet (2 stories). Furthermore, structures are limited to a total of 5,000 square feet within this 23.6 acre planning area, meaning that building mass will be imperceptible in this planning area. Although the Specific Plan allows for heights of 50 feet in this PA, that limit is allowed only for the ropes course, and will consist of climbing features and other components of the ropes course that are small in scale. Therefore, although development standards allowed for PA IV will exceed or change zoning standards in the PR zone, these changes will not substantially alter the visual character of PA IV and the surrounding areas, and impacts are expected to be less than significant.

#### *Conclusion*

According to the LQMC, permitted uses within PR zones include public parks, lakes, passive recreational facilities, clubhouses and community pools, and public tennis clubs. PA IV would be an

open space area with maximum building heights of 12 feet (1 story) for up to 5,000 square feet of building area, as compared to the allowed building heights of 28 feet (2 stories). PA IV would develop a 50-foot zipline and ropes course, which will result in small, non-intrusive course elements in the PA. The limitations in developed area in PA IV will result in less than significant impacts to the scenic quality and visual character of the area. Impacts to scenic quality and visual character would be less than significant.

### *Design Features*

The project proposes a mixed-use project that recognizes and responds to the natural and aesthetic character of the property, with multiple resort and recreational amenities.

All proposed development within the project area is required to be cohesive and complementary to the adjacent land uses by incorporating improvements such as landscaping and block walls along the perimeter of the project. In order to ensure visual consistency throughout the project area, the project will include shared design guidelines for building materials, roof products, building massing and scale, and walls and fences throughout the project. For example, the Planning Areas are proposed to include high-performance materials with sustainable attributes; natural stone, stucco, architectural concrete, pre-finished metal panels, cementitious panels or siding, and thermally-modified wood siding may be utilized as the finish material for vertical surfaces in a range of natural colors which complement the desert landscape. Shared design guidelines within Planning Areas I, II, III and IV are established in the Coral Mountain Resort Specific Plan to maintain visual consistency and scenic quality throughout the project property.

As discussed in detail above, the proposed project is consistent with the visual character and scenic quality of the area, which is characterized by residential developments, golf courses, open space, and commercial land uses. The project's perimeter landscaping, block wall, and the entry points will be similar in appearance and quality to the existing communities to the north, east, and south. The residential and resort uses within the project will be subject to the regulations outlined within the Specific Plan. It will be consistent with the prevailing desert-themed architectural styles of other resort and residential developments in the City, including the gated residential communities to the north, Andalusia Country Club to the east, and gated residential communities to the south. Impacts associated with visual character and scenic quality will be less than significant.

### *Off-Site Improvements*

The project is also required to make offsite site improvements for electrical power to the site. These improvements would take place within IID's existing substation yard on Avenue 58 and in the right-of-way on Avenue 58 between Andalusia and PGA West. Construction of the transformer at the substation would be entirely consistent with other substation components, and would occur behind the walls of the existing substation. The conduit and line extensions will occur entirely below Avenue

58 and will not be visible. Overall, the required off-site improvements will have no impact on visual character or scenic quality.

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

The development site for the proposed project occurs on approximately 386 acres of vacant land with scattered vegetation throughout. The project site does not currently have existing sources of lighting. Presently, existing sources of fixed nighttime lighting in the project vicinity can be attributed to the existing residential areas located north, east and south of the site. The gated residential communities north and east of the project contribute to low-intensity lighting, which includes wall-mounted, downward-oriented fixtures in the patio, side, and front yards of the homes. The gated entries for these residential communities are also dimly lit, as well as the exterior sidewalks, which include small spotlighting on landscaping and along the paved pathways. The residential community east of the project site, Andalusia Country Club, includes lighting for the entry guard house and landscaped street frontages. Residential properties and associated structures are located south of the project. These residential dwellings include low-intensity lighting, similar to those previously described. A residential community has been partially developed and abandoned south of the proposed project and south of Avenue 60. This community will have light fixtures similar to the residential properties north of the project site. Coral Mountain and open space areas lie west of the project site. These areas do not currently emit light. Additionally, the vacant properties surrounding the project property (to the north, south, and west) do not contribute to the area's existing ambient lighting. Street lighting (i.e. light posts) do not occur on the adjacent roadways to the project site. The closest signalized traffic intersection is located approximately one-mile north of the subject site, at the Madison Street and Airport Boulevard intersection.

Proposed project access would be located from two entry points at Avenue 58 (north), two entry points on Madison Street (east), and one entry point on Avenue 60 (south). The northern entries and one of the western entries will provide access to the Neighborhood Commercial in PA I. The second entry point on Madison Street will provide the primary access to the balance of the site. The Avenue 60 entry will provide additional access to the site. The proposed entries and landscape improvements to the Avenue 58 and Madison Street frontages will incorporate a uniform landscape and lighting plan outside of the perimeter walls that conforms to standards for City designated image corridors. The light fixtures will accentuate the proposed signage, trees, and other landscaping features, making them compatible with the landscaped center medians along Madison Street and the developed gated communities surrounding the project site. For purposes of nighttime safety, the proposed parking lots, gated entry points, common areas, courtyards, and pedestrian paths are also expected to include the appropriate levels of illumination consistent with the City's Municipal Code. Outdoor lighting in PA I, II and IV would comply with the standards in La Quinta Municipal Code (LQMC) Section

9.100.150, which requires all exterior lighting to be fully or partially shielded. Fully shielded means the fixture shall be shielded in such a manner that light rays emitted by the fixture, either directly from the lamp or indirectly from the fixture, are projected below a horizontal plane running through the lowest point on the fixture where light is emitted, thus preventing the emission of light above the horizontal. Partially shielded is when the fixture is shielded in such a manner that the bottom edge of the shield is below the plane centerline of the light source (lamp), minimizing the emission of light rays above the horizontal. All exterior lighting shall be located and directed so as not to emit light on adjacent properties. Onsite lighting within PA I, PA II and PA IV will result in lighting levels consistent with those of surrounding developments and the requirements of the Municipal Code, and will be less than significant.

Parking lot lighting shall comply with standards stated in Section 9.100.150 and Section 9.150.080 of the City Municipal Code, and will only occur in PA III and PA I. 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.

80-foot-high light poles are proposed in Planning Area III-B (the Wave Basin), in the southwest portion of the project. PA III-B is located approximately 700 feet north of Avenue 60, 200 feet east of (vacant and developed) residential estate lots, 1,500 feet east of Madison Street, and 2,600 feet south of Avenue 58. The light and glare from the 80-foot light poles may be visible to the residents of the estate lots located east of PA III-B, and motorists on Avenue 60. Therefore, a Lighting Analysis was prepared to analyze the projected lighting impacts of the 80-foot light fixtures surrounding the Wave Basin (**Appendix B**). **Exhibit 4.1-14, *Lighting Analysis Light Direction***, illustrates the orientation of the lights on the Wave Basin facility. The location and orientation of the lights were established and designed to efficiently illuminate the Wave Basin, while avoiding spillage of light onto the surrounding areas, which is illustrated in **Exhibit 4.1-15**, and discussed below.

According to the Lighting Analysis, the recreational lighting in PA III-B would reach a maximum of 35-foot-candles. However, this will only be directed or located over the Wave Basin facility. Light spilling from the 80-foot lights will not occur outside (horizontally or vertically) of PA III-B, based on the Lighting Analysis, and displayed in **Exhibits 4.1-15** and **4.1-16**. This is due to the directional orientation of the lights, which is downward and toward the Wave Basin, as indicated in **Exhibit 4.1-14**. In **Exhibit 4.1-15** and **4.1-16**, the black "0" represents a rounded value of 0 foot-candles (e.g., 0.5 foot-candles or below), and the red "0" represents no perceived light.

According to the Lighting Analysis and **Exhibits 4.1-15** and **4.1-16**, the proposed 80-foot lighting facilities will not emit light outside of Planning Area III-B. Foot-candles outside of PA III-B are projected to be 0 footcandles, and therefore, are not projected to impact the surrounding off-site proposed and existing uses.

Additionally, the onsite properties adjacent to the proposed Wave Basin, such as the proposed resort residential units allowed in this area of the Specific Plan, will not be significantly impacted by the light produced by the Wave Basin. **Exhibit 4.1-17** illustrates the footcandles emitted by the proposed light facilities in relation to the surrounding onsite land uses proposed for the project. Per the exhibit, a majority of the footcandles on lots that adjoin the Wave Basin are "0", which includes the rounded value of 0 foot-candles (black) and no perceived light (red). The frontage of two onsite lots located near the southern portion of the Wave Basin facility (PA III-E) would perceive up to 1 footcandle of light. One foot-candle is equivalent to the light emitted during twilight, while a full moon at night produces 0.01 foot-candle. For additional reference, lights included at building frontages and entries typically produce 2-foot candles. The requirements established in Section 9.100.150 of the LQMC establishes that exterior lighting shall be located and directed so as to not shine directly on adjacent properties. In this case, light will be directed downward onto the Wave Basin, and not at the adjacent properties. Additionally, appropriate shielding and filtering of outdoor light fixtures are required in the municipal code. The 1 footcandle emission experienced by two proposed onsite lots is not considered significant due to the limited amount of light (less than light produced during twilight) and the fact that these lots are intended to interact with the Wave Basin and other resort uses, as opposed to low density residential communities. Therefore, the impacts of the Wave Basin lighting will be less than significant to the onsite properties.

Per Section 9.100.150 of the LQMC, the illumination of outdoor recreational facilities, public and private, (i.e. the Wave) is exempt from the requirements of this section with the following limitations: the light fixtures for outdoor recreational facilities shall meet the shielding requirements in the Municipal Code; and no such outdoor recreational facility shall be illuminated by nonconforming means after 10:00 p.m. except to conclude a specific recreational or sporting event or any other activity conducted at a ballpark, outdoor amphitheater, arena, or similar facility in progress prior to 10:00 p.m. Because the operation of the project is governed by the Specific Plan rather than the Municipal Code, and in order to assure that the operation of the Wave Basin will conclude at 10:00 p.m., compliant with the recreational operational hours allowed by the City of La Quinta, **Mitigation Measure AES-3** has been added. Therefore, with the implementation of **Mitigation Measure AES-3**, impacts will be less than significant.

The project-specific Lighting Analysis performed a heat map visualization showing glare from the fixtures in candela. **Exhibit 4.1-18, *Projected Glare,*** illustrates the maximum candela an observer would see when facing the brightest light source from any direction. High glare (150,000 or more candela) would only occur in within the footprint of the Wave Basin facility. Significant glare (25,000 to 75,000 candela) is equivalent to high beam headlights of a car, and minimal to no glare (500 or less candela) is equivalent to a 100-watt incandescent light bulb. Per the Lighting Analysis, minimal to no glare would be perceived more than 150 feet from the Wave Basin. **Exhibit 4.1-18** shows the Wave Basin, where the light purple line indicates 150-foot from the "basin edge", and the light purple dotted

line indicates a 95-foot minimum from the "wave side". The "basin edge" is the side of the Wave Basin facility that is closest to PA IV, and PA III G (Back of House). The "wave side" is the area closest to PA III A, C, D, and E. As indicated in the exhibit glare generated from the "wave side" would not exceed more than 95 feet from the wave side. As indicated in **Exhibit 4.1-19**, ***Projected Glare Overlay,*** the glare emitted from the light facilities is anticipated to extend to the resort residential dwellings immediately adjacent to the Wave Basin facility. Glare perceived at these locations will be between 0 to 50,000 candela, depending on viewing location. As discussed above, these resort residential units are designed and intended to interact with the Wave Basin and other resort uses, such that some light and glare spillage is deemed acceptable for these units.

The lighting and glare of the proposed 80-foot light fixtures will be contained within the Planning Area boundaries. Due to the direction and orientation of the proposed poles, which is downward and towards the Wave Basin, the light and glare generated from the fixtures would result in less than significant impacts. Views of Coral Mountain, the local scenic resource, may be minimally impacted by the light fixtures depending on location and viewpoint of an individual. For example, for someone standing immediately adjacent to the Wave Basin, views of Coral Mountain will be obstructed by the lights and glare emitted from the light fixtures; whereas someone standing further from the Basin would be less affected by the light and glare of the fixtures. However, as determined previously and illustrated in **Exhibits 4.1-15** through **4.1-18**, the project will not result in substantial light and glare that would adversely affect the nighttime views in the area. Additionally, implementation of **Mitigation Measure AES-3** ensures the operational hours of the recreational lighting fixtures will comply with the City established operational hours, per Section 9.100.150 of the La Quinta Municipal Code. The Wave Basin will operate until 10:00 p.m., and lights will be turned off at that time. Thus, operation of the Wave Basin will not result in significant impacts to daytime or nighttime views in the area because the lighting is oriented directly onto the Wave Basin, complies with all Municipal Code requirements for lighting, and avoids any spillage of light or glare outside of the planning area.

High-performance building materials such as natural stone, stucco, architectural concrete, pre-finished metal panels, cementitious panels or siding, and thermally modified wood siding may be utilized as part of the design of the project buildings. These materials are non-reflective, and glare from project structures would be less than significant.

Large expanses of high-performance aluminum, wood, wood-clad, or oxidized steel and operable door systems scaled to the interior space as well as adjacent covered exterior space are also encouraged throughout the project. These will be painted or appropriately colored as a part of building design. The color of roofing materials shall conform to a range of lighter tones, such as gray, beige, white, sand, and taupe to reduce heat gain and be compatible with the desert landscape, therefore, avoiding unnatural and bright building facades and preventing daytime glare. 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.

The use of photovoltaic (PV) panels is also required within the project. By nature, PV panels are designed to absorb as much of the solar spectrum as possible in order to convert sunlight to electricity. Glare from the solar panels will not be significant because they do not create a substantial amount of glint (a momentary flash or bright light) and glare (a reflection of bright light for a longer duration). Solar panels are constructed of dark-colored (blue or black) materials and are covered with anti-reflective coatings, and are designed to absorb, rather than reflect, solar radiation. Therefore, impacts would be less than significant.

## Surf Ranch Coral Mountain

La Quinta,CA

**EQUIPMENT LAYOUT**

**INCLUDES:**
Surf Ranch

**Electrical System Requirements:** Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

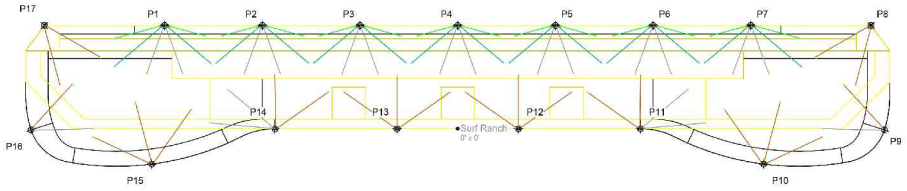
**Installation Requirements:** Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

**EQUIPMENT LIST FOR AREAS SHOWN**

| Pole | | | | Luminaires | | |
|---|---|---|---|---|---|---|
| QTY | LOCATION | SIZE | GRADE ELEVATION | MOUNTING HEIGHT | LUMINAIRE TYPE | QTY / POLE |
| 7 | P1-P7 | 80' | - | 80' | TLC-FD-800 | 2 |
| | | | | 80' | TLC-FD-1200 | 4 |
| 4 | P10<br>P12-P13<br>P15 | 80' | | 80' | TLC LED 800 | 3 |
| 2 | P11, P14 | 80' | | 80' | TLC LED 800 | 4 |
| 4 | P16-P17<br>P8 P9 | 80' | - | 80' | TLC-LED-800 | 2 |
| 17 | | | TOTALS | | | 70 |

**SINGLE LUMINAIRE AMPERAGE DRAW CHART**

| Ballast Specifications [90 volts power factor] | Line Amperage Per Luminaire [nominal voltage] | | | | | | |
|---|---|---|---|---|---|---|---|
| Single Phase Voltage | 208 VAC | 220 VAC | 240 VAC | 277 VAC | 347 VAC | 380 VAC | 480 VAC |
| TLC FD 1200 | 7.0 | 6.6 | 6.1 | 5.2 | 4.2 | 4.0 | 3.0 |
| TLC LED 800 | 3.4 | 3.3 | 3.0 | 2.6 | 2.0 | 1.8 | 1.5 |




SCALE IN FEET 1 : 200
0 200 400

ENGINEERED DESIGN By: T.Newendorp • File #205498A_R1 • 07-May-20

Pole location(s) + dimensions are relative to (0,0) reference point(s)

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EQUIPMENT LAYOUT

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760.320.9811 **msaconsultinginc.com**

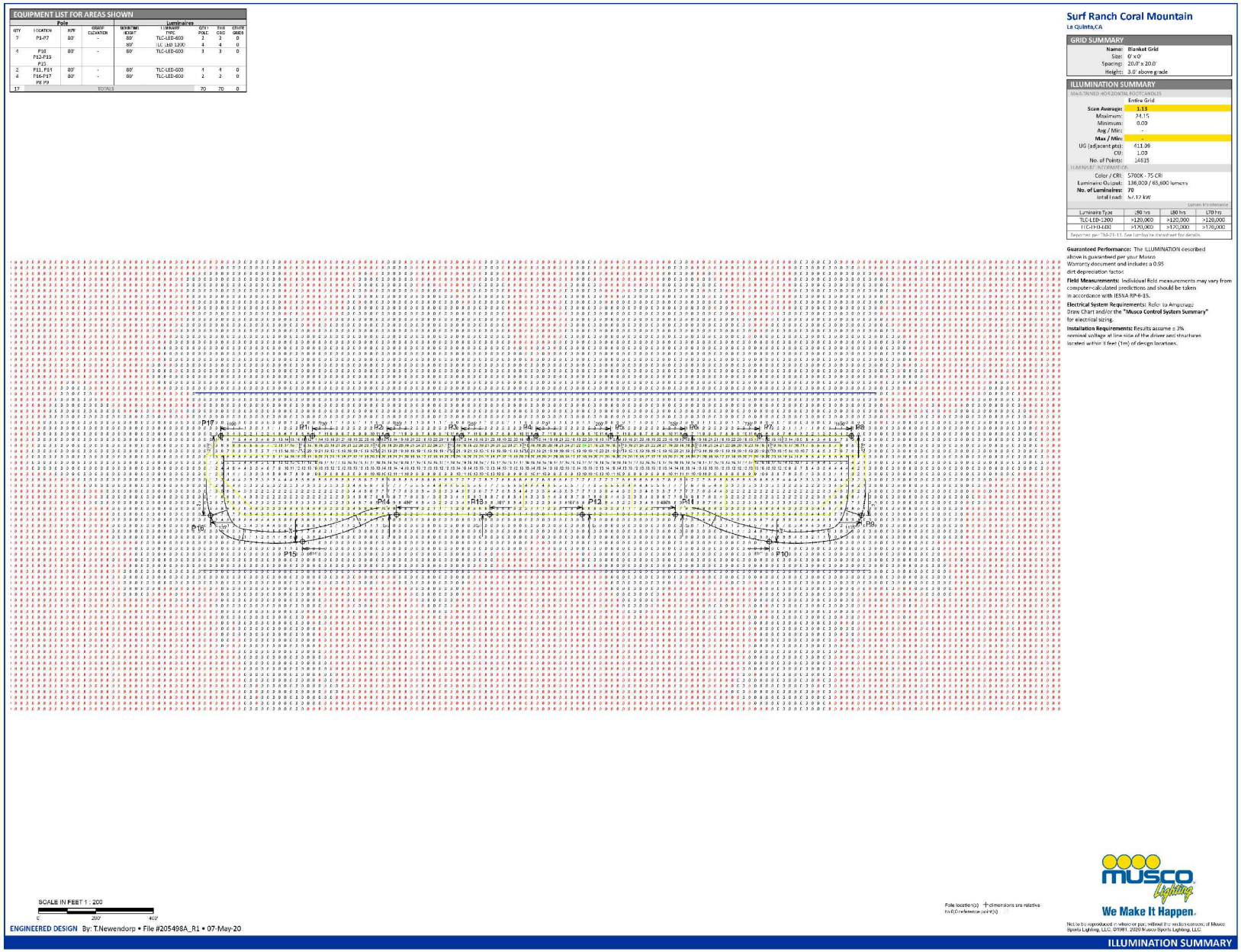
# LIGHTING ANALYSIS LIGHT DIRECTION

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

4.1-14




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# LIGHTING ANALYSIS HORIZONTAL (FOOT CANDLE)

## CORAL MOUNTAIN RESORT

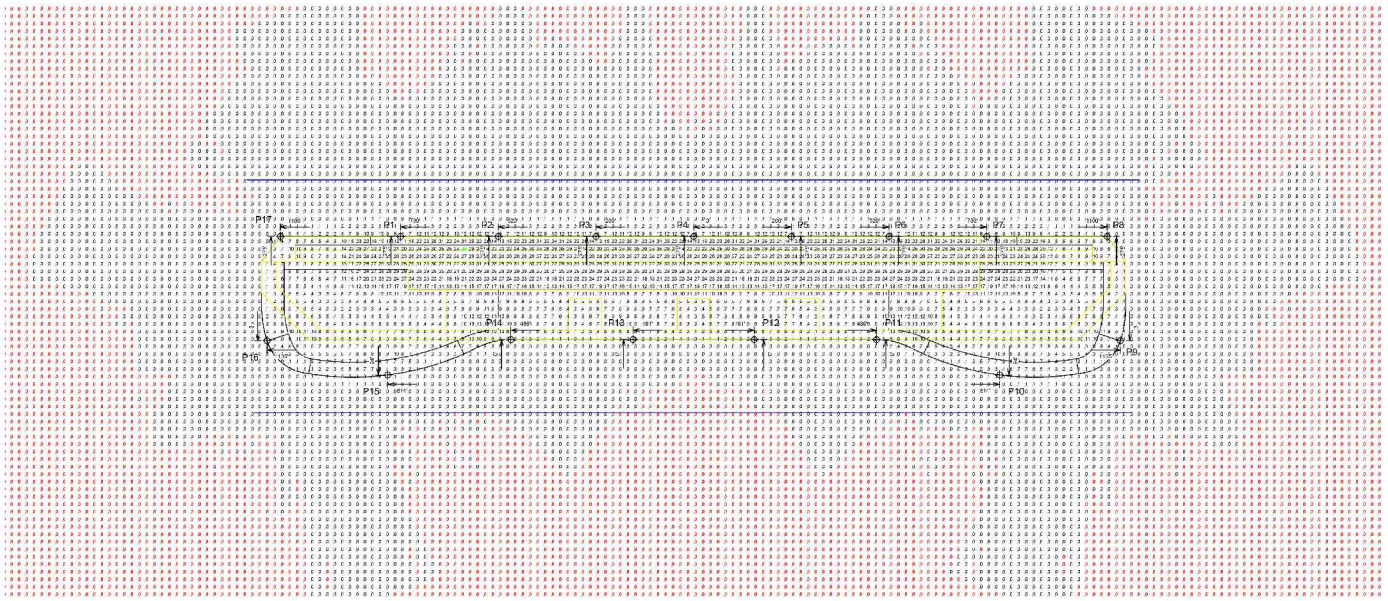
ENVIRONMENTAL IMPACT REPORT

EXHIBIT

*4.1-15*

**EQUIPMENT LIST FOR AREAS SHOWN**

| Pole | | | | Luminaires | | | | |
|---|---|---|---|---|---|---|---|---|
| QTY | LOCATION | AIM | GRADE ELEVATION | MOUNTING HEIGHT | LUMINAIRE TYPE | QTY / POLE | TGT / POLE | QTY / GRADE |
| 7 | P1-P7 | 80° | - | 88' | TLC-LED-600 | 1 | 1 | 0 |
| | | | | 88' | TLC-LED-1200 | 4 | 4 | 0 |
| 4 | P8-P11<br>P12-P13<br>P15 | 80° | - | 88' | TLC-LED-600 | 3 | 3 | 0 |
| 2 | P11, P14 | 80° | - | 88' | TLC-LED-600 | 1 | 1 | 0 |
| 4 | P16-P17<br>P8 P9 | 80° | - | 88' | TLC-LED-600 | 2 | 2 | 0 |
| 17 | TOTALS | | | | | 70 | 70 | 0 |




SCALE IN FEET 1 : 200

0 200 400

ENGINEERED DESIGN By: T.Newendorp • File #205498A_R1 • 07-May-20

Pole location(s) +/-dimensions are relative to 0,0 reference point(s)

**Surf Ranch Coral Mountain**

La Quinta,CA

**GRID SUMMARY**

| | |
|---|---|
| Name: | Blanket Grid |
| Size: | 0' x 0' |
| Spacing: | 20.0' x 20.0' |
| Height: | 3.0' above grade |

**ILLUMINATION SUMMARY**

MAINTAINED MAX VERTICAL FOOTCANDLES

| | Entire Grid |
|---|---|
| Scan Averages: | 1.61 |
| Maximum: | 84.96 |
| Minimum: | 0.03 |
| Avg / Min: | - |
| Max / Min: | - |
| UG (adjacent pts): | 278.36 |
| CV: | 1.00 |
| No. of Points: | 14615 |

LUMINAIRE INFORMATION

| | |
|---|---|
| Color / CRI: | 5700K - 75 CRI |
| Luminaire Output: | 136,000 / 65,600 lumens |
| No. of Luminaires: | 70 |
| total load: | 57.17 kW |

Lumen Maintenance

| Luminaire Type | ≤50 hrs | ≤80 hrs | ≤70 hrs |
|---|---|---|---|
| TLC-LED-1200 | >120,000 | >120,000 | >120,000 |
| TLC-LED-600 | >170,000 | >170,000 | >170,000 |

Reported per TM-21-11. See luminaire datasheet for details.

**Guaranteed Performance:** The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

**Field Measurements:** Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

**Electrical System Requirements:** Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

**Installation Requirements:** Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

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**ILLUMINATION SUMMARY**

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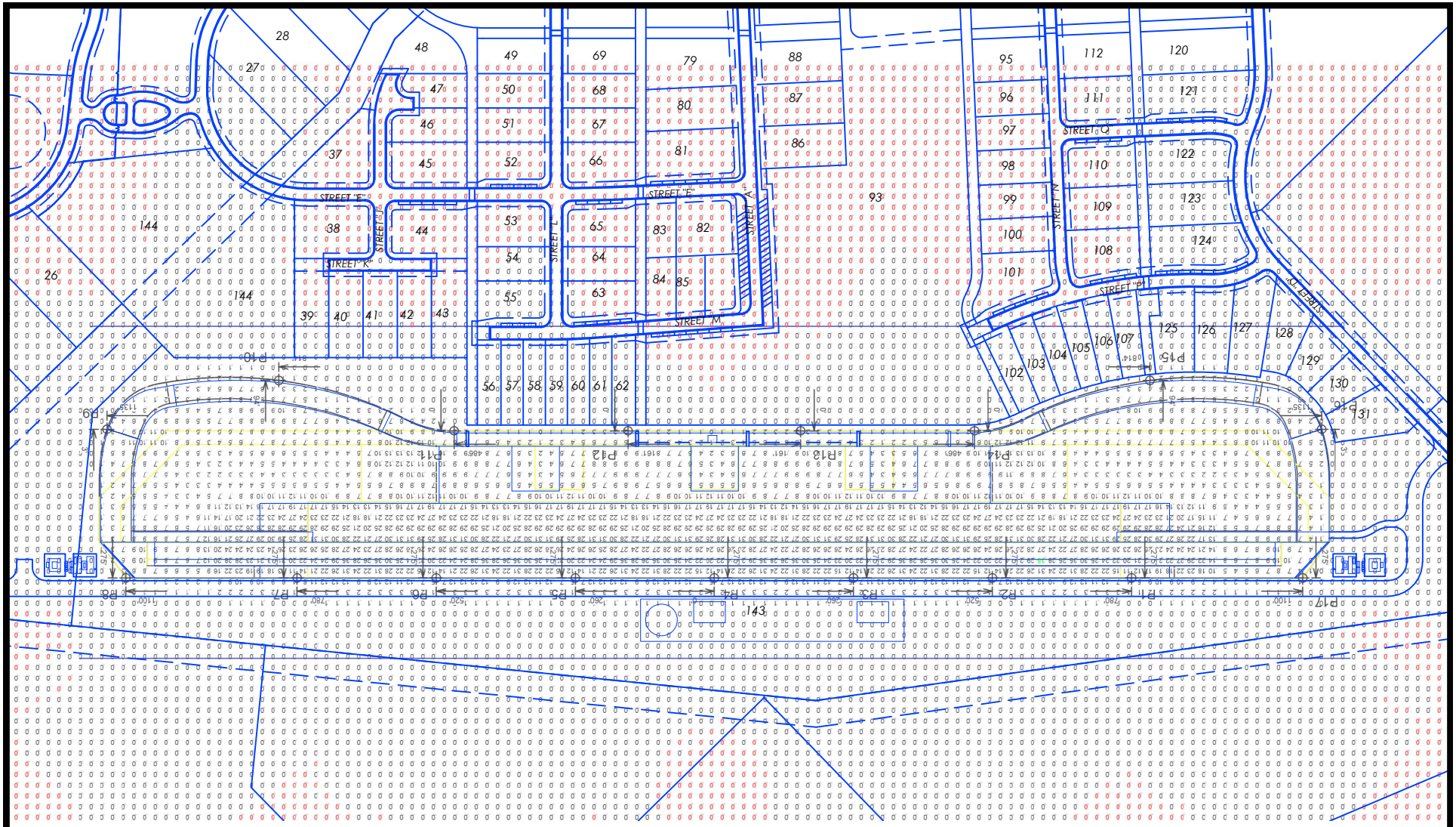
# LIGHTING ANALYSIS VERTICAL (FOOT CANDLE)

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

4.1-16




NORTH

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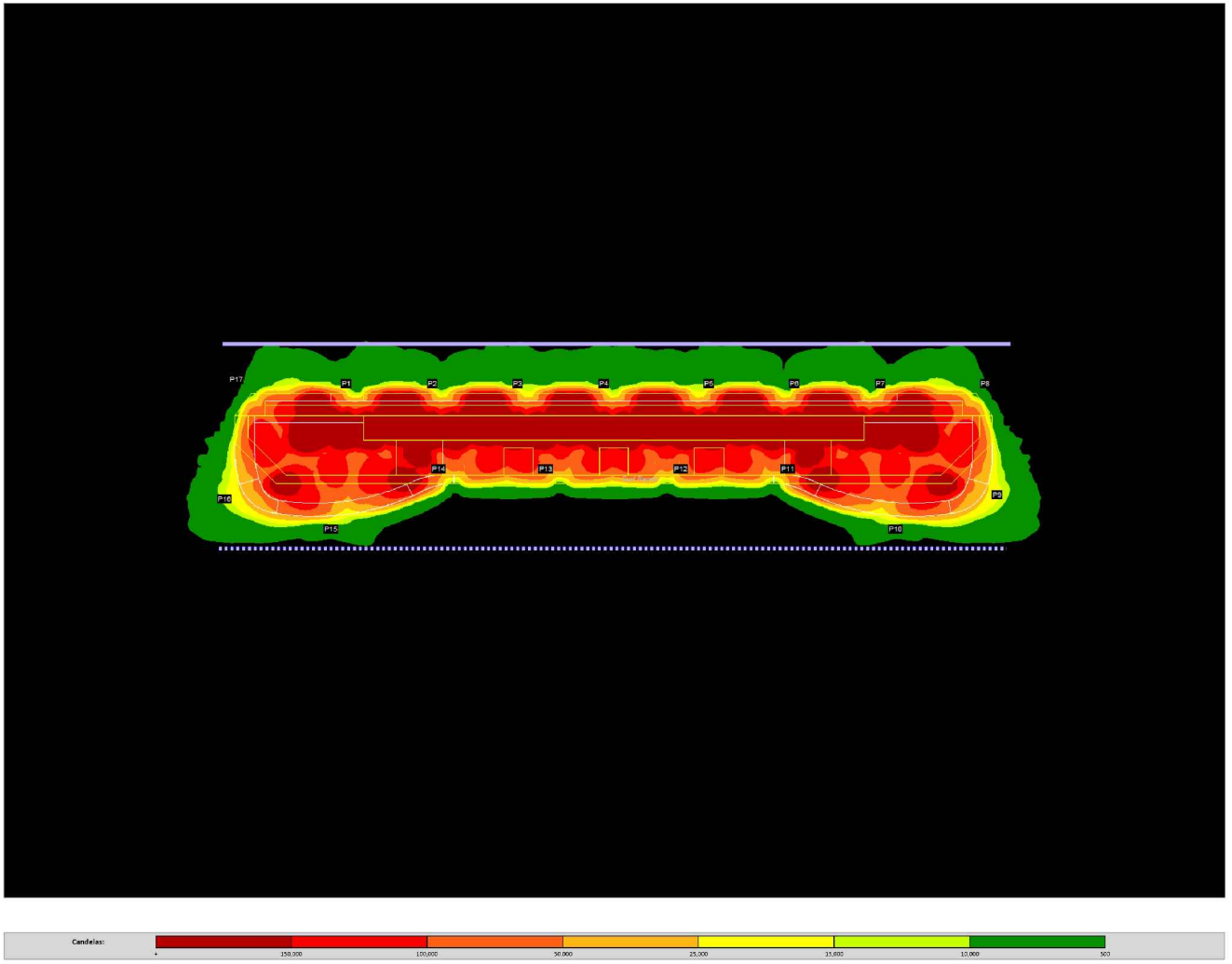
# PHOTOMETRIC OVERLAY

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

*4.1-17*




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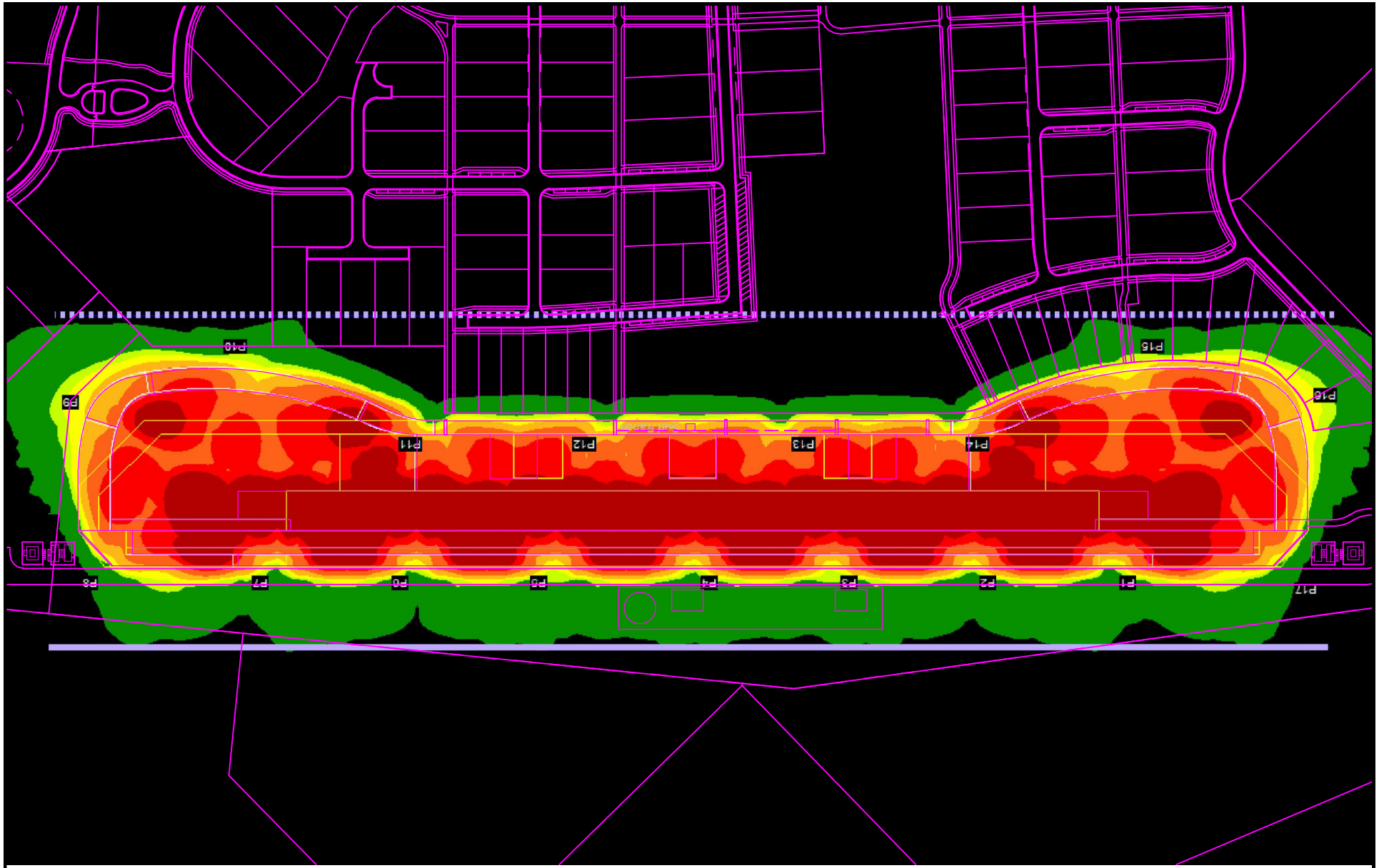
# PROJECTED GLARE

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

*4.1-18*




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# PROJECTED GLARE OVERLAY

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

*4.1-19*

### 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 site's current land use designations include Low Density Residential, General Commercial, and Open Space Recreational.

As determined in this analysis of project impacts to aesthetic resources, the project would result in impacts to the existing views of scenic resources, however, the project-building heights and setbacks would be established to minimize those impacts. Additionally, the project proposes residential and resort uses that are typical in the City of La Quinta. Furthermore, the existing context of the surrounding area includes residential communities.

The project site, which is currently undeveloped and vacant, provides largely unobstructed views of Coral Mountain and the Santa Rosa Mountains from public rights-of-ways. As determined throughout this analysis of project impacts on aesthetic resources, the development of the proposed project will result in impacts to existing views of Coral Mountain. The project's proposed perimeter wall and landscaping, as well as structures adjacent to the rights-of-way would result in full and partial obstruction of Coral Mountain depending on viewpoint from the public roads. This is typical of design in the City of La Quinta, where public views are partially or briefly obstructed by development. The project will comply with the City standards and guidelines regarding building heights in Image Corridors within 150 feet of Avenue 58 and Madison Street, as required by the La Quinta Municipal Code, in order to reduce impacts to scenic resources, Coral Mountain and the Santa Rosa Mountains. Additionally, the La Quinta General Plan outlines various goals, policies and standards for land use categories, community design features, and building architecture, that impact the visual character of the City. The project's partial obstruction of views of Coral Mountain, principally the lower slopes, will contribute to cumulative impacts to scenic resources resulting from development on vacant sites throughout La Quinta. The project, and other projects planned and permitted by the General Plan, will obstruct 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 build out of the General Plan, as the overall view of the range will remain visible throughout the City.

Coral Mountain is a locally significant visual resource that is currently visible only from certain viewpoints in the immediate area of the proposed project. The views of Coral Mountain from properties to the west and south of the proposed project, including views from the existing Quarry development, and future projects further south, will be unaffected by either the proposed project or cumulative development in this part of the City, because of the open space land use designations applied to lands immediately adjacent to and including Coral Mountain to the west and south of the project site. Therefore, although views of Coral Mountain will be significantly impacted by the proposed project, cumulative impacts associated with this scenic resource will be less than significant, because its visibility will be preserved from other public and private vantage points within and surrounding the City. Cumulative visual impacts associated with Coral Mountain, therefore, are expected to be less than significant.

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. Typically, vacant lots, since they do not have buildings or associated structures, allow motorists and pedestrians to view the natural landscape without obstructions. The development of these vacant lots would result in the removal of the opportunities for scenic viewsheds. 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. Build out 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 will be applied to future projects, as they are proposed. 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** The perimeter walls around the low density residential planning areas shall be setback from the Madison Street and Avenue 58 public rights-of-way by a minimum average of 30 feet (10 feet more than required under the LQMC), which shall be confirmed through the City's review and approval of final perimeter wall and landscape plans to reduce impacts to existing views of Coral Mountain and the Santa Rosa Mountains.

**AES-2** All residential structures shall be setback by a minimum of 75 feet from the Madison Street and Avenue 58 public rights-of-way to reduce impacts to existing views of Coral Mountain and the Santa Rosa Mountains.

**AES-3** The operation of the Wave Basin will be limited to the hours of 7:00 a.m. to 10:00 p.m., and the lighting will only be permitted between dusk and 10:00 p.m. to ensure compliance with the City's outdoor lighting requirements (LQMC 9.100.150).

## 4.1.7 Level of Significance after Mitigation

Through compliance with the proposed Specific Plan design guidelines and existing City of La Quinta ordinances and requirements, as well as the implementation of **Mitigation Measure AES-1, AES-2,** and **AES-3,** development of the project would result in less than significant impacts to aesthetic resources, with the exception of impacts to scenic vistas of the Santa Rosa range and Coral Mountain. As to that impact, even with implementation of all feasible mitigation as described above, the project will have significant and unavoidable impacts to these scenic resources. Approval of the proposed project will require adoption of Findings and a Statement of Overriding Considerations.

## 4.1.8 Resources

1. State Scenic Highways, Caltrans, website https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 2020.
2. Streets and Highways Code – SHC; Division 1. State Highways, Chapter 2. The State Highway System, Article 2.5 State Scenic Highways, California Legislative Information, https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=SHC&division=1.&title=&part=&chapter=2.&article=2.5., accessed May 2020.

# 4.2 Air Quality

## 4.2.1 Introduction

The purpose of this section is to discuss the existing air quality setting in the Coachella Valley and analyze the potential impacts resulting from implementation of the proposed project. The air quality principles, descriptions and supporting analysis rely on the relevant background research and information made available in various public regulatory and reference documents cited throughout this section. Reference documents include pertinent sections of the Federal *Clean Air Act* (CAA); *Final 2016 Air Quality Management Plan* (AQMP), by South Coast Air Quality Management District (SCAQMD), March 2017; *Final 2003 Coachella Valley PM10 State Implementation Plan* (CVSIP), by SCAQMD, August 2003; *Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan*, by the California Air Resources Board, February 2010; *Draft Coachella Valley Extreme Plan for 1997 8-Hour Ozone Standard*, by SCAQMD, September 2020; *Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard*, Public Consultation Meeting Presentation by SCAQMD, September 2020; *Coachella Valley Extreme Area Plan for the 1997 8-Hour Ozone Standard Fact Sheet, by SCAQMD,* September 2020; and sections of the SCAQMD Rule Book cited throughout this section.

At the project-specific level, the analytical and quantitative findings are based on the *Coral Mountain Specific Plan Air Quality Impact Analysis* (AQIA), prepared by Urban Crossroads on November 12, 2020 and revised on May 25, 2021. The purpose of the AQIA was to evaluate the potential impacts to air quality associated with construction and operation of the proposed project, and in doing so, identify any necessary mitigation measures for complying with the thresholds established by SCAQMD. The AQIA relied on the most current version of the California Emissions Estimator Model™ (CalEEMod) Version 2016.3.2, which serves as an adopted platform to quantify construction emissions and operational emissions from land development projects. The software is designed to calculate criteria pollutants and greenhouse gas emissions using widely accepted methodologies from project-specific and accepted default data inputs. 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, studies commissioned by California agencies such as the California Energy Commission (CEC) and CalRecycle. The AQIA documentation referenced herein is provided in the Appendices of this Draft EIR (**Appendix C**). Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

## 4.2.2 Existing Conditions

### Regional Air Basin Conditions

The project site and its Coachella Valley regional context are situated within the Riverside County portion of the Salton Sea Air Basin (SSAB), under jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SSAB is aligned in a northwest to southeast orientation stretching from Banning Pass to the Mexican border. The regional climate, as well as the 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 in the Coachella Valley 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. The region has no 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. Temperatures tend to exceed 100 degrees Fahrenheit (°F), on the average, for four months each year, with daily highs near 110 °F during July and August. Summer nights are cooler with minimum temperatures in the mid-70s. During the winter season, daytime highs are quite mild, but the dry air is conducive to nocturnal radiational cooling, with early morning lows around 40 °F.

The Coachella Valley floor is exposed to frequent gusty winds. The flat terrain of the valley and strong temperature differentials, created by intense solar heating, produce moderate winds and deep thermal convection. Wind speeds exceeding 31 miles per hour (mph) occur most frequently in April and May. On an annual basis, strong winds (greater than 31 mph) are observed 0.6 percent of the time and speeds of less than 6.8 mph account for more than one- half of the observed winds. 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 experience surface inversions almost every day of the year. Inversions in the SSAB are attributed to strong surface heating, but are usually broken, allowing pollutants to disperse more easily. Weak surface inversions are caused by cooling of air in contact with the cold surface of the earth at night. In the valleys and low-lying areas, this condition is intensified by the addition of cold air flowing downslope from the hills and pooling on the valley floor. In addition, inversions in the SSAB caused by the presence of the Pacific high-pressure cell can cause the air mass aloft to sink. As the air descends, compressional heating warms the air to a temperature higher than the air below. This subsidence

inversion can act as a nearly impenetrable lid to the vertical mixing of pollutants. These inversions 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.

In the Coachella Valley, there is a natural sand migration process, called "blowsand," that has direct and indirect effects on regional air quality. Blowsand produces particulate matter ($PM_{10}$) in two ways: (1) by direct particle erosion and fragmentation as natural $PM_{10}$, and (2) by secondary effects, as sand deposits on road surfaces. SCAQMD has defined a Coachella Valley Blowsand Zone as the corridor of land extending two miles on either side of the Interstate 10 (I-10) Freeway, beginning at the SR-111/I-10 junction and continuing southeast to the I-10/ Jefferson Street interchange in Indio. Being located approximately 7 miles south of the I-10 Freeway, the project site is found outside of this designated blowsand area but is still exposed to seasonal wind conditions capable of producing fugitive dust from undeveloped ground conditions.

### Local Conditions

The project site is found in the Eastern Coachella Valley, occupying an area with relatively level terrain and scattered vegetation coverage. This setting occurs on the east side of Coral Mountain and two engineered flood control dikes (No. 2 and No. 4) that form part of the regional flood control system. The on-site conditions have been modified by prior agricultural operations and clearing activities that occurred over multiple decades but have since become inactive or idle. The site has also been altered by associated dirt roads, paths, and various underground irrigation lines. Like other developed and undeveloped areas of the Coachella Valley, the project site is exposed to seasonal winds capable of generating dust emissions. However, the project site is located outside of the Coachella Valley Blowsand Zone, where the strongest blowsand impacts are known to occur.

## 4.2.3 Regulatory Setting

### Federal

#### *Clean Air Act*

The Federal Clean Air Act (CAA) is the law that defines EPA's responsibilities for protecting and improving the nation's air quality. It was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards (National Ambient Air Quality Standards (NAAQS)) for managing criteria air pollutants: $O_3$, CO, $NO_x$, $SO_2$, $PM_{10}$, $PM_{2.5}$, 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 are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and $NO_X$. $NO_X$ is a collective term that includes all forms of $NO_X$ which are emitted as byproducts of the combustion process.

## State

### *California Clean Air Act*

The California Clean Air Act (CCAA) became effective on January 1, 1989 and mandated 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 is achieved through State Implementation Plans (SIP), prepared to assist regional air quality management districts in meeting the federal and state ambient air quality standards in accordance with the deadlines specified in the Federal Clean Air Act (CAA) and emission reduction targets of the California Clean Air Act.

## 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. SCAQMD is responsible for controlling emissions primarily from stationary sources of air pollution, which range from gas stations to large power plants and refineries. Some consumer products are also considered stationary sources, including house paint, furniture varnish, and thousands of products containing solvents that evaporate into the air. About 25% of this area's ozone-forming air pollution comes from stationary sources, both businesses and residences. The other 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 state or federal agencies, such as the California Air Resources Board and the U.S. Environmental Protection

Agency, rather than by local agencies such as the South Coast AQMD. South Coast AQMD develops and adopts an Air Quality Management Plan, which serves as the blueprint to bring this area into compliance with federal and state clean air standards. Rules are adopted to reduce emissions from various sources, including specific types of equipment, industrial processes, paints and solvents, even consumer products. Permits are issued to many businesses and industries to ensure compliance with air quality rules. SCAQMD staff conducts periodic inspections to ensure compliance with these requirements. The test of whether these efforts are working is the quality of the air we breathe. SCAQMD continuously monitors air quality at 38 locations throughout the four-county area. This also allows SCAQMD to notify the public whenever air quality is unhealthful.

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), 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. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The Coachella Valley region has three permanent air quality monitoring stations operated by SCAQMD. These are located in Palm Springs (AQS ID 060655001), Indio (AQS ID 060652002), and Mecca (Saul Martinez - AQS ID 060652005). The project site is located approximately 18 miles southeast of the Palm Springs station, 6 miles southwest of the Indio station, and approximately 11 miles northwest of the Mecca (Saul Martinez) station.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. The air quality in a region 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 emissions are attributed to sources that burn fuel, such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating. Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The SSAB is in attainment for CO.

**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 SO2 oxidizes in the atmosphere, it forms SO4. Collectively, these pollutants are referred to as sulfur oxides (SOX). 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 $SO_2$. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of $SO_2$. The SSAB is in attainment for $SO_2$.

**Nitrogen Oxide ($NO_X$)** includes Nitric oxide (NO) and Nitrogen dioxide ($NO_2$), which are the primary oxides of nitrogen, and combined are known as nitrogen oxides. 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 serving as the primary receptor of ultraviolet light and initiating the photochemical reaction. Short-term exposure to nitrogen dioxide can result in airway constriction and diminished lung capacity and is highly toxic by inhalation. Populations living near roadways are more likely to experience the effects of nitrogen oxides due to elevated exposure to motor vehicle exhaust. The SSAB is in attainment for $NO_2$.

**Ozone ($O_3$)** is a highly reactive and unstable gas that is formed when VOCs and $NO_X$, both 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. 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. The SSAB is in non-attainment for the federal 8-hour O3 standard.

**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 PM10 and PM2.5 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 PM10 and is classified as attainment/unclassifiable for $PM_{2.5}$.

**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 is 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 PM10 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.

**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.

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 4.2-1*, Ambient Air Quality Standards and Attainment Status***. Under federal and state standards, the SSAB is currently designated as nonattainment for O3 and PM10.

**Table 4.2-1 Ambient Air Quality Standards and Attainment Status**

| Pollutant | Averaging Period | California | | Federal | |
|---|---|---|---|---|---|
| | | Standards | Attainment Status | Standards | Attainment Status |
| Ozone (O3) | 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 (NO2) | 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 (SO2) | 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 (PM10) and ozone ($O_3$), as summarized below:

### *PM10*

The Coachella Valley is currently designated as a serious nonattainment area for PM10 (particulate matter with an aerodynamic diameter of 10 microns or less). In the Coachella Valley, the man-made sources of PM10 are attributed to direct emissions, industrial facilities, and fugitive dust resulting from unpaved roads and construction operations. High-wind natural events are also known contributors of PM10. 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 PM10 attainment, the Final 2003 Coachella Valley PM10 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 measure commitments. Some of those measures are reflected in SCAQMD Rules 403 and 403.1, which are enacted to reduce or prevent man-made fugitive dust sources with their associated PM10 emissions. 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 PM10 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 PM10 Re-designation Request and Maintenance Plan, a re-designation to attainment status of the PM10 NAAQS is deemed feasible in the near future according to the 2016 AQMP.

The project site includes areas that have been disturbed by prior agricultural operations, including dirt roads. Like other unpaved or undeveloped areas of the Coachella Valley, the undeveloped and inactive project site is a likely source of seasonal PM10 emissions in the presence of seasonal high winds events.

### *$O_3$ (Ozone and Ozone Precursors)*

The Coachella Valley portion of the SSAB is deemed to be in nonattainment for the 1997 8-hour ozone standard. Coachella Valley is located downwind from the South Coast Air Basin (SCAB). As such, when high levels of ozone are formed in the South Coast Air Basin, they are transported to the Coachella Valley. 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 South Coast Air Basin. 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.

In the 2016 AQMP, the attainment target date for the 1997 8-hour ozone standard was listed as June 15, 2019. However, based on data for higher levels of ozone experienced in 2017 and 2018, it was determined that the Coachella Valley region could not practically attain the said standard by the established deadline. Given that additional time is needed to bring the Coachella Valley into attainment of the ozone standard, SCAQMD submitted a formal request to the U.S. EPA to reclassify the Coachella Valley from Severe-15 to Extreme nonattainment, with a new attainment date of June 15, 2024. The reclassification ensures that the Coachella Valley will be given the needed extension to make attainment feasible and prevent the imposition of the non-attainment fees on major stationary sources. This process would also require SCAQMD to develop or update the SIP documentation to demonstrate how the area will meet the standard on or before June 15, 2024. Based on the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard, Public Consultation Meeting Presentation, made September 25, 2020, attainment is expected to be achieved by 2023 resulting from emission reductions from existing regulations and programs. Recently adopted regulations since the 2016 AQMP provide further assurance for attainment by 2023. Key requirements include an updated emission inventory, control strategy analysis, and amendments to new source review for NOx and VOC.

SCAQMD continues to reduce ozone and improve air quality in the Coachella Valley, in part by providing more than $50 million in grant funding towards paving dirt roads and parking lots, clean energy projects and cleaner vehicles. Future emission reductions anticipated to occur in the South Coast Air Basin associated with current and planned regulations on mobile and stationary sources are expected to contribute to improvements in ozone air quality in the Coachella Valley and lead to attainment of the standard.

### *SCAQMD Rules*

Among the SCAQMD rules applicable to the project are Rule 403 (Fugitive Dust), Rule 403.1 (Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources), and Rule 1113 (Architectural Coatings). Rule 403 requires the use of stringent best available control measures to minimize PM10 emissions during grading and construction activities. Rule 1113 requires reductions in the VOC content of coatings, with a substantial reduction in the VOC content limit for flat coatings to 50 grams per liter (g/L) which began in July 2008. 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 Best Available Control Measures 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 PM10 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 PM10 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 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.

## *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 PM10 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.

Appropriate air quality measures to prevent fugitive dust are required by the City's Fugitive Dust Control ordinance and plan implementation requirements, which are consistent with SCAQMD Rules 403 and 403.1 that apply to the Coachella Valley strategy for reducing fugitive dust emissions. Under the City's dust control regulations, a Local Air Quality Management Plan (LAQMP) must be prepared and approved prior to any grading, earth-moving, demolition, or building operation with a disturbed surface area of more than five thousand (5,000) square feet. Consistent with SCAQMD Rules 403 and 403.1, implementation of the Fugitive Dust Control Plan is required to occur under the supervision of an individual with training on Dust Control in the Coachella Valley. The plan will include methods to prevent sediment track-out onto public roads, prevent visible dust emissions from exceeding a 20-percent opacity, and prevent visible dust emissions from extending more than 100 feet (vertically or horizontally from the origin of a source) or crossing any property line. The most widely used measures include proper construction phasing, proper maintenance/cleaning of construction equipment, soil stabilization, installation of track-out prevention devices, and wind fencing.

## 4.2.4 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 Coral Mountain Resort 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, this analysis relies on the findings of the *Coral Mountain Specific Plan Air Quality Impact Analysis* (AQIA), completed by Urban Crossroads on November 12, 2020 and revised on March 1, 2021. The purpose of this study was to evaluate the potential impacts to air quality associated with construction and operation of the proposed project, and in doing so, identify any

necessary mitigation measures for complying with the thresholds established by SCAQMD. The quantitative emissions methodology used the most current version of the California Emissions Estimator Model™ (CalEEMod) Version 2016.3.2. The SCAQMD has developed regional significance thresholds for regulated pollutants, as summarized at **Table 4.2-2**. 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 4.2-2 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 Design Features (PDFs)

The project incorporates the following design features and attributes for promoting energy efficiency and sustainability, which shall be enforceable by the City pursuant to the terms of the Development Agreement.

The following PDFs were accounted for in CalEEMod to reduce emissions associated with each applicable subcategory:

- Pedestrian connections shall be provided to surrounding areas consistent with the City's General Plan. Providing a pedestrian access network to link areas of the project site encourages people to walk instead of drive. The project would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. The project would minimize barriers to pedestrian access and interconnectivity.
- 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 retail and office buildings, a resident does not need to travel outside of the neighborhood to meet his/her trip needs. A description of diverse uses for urban and suburban areas is provided below
- The project will include improved design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four- way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.

- Commute Trip Reduction Program is a multi-strategy program that encompasses a combination of individual measures. It is presented as a means of preventing double-counting of reductions for individual measures that are included in this strategy. It does so by setting a maximum level of reductions that should be permitted for a combined set of strategies within a voluntary program.
- Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed work weeks.
- This project will implement an employer-sponsored vanpool or shuttle. A vanpool will usually service employees' commute to work while a shuttle will service nearby transit stations and surrounding commercial centers. Employer-sponsored vanpool programs entail an employer purchasing or leasing vans for employee use, and often subsidizing the cost of at least program administration, if not more. The driver usually receives personal use of the van, often for a mileage fee. Scheduling is within the employer's purview, and rider charges are normally set on the basis of vehicle and operating cost.
- The project will design building shells and building components, such as windows; roof systems:
- electrical and lighting systems: and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards which results in 30% less energy for non-residential buildings and 53% less energy for residential use due to lighting upgrades.
- The project is required to comply with SCAQMD Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development.
- Using electricity generated from photovoltaic (PV) systems displaces electricity demand which would ordinarily be supplied by the local utility. Since zero GHG emissions are associated with electricity generation from PV systems, the GHG emissions reductions from this PDF are equivalent to the emissions that would have been produced had electricity been supplied by the local utility. A minimum of 15% of the project's electricity demand will be generated on-site.
- In order to reduce the amount of waste disposed at landfills, the project would be required to implement a 65% waste diversion as required by AB 939.

The following PDFs are part of the project, but no numeric credit has been taken for their implementation to assure a conservative analysis:

- Increasing the vehicle occupancy by ride sharing will result in fewer cars driving the same trip, and thus a decrease in VMT. The project will include a ride-sharing program as well as a permanent transportation management association membership and funding requirement. The project will promote ride-sharing programs through a multi-faceted approach such as:
- Designating a certain percentage of parking spaces for ride sharing vehicles
- Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles
- Providing a web site or message board for coordinating rides
- The project will implement marketing strategies to reduce commute trips. Information

- sharing and marketing are important components to successful commute trip reduction strategies. Implementing commute trip reduction strategies without a complementary marketing strategy will result in lower VMT reductions. Marketing strategies may include:
- New employee orientation of trip reduction and alternative mode options
- Event promotions
- Publications
- Specified use of Energy Star appliances.
- Installation of water-efficient plumbing fixtures.
- Installation of tankless water heater systems.
- Installation of light-emitting diode (LED) technology within homes.
- Use of recycled water for common area landscape irrigation.
- Use of drought-tolerant plants in landscape design.
- Installation of water-efficient irrigation systems with smart sensor controls.
- Lighting sources contribute to GHG emissions indirectly, via the production of the electricity that powers these lights. Public street and area lighting include: streetlights, pedestrian pathway lights, area lighting for parks and parking lots, and outdoor lighting around public buildings. Lighting design should consider the amount of light required for the area intended to be lit. Lumens are the measure of the amount of light perceived by the human eye. Different light fixtures have different efficacies or the amount of lumens produced per watt of power supplied. This is different than efficiency, and it is important that lighting improvements are based on maintaining the appropriate lumens per area when applying this measure. Installing more efficacious lamps will use less electricity while producing the same amount of light, and therefore reduces the associated indirect GHG emissions.

## 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 proposed project site is located within the SSAB and will be subject to SCAQMD's 2016 AQMP, released in March of 2017 to continue serving as a regional blueprint for achieving the federal air quality standards. The 2016 AQMP includes the most current strategies to meet the air quality standards and ensure that public health is protected to the maximum extent feasible. It also includes a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods.

The project is also subject to the regulations and measures originating from the 2003 CV PM10 SIP, which is designed to address the region's serious nonattainment area for $PM_{10}$ as described above. The proposed development will not be defined or permitted under SCAQMD as a major stationery

source. Therefore, the lowering of emissions thresholds from 25 to 10 tons per year of NOx and VOCs under the updated strategy will not be applicable.

Per the City's General Plan, the project site is designated as both Low Density Residential and Open Space – Recreational. The Low Density Residential land use 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. The Open Space – Recreational land use designation designations applies to parks, recreation facilities, and public and private golf courses. With the approval of a General Plan Amendment and Change of Zone, the total development is proposed to consist of a wave pool, a 150-key hotel, 104 attached DUs, 496 detached DUs, resort-related commercial uses and 60,000 sf of retail development.

Currently, state and federal air quality standards are exceeded in most parts of the SSAB. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. 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), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The project's consistency with the AQMP will be determined using the 2016 AQMP as discussed below. 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:** *By complying with the established air pollutant emissions thresholds, as demonstrated in **Tables 4.2-6, 4.2-8,** and **4.2-13**, 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 would occur if regional or localized significance thresholds were exceeded. The project would not exceed the applicable regional significance thresholds or LST thresholds for construction activity after implementation of the Best Available Control Methods (**BACM AQ-1, AQ-2,** and **AQ-3**). The implementation of BACMs is based on established SCAQMD rules (403/403.1, 1113, and 445 respectively) already determined to result in a meaningful reduction in fugitive dust, volatile organic compounds, and ozone precursors. As such these measures are factored into the air pollutant emissions modeling as a form of mitigation to quantify the reductions reflected in **Tables 4.2-6** and **4.2-13**.

Operational Impacts – Consistency Criterion 1: CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As summarized in **Table 4.2-8** pertaining to operational emissions, the project would not exceed the applicable regional significance thresholds or Localized Significance Thresholds (LSTs), **Table 4.2-13**, for operational activity after implementation of PDFs, which are integral to the project and provide the equivalent of mitigation measures. Therefore, the project is determined to be consistent with the first criterion.

**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 demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of La Quinta General Plan is considered to be consistent with the AQMP.

Construction Impacts – Consistency Criterion 2: Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. Therefore, 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 per the City's General Plan, the project site is designated as both Low Density Residential and Open Space – Recreational. The project includes a General Plan Amendment (GPA 2019-002) to amend the current General Plan land use designations from General Commercial, Low Density Residential, Open Space – Recreation, to Neighborhood Commercial, Low Density Residential, Tourist Commercial, and Open Space – Recreation. The project's build out is proposed to consist of recreational pool (wave pool), a 150-key hotel, 104 attached DUs, associated resort-commercial development, 496 detached DUs, and 60,000 square feet of retail development. Although the total number of hotel rooms and residential units do not exceed the adopted General Plan and SP 03-067, resulting in similar low intensity residential development, the project will exceed the development intensities allowed within the current land use designation and zoning designation as a result of the hotel, recreational (wave) and commercial uses. However, the project would not exceed the applicable regional or localized significance numerical thresholds, as summarized in **Tables 4.2-8**, and **4.2-13,** with the implementation of PDFs and mitigation measures. Therefore, the project is determined to be consistent with the second criterion.

The project would not have the potential to result in or cause NAAQS or CAAQS violations as project-related construction and operational-source emissions would not exceed the regional or localized

significance thresholds for emissions of any criteria pollutant, with the implementation of PDFs and mitigation measures. As such, the project is considered to be consistent with 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?*

The methodology for calculating project-related construction-source and operational-source emissions as part of the AQIA used CalEEMod software. The AQIA also used the following factors as part of the methodology:

Emissions Factors Model (EMFAC): On August 19, 2019, the EPA approved the 2017 version of the EMFAC web database for use in SIP and transportation conformity analyses. EMFAC2017 is a 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 AQIA utilizes summer, winter, and annual EMFAC2017 emission factors in order to derive vehicle emissions associated with project operational activities, which vary by season.

Because the EMFAC2017 emission rates are associated with vehicle fuel types while CalEEMod vehicle emission factors are aggregated to include all fuel types for each individual vehicle class, the EMFAC2017 emission rates for different fuel types of a vehicle class are averaged by activity or by population and activity to derive CalEEMod emission factors.

#### *Construction Emissions*

Construction activities associated with the project will result in emissions of VOCs, NOX, SOX, CO, PM10, and PM2.5. Construction related emissions are expected from the following construction activities:

- Site Preparation
- Grading
- Building Construction Paving
- Architectural Coating

The construction phases, durations, and equipment are described in the subsequent headings and summarized in **Tables 4.2-3** and **4.2-4**.

#### *Grading Activities*

Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions”. Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area

disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from grading activity. Based on information provided by the project Applicant, the project is anticipated to require 21,920 cubic yards of import. It is our understanding that the import quantity will be hauled from an on-site location. As a conservative measure, this analysis assumes a hauling trip length of 1 mile (the length of the project site).

### *Off-Site IID Improvements*

The project will involve off-site improvements within the existing Avenue 58 right-of-way, between the project site and the existing IID substation facility. All associated ground disturbance will be subject to the regulatory dust control plan preparation and applicable measures during the period of installation. As a standard requirement, all disturbed surfaces associated with this work shall be restored to a stabilized condition; whether it involves restoration of existing pavement, hardscape, landscaping, or the application of soil binder on native soils.

### *Construction Worker Vehicle Trips*

Construction emissions for construction worker vehicles traveling to and from the project site, as well as vendor trips (construction materials delivered to the project site) were estimated based on information from CalEEMod defaults.

### *Construction Duration*

The modeling conservatively assumes that Phase 1 construction commences in July 2020 and will last through December 2021; Phase 2 construction will begin September 2022 and last through February 2023; Phase 3 construction will commence July 2023 and last through December 2026. The construction schedule utilized in the analysis, shown in **Table 4.2-3**, represents a "worst-case" analysis scenario because if construction commences or extends any time after the respective dates, emissions are expected to be the same or potentially reduced because emission factors for construction decrease as time passes and emission regulations become more stringent. 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 a delay in the commencement of this assumed schedule would not increase project emissions.

**Table 4.2-3 Construction Duration**

| Phase Name | Start Date | End Date | Days |
|---|---|---|---|
| *Phase 1 (2021)* | | | |
| Site Preparation | 07/01/2020 | 08/25/2020 | 40 |
| Grading | 08/26/2020 | 01/26/2021 | 110 |
| Building Construction | 01/27/2021 | 11/02/2021 | 200 |
| Paving | 09/01/2021 | 12/14/2021 | 75 |
| Architectural Coating | 09/01/2021 | 12/14/2021 | 75 |
| *Phase 2 (2023)* | | | |
| Site Preparation | 09/19/2022 | 09/19/2022 | 1 |
| Grading | 09/20/2022 | 09/21/2022 | 2 |
| Building Construction | 09/22/2022 | 02/08/2023 | 100 |
| Paving | 02/09/2023 | 02/15/2023 | 5 |
| Architectural Coating | 02/09/2023 | 02/15/2023 | 5 |
| *Phase 3 (2026)* | | | |
| Site Preparation | 07/09/2023 | 03/15/2024 | 180 |
| Grading | 03/16/2024 | 12/20/2024 | 200 |
| Building Construction | 12/21/2024 | 11/20/2026 | 500 |
| Paving | 09/01/2025 | 12/04/2026 | 330 |
| Architectural Coating | 09/01/2025 | 12/04/2026 | 330 |

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 detailed summary of construction equipment assumptions by phase is provided at **Table 4.2-4**.

**Table 4.2-4 Construction Equipment Assumptions**

| Activity | Equipment | Amount | Hours Per Day |
|---|---|---|---|
| *Phase 1 (2021)* | | | |
| Site Preparation | Crawler Tractors | 4 | 8 |
| | Rubber Tired Dozers | 3 | 8 |
| Grading | Crawler Tractors | 2 | 8 |
| | Excavators | 2 | 8 |
| | Graders | 1 | 8 |
| | Rubber Tired Dozers | 1 | 8 |
| | Scrapers | 2 | 8 |
| Building Construction | Cranes | 1 | 8 |
| | Crawler Tractors | 3 | 8 |
| | Forklifts | 3 | 8 |
| | Generator Sets | 1 | 8 |
| | Welders | 1 | 8 |
| Paving | Pavers | 2 | 8 |
| | Paving Equipment | 2 | 8 |
| | Rollers | 2 | 8 |
| Architectural Coating | Air Compressor | 1 | 8 |
| *Phase 2 (2023)* | | | |
| Site Preparation | Crawler Tractors | 1 | 8 |
| | Graders | 1 | 8 |
| Grading | Concrete/Industrial Saws | 1 | 8 |
| | Crawler Tractors | 2 | 8 |
| | Rubber Tired Dozers | 1 | 8 |
| Building Construction | Cranes | 1 | 8 |
| | Crawler Tractors | 2 | 8 |
| | Forklifts | 2 | 8 |
| Paving | Cement and Mortar Mixers | 4 | 8 |
| | Crawler Tractors | 1 | 8 |
| | Pavers | 1 | 8 |
| | Rollers | 1 | |
| Architectural Coating | Air Compressor | 1 | 8 |
| *Phase 3 (2026)* | | | |
| Site Preparation | Crawler Tractors | 4 | 8 |
| | Rubber Tired Dozers | 3 | 8 |
| Grading | Crawler Tractors | 2 | 8 |
| | Excavators | 2 | 8 |
| | Graders | 1 | 8 |
| | Rubber Tired Dozers | 1 | 8 |
| | Scrapers | 2 | 8 |
| Building Construction | Cranes | 1 | 8 |
| | Crawler Tractors | 3 | 8 |
| | Forklifts | 3 | 8 |
| | Generator Sets | 1 | 8 |
| | Welders | 1 | 8 |
| Paving | Pavers | 2 | 8 |
| | Paving Equipment | 2 | 8 |

| | | | |
|---|---|---|---|
| | Rollers | 2 | 8 |
| Architectural Coating | Air Compressor | 1 | 8 |

### *Construction Emissions Summary*

The estimated maximum daily construction emissions are summarized on **Table 4.2-5**. Under the assumed scenarios, emissions resulting from the project construction will exceed criteria pollutant thresholds established by the SCAQMD for emissions of VOCs during Phase 1, during painting activity.

**Table 4.2-5 Overall Construction Emissions Summary (Without Mitigation)**

| Year | Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | **VOC** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| ***Summer*** | | | | | | |
| *Phase 1 (2021)* | | | | | | |
| 2020 | 5.63 | 64.37 | 33.32 | 0.08 | 11.43 | 6.63 |
| 2021 | 80.09 | 77.23 | 68.59 | 0.22 | 12.28 | 4.88 |
| *Phase 2 (2023)* | | | | | | |
| 2022 | 3.44 | 37.66 | 17.12 | 0.04 | 8.81 | 5.41 |
| 2023 | 7.60 | 20.59 | 14.43 | 0.04 | 1.03 | 0.85 |
| *Phase 3 (2026)* | | | | | | |
| 2023 | 3.89 | 41.91 | 18.73 | 0.06 | 10.40 | 5.69 |
| 2024 | 10.72 | 80.88 | 77.35 | 0.38 | 23.77 | 7.17 |
| 2025 | 30.82 | 87.72 | 99.59 | 0.43 | 27.93 | 8.52 |
| 2026 | 30.37 | 86.59 | 95.51 | 0.42 | 27.93 | 8.52 |
| ***Winter*** | | | | | | |
| *Phase 1 (2021)* | | | | | | |
| 2020 | 5.63 | 64.25 | 33.36 | 0.08 | 11.43 | 6.63 |
| 2021 | 79.96 | 76.97 | 64.28 | 0.21 | 2.66 | 4.88 |
| *Phase 2 (2023)* | | | | | | |
| 2022 | 3.44 | 37.66 | 17.07 | 0.04 | 8.81 | 5.41 |
| 2023 | 7.60 | 20.59 | 14.38 | 0.04 | 1.03 | 0.85 |
| *Phase 3 (2026)* | | | | | | |
| 2023 | 3.89 | 41.91 | 18.65 | 0.06 | 10.40 | 5.69 |
| 2024 | 10.57 | 80.15 | 69.74 | 0.35 | 23.77 | 7.18 |
| 2025 | 30.65 | 86.99 | 90.78 | 0.40 | 27.93 | 8.52 |
| 2026 | 30.23 | 86.15 | 87.33 | 0.40 | 27.93 | 8.52 |
| **Maximum Daily Emissions** | **80.09** | **87.72** | **99.58** | **0.43** | **27.93** | **8.52** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **YES** | **NO** | **NO** | **NO** | **NO** | **NO** |

Construction phases involving paving and architectural coating are sources of VOC and NOX emissions. The exceedance is caused by the overlapping of paving and architectural coating assumed in the analysis. The VOC emissions generated would therefore exceed SCAQMD thresholds, and result

in significant impacts requiring mitigation. Through the implementation of **Mitigation Measure (MM) AQ-1**, the overlap of these activities will be prevented, such that it will avoid simultaneous emissions of these pollutants attributed to these activities and therefore will maintain the peak emissions under the established thresholds and reduce the associated impacts to less than significant levels. Additionally, **MM AQ-2** would be required to decrease localized emissions (please refer to the subsequent discussions at "Localized Significance") and would further reduce construction impacts in compliance with the EPA and CARB Tier 3 emissions standards, which are aimed at reducing motor vehicle emissions, including nitrogen oxides, volatile organic compounds, particulate matter, and carbon monoxide. Implementation of these mitigation measures will ensure regional emissions are below applicable thresholds as summarized on **Table 4.2-6**.

**Table 4.2-6 Overall Construction Emissions Summary (With Mitigation)**

| Year | Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| ***Summer*** | | | | | | |
| *Phase 1 (2021)* | | | | | | |
| 2020 | 1.91 | 37.46 | 41.32 | 0.08 | 9.67 | 5.10 |
| 2021 | 74.95 | 65.41 | 74.91 | 0.22 | 11.83 | 4.55 |
| *Phase 2 (2023)* | | | | | | |
| 2022 | 2.54 | 30.76 | 21.98 | 0.04 | 8.84 | 5.19 |
| 2023 | 29.17 | 16.73 | 19.55 | 0.03 | 0.86 | 0.73 |
| *Phase 3 (2026)* | | | | | | |
| 2023 | 1.46 | 27.08 | 30.75 | 0.06 | 9.67 | 5.09 |
| 2024 | 9.84 | 77.06 | 84.58 | 0.38 | 23.59 | 7.06 |
| 2025 | 30.11 | 86.61 | 107.14 | 0.43 | 27.86 | 8.50 |
| 2026 | 29.66 | 85.78 | 103.07 | 0.42 | 27.86 | 8.49 |
| ***Winter*** | | | | | | |
| *Phase 1 (2021)* | | | | | | |
| 2020 | 1.91 | 37.33 | 41.36 | 0.08 | 9.67 | 5.10 |
| 2021 | 74.83 | 65.15 | 70.60 | 0.21 | 11.83 | 4.50 |
| *Phase 2 (2023)* | | | | | | |
| 2022 | 2.54 | 30.76 | 21.93 | 0.04 | 8.84 | 5.19 |
| 2023 | 29.16 | 16.72 | 19.49 | 0.04 | 0.86 | 0.73 |
| *Phase 3 (2026)* | | | | | | |
| 2023 | 1.46. | 27.08 | 30.67 | 0.06 | 9.67 | 5.09 |
| 2024 | 9.68 | 76.32 | 76.96 | 0.35 | 23.60 | 7.06 |
| 2025 | 29.93 | 85.88 | 98.34 | 0.40 | 27.86 | 8.50 |
| 2026 | 29.51 | 85.04 | 94.89 | 0.40 | 27.86 | 8.49 |
| **Maximum Daily Emissions** | **74.95** | **86.61** | **107.14** | **0.43** | **27.86** | **8.50** |
| 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, NOX, SOX, CO, PM10, and PM2.5. Operational emissions would be expected from Area Sources, Energy Sources, and Mobile Sources.

#### *Area Source Emissions*

Area source emissions include the following types of products and activities.

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 the 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 estimates were adjusted to remove wood burning stoves and fireplaces. As the project is required to comply with SCAQMD Rule 445, the removal of wood burning stoves and fireplaces is not considered "mitigation" although it must be identified as such in CalEEMod in order to treat the case appropriately.

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*

Energy Source Emissions include:

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 is

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. As a conservative measure, the unmitigated analysis herein assumes compliance with the 2016 Title 24 Standards and no additional reduction for compliance with the 2019 standards have been taken.

### *Mobile Source Emissions*

Project mobile source air quality emissions are primarily dependent on overall daily vehicle trip generation. Trip characteristics available from *Coral Mountain Specific Plan Traffic Impact Analysis Report* were utilized in this analysis. Trip lengths were determined based on the regional travel demand model. The Riverside County Transportation Analysis Model (RIVTAM) was used to estimate trip lengths for the residential and non-residential portions of the project. Based on RIVTAM, the residential portion of the project results in an average trip length of 5.55 miles and the non-residential portion of the project results in an average trip length of 15.17 miles.

The use of a travel demand model is supported by substantial evidence since the information contained in the model is specific to the region and for the land use type being proposed. Furthermore, the use of travel demand models is also a recommended practice that is being promoted by the Governor's Office of Planning and Research (OPR) in their updated CEQA guidelines with respect to Senate Bill 743. Specifically, the latest technical advisory documentation published by OPR (December 2018 see Page 30-31) explicitly states that:

> "…agencies can use travel demand models or survey data to estimate existing trip lengths and input those into sketch models such as CalEEMod to achieve more accurate results. Whenever possible, agencies should input localized trip lengths into a sketch model to tailor the analysis to the project location."

The procedure described by OPR in their SB 743 technical advisory is precisely the method that has been used to calculate trip lengths for purposes of this analysis.

Fleet Mix: A vehicle fleet mix consistent with the California Department of Transportation (Caltrans) Intelligent Transportation Systems (ITS) Transportation project-Level Carbon Monoxide Protocol was used in this analysis. It should be noted that this fleet mix is more appropriate than the CalEEMod default fleet mix, which includes classes of vehicles that are unlikely to access the project site,

furthermore, the type of vehicles accessing the project site are anticipated to be primarily passenger cars, consistent with the Caltrans recommendations. The fleet mix utilized in this analysis is as follows:

Light Duty Autos = 69%

Light Duty Trucks = 19.4%

Medium Duty Trucks = 6.4%

Heavy Duty Trucks = 4.7%

Motorcycles = 0.5%

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 break and tire wear particulates. The emissions estimates for travel on paved roads were calculated using CalEEMod.

### *Operational Emissions Summary:*

The estimated operational-source emissions without PDFs are summarized on **Table 4.2-7**. project operational-source emissions have the potential to exceed the SCAQMD regional thresholds of significance for emissions of VOCs during Phase 3 activities.

**Table 4.2-7 Summary of Peak Operational Emissions without PDFs**

| Operational Activities – Summer Scenario | Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | **VOC** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| *Phase 1 (2021)* | | | | | | |
| Area Source | 29.23 | 2.28 | 11.69 | 0.01 | 0.23 | 0.23 |
| Energy Source | 0.39 | 3.60 | 2.87 | 0.02 | 0.28 | 0.28 |
| Mobile Source | 15.09 | 41.09 | 106.34 | 0.27 | 23.59 | 6.71 |
| **Project Daily Emissions (Phase 1)** | **44.72** | **46.98** | **120.89** | **0.31** | **24.09** | **7.22** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |
| *Phase 2 (2023)* | | | | | | |
| Area Source | 29.98 | 2.28 | 11.67 | 0.01 | 0.23 | 0.23 |
| Energy Source | 0.40 | 3.62 | 2.88 | 0.02 | 0.28 | 0.28 |
| Mobile Source | 16.30 | 41.99 | 122.60 | 0.35 | 31.74 | 8.71 |
| **Project Daily Emissions (Phase 2)** | **46.68** | **47.89** | **137.15** | **0.39** | **32.25** | **9.22** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |
| *Phase 3 (2026)* | | | | | | |
| Area Source | 59.77 | 10.52 | 53.73 | 0.07 | 1.08 | 1.08 |
| Energy Source | 0.65 | 5.71 | 3.77 | 0.04 | 0.45 | 0.45 |
| Mobile Source | 27.08 | 76.61 | 184.76 | 0.55 | 52.99 | 14.53 |
| **Project Daily Emissions (Phase 3)** | **87.49** | **92.84** | **242.25** | **0.64** | **54.51** | **16.06** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **YES** | **NO** | **NO** | **NO** | **NO** | **NO** |
| **Operational Activities – Winter Scenario** | **Emissions (lbs/day)** | | | | | |
| | **VOC** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| *Phase 1 (2021)* | | | | | | |
| Area Source | 29.23 | 2.28 | 11.69 | 0.01 | 0.23 | 0.23 |
| Energy Source | 0.39 | 3.60 | 2.87 | 0.02 | 0.28 | 0.28 |
| Mobile Source | 11.13 | 43.11 | 83.20 | 0.25 | 23.59 | 6.71 |
| **Project Daily Emissions (Phase 1)** | **40.75** | **48.99** | **97.75** | **0.28** | **24.09** | **7.22** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |
| *Phase 2 (2023)* | | | | | | |
| Area Source | 29.98 | 2.28 | 11.67 | 0.01 | 0.23 | 0.23 |
| Energy Source | 0.40 | 3.62 | 2.88 | 0.02 | 0.28 | 0.28 |
| Mobile Source | 11.99 | 43.90 | 96.07 | 0.31 | 31.74 | 8.71 |
| **Project Daily Emissions (Phase 2)** | **42.37** | **49.80** | **110.62** | **0.35** | **32.25** | **9.23** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |

| *Phase 3 (2026)* | | | | | | |
|---|---|---|---|---|---|---|
| Area Source | 59.77 | 10.52 | 53.73 | 0.07 | 1.08 | 1.08 |
| Energy Source | 0.65 | 5.71 | 3.77 | 0.04 | 0.45 | 0.45 |
| Mobile Source | 19.93 | 79.85 | 149.38 | 0.49 | 52.99 | 14.53 |
| **Project Daily Emissions (Phase 3)** | **80.34** | **96.08** | **206.87** | **0.59** | **54.51** | **16.06** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **YES** | **NO** | **NO** | **NO** | **NO** | **NO** |

**Table 4.2-7** above indicates that VOC emissions during Phase 3 and without PDF implementation will potentially exceed the established threshold as the project approaches buildout. Area and mobile sources are the primary contributor of VOC emissions.

The following table provides operational emissions after factoring in PDFs and MM AQ-3. These PDFs are site design elements and operations recognized by the *California Air Pollution Control Officers Association (CAPCOA)* for providing project-level emissions reductions through a reduced automobile use (reduced vehicle miles traveled), energy efficiency, and other area source reductions, which will be enforceable by the City pursuant to the terms of the Development Agreement. These measures are programmed into CalEEMod to be activated when applicable to the project. The following PDFs apply: pedestrian connections, mixture of land uses, walkability and connectivity design elements, commute trip reduction program, telecommuting and alternative work schedules, employer-sponsored shuttles, compliance with 2019 Title 24 standards, compliance with SCAQMD Rule 445, on-site photovoltaic electricity supply (15%), and waste diversion per AB 939. In addition, MM AQ-3 establishes a paint VOC content limit of 50 grams per liter to perform interior and exterior re-painting during the life of the project.

**Table 4.2-8 Summary of Peak Operational Emissions with PDFs and Mitigation Measures**

| Operational Activities – Summer Scenario | Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| *Phase 1 (2021)* | | | | | | |
| Area Source | 23.48 | 0.12 | 10.77 | 5.70E-04 | 0.06 | 0.06 |
| Energy Source | 0.39 | 3.60 | 2.87 | 0.02 | 0.28 | 0.28 |
| Mobile Source | 14.79 | 38.50 | 95.82 | 0.24 | 20.56 | 5.85 |
| **Project Daily Emissions (Phase 1)** | **36.67** | **42.23** | **109.46** | **0.26** | **20.89** | **6.19** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |
| *Phase 2 (2023)* | | | | | | |
| Area Source | 24.09 | 0.12 | 10.75 | 5.70E-04 | 0.06 | 0.06 |
| Energy Source | 0.40 | 3.62 | 2.88 | 0.02 | 0.28 | 0.28 |
| Mobile Source | 16.02 | 39.89 | 110.61 | 0.31 | 27.63 | 7.59 |
| **Project Daily Emissions (Phase 2)** | **40.51** | **43.63** | **124.24** | **0.33** | **27.96** | **7.92** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |
| *Phase 3 (2026)* | | | | | | |
| Area Source | 46.69 | 0.57 | 49.49 | 2.62E-03 | 0.27 | 0.27 |
| Energy Source | 0.65 | 5.71 | 3.78 | 0.04 | 0.45 | 0.45 |
| Mobile Source | 27.01 | 76.09 | 182.04 | 0.53 | 51.87 | 14.22 |
| **Project Daily Emissions (Phase 3)** | **73.99** | **79.53** | **220.44** | **0.51** | **46.47** | **13.27** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |

The estimated operational-source emissions with PDFs and **MM AQ-3** are summarized on **Table 4.2-8**. After implementation of PDFs and **MM-AQ-3**, project operational-source emissions will be reduced to less than significant levels.

### *Special Events*

The project proponent anticipates the potential occurrence of special events at this location involving attendance of no-to-exceed 2,500 guests per day, with the peak hourly trips arriving or departing on Saturdays (up to 4 events per year).

The estimated operational-source emissions from special event activities without PDFs are summarized on **Table 4.2-9**. Special event operational-source emissions have the potential to exceed the SCAQMD regional thresholds of significance for emissions of VOCs and $NO_X$. A majority of the VOC emissions (65%) are attributed to area sources and the remaining 35% to mobile (vehicular) and energy sources. A majority of NOx emissions (85%) are attributed to mobile (vehicular) sources and the remaining to area and energy sources.

**Table 4.2-9 Special Event Operational Activity without PDFs**

| Operational Activities – Summer Scenario | Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Area Source | 59.77 | 10.52 | 53.73 | 0.07 | 1.08 | 1.08 |
| Energy Source | 0.65 | 5.71 | 3.78 | 0.04 | 0.45 | 0.45 |
| Mobile Source | 31.57 | 92.23 | 235.13 | 0.72 | 70.36 | 19.29 |
| **Special Events Daily Emissions** | **91.98** | **108.47** | **292.63** | **0.82** | **71.84** | **20.82** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **YES** | **YES** | **NO** | **NO** | **NO** | **NO** |
| **Operational Activities – Winter Scenario** | **Emissions (lbs/day)** | | | | | |
| | **VOC** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Area Source | 59.77 | 10.52 | 53.73 | 0.07 | 1.08 | 1.08 |
| Energy Source | 0.65 | 5.71 | 3.78 | 0.04 | 0.45 | 0.45 |
| Mobile Source | 23.33 | 96.31 | 187.04 | 0.65 | 70.36 | 19.29 |
| **Special Events Daily Emissions** | **83.74** | **112.54** | **244.54** | **0.75** | **71.89** | **20.82** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **YES** | **YES** | **NO** | **NO** | **NO** | **NO** |

**Table 4.2-9** above indicates that VOC and NOx emissions resulting from the special event operations will exceed SCAQMD thresholds of significance, and result in a significant impact. VOC emissions are primarily attributed to area and mobile sources. NOx emissions are primarily attributed to mobile sources. With incorporation of PDFs and MM AQ-3, determined by the California Air Pollution Control Officers Association (CAPCOA) methodology to result in reduced automobile use (reduced vehicle miles traveled), energy efficiency, and other area source reductions, the VOC and NOx emissions will be reduced below their respective thresholds, as demonstrated in **Table 4.2-10** below. The PDFs consist of pedestrian connections, mixture of land uses, walkability and connectivity design elements, commute trip reduction program, telecommuting and alternative work schedules, employer-sponsored shuttles, compliance with 2019 Title 24 standards, compliance with SCAQMD Rule 445, on-site photovoltaic electricity supply (15%), and waste diversion per AB 939. In addition, MM AQ-3 establishes a paint VOC content limit of 50 grams for paint products.

**Table 4.2-10 Special Event Operational Activity with PDFs and Mitigation**

| Operational Activities – Summer Scenario | Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Area Source | 40.44 | 0.57 | 49.49 | 2.62E-03 | 0.27 | 0.27 |
| Energy Source | 0.65 | 5.71 | 3.78 | 0.04 | 0.45 | 0.45 |
| Mobile Source | 31.08 | 88.26 | 214.30 | 0.64 | 61.79 | 16.95 |
| **Special Events Daily Emissions** | **72.16** | **94.54** | **267.57** | **0.67** | **62.52** | **17.67** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |
| **Operational Activities – Winter Scenario** | **Emissions (lbs/day)** | | | | | |
| | **VOC** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Area Source | 40.44 | 0.57 | 49.49 | 2.62E-03 | 0.27 | 0.27 |
| Energy Source | 0.65 | 5.71 | 3.78 | 0.04 | 0.45 | 0.45 |
| Mobile Source | 22.88 | 92.01 | 172.92 | 0.57 | 61.79 | 16.95 |
| **Special Events Daily Emissions** | **63.97** | **98.29** | **226.18** | **0.61** | **62.52** | **17.67** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |

The estimated operational-source emissions from special event activities after implementation of PDFs are summarized on **Table 4.2-10**. After implementation of PDFs and MM AQ-3, special event operational-source emissions will not exceed the SCAQMD regional thresholds of significance for emissions of any criteria pollutant.

## *c. Expose sensitive receptors to substantial pollutant concentrations?*

The analysis makes use of SCAQMD's 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 raised by the public 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 Source Receptor Area (SRA) for the LST analysis is the SCAQMD Coachella Valley 2 (SRA 30). LSTs apply to CO, NO2, PM10, and PM2.5. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size.

In order to determine the appropriate methodology for determining localized impacts that could occur as a result of project-related construction, the following process is undertaken:

- CalEEMod is utilized to determine the maximum daily on-site emissions that will occur during construction activity.
- The SCAQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds* and CalEEMod *User's Guide Appendix A: Calculation Details for CalEEMod* is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to five acres per day, then the SCAQMD's screening look-up tables are utilized to determine if a project has the potential to result in a significant impact. The look-up tables establish a maximum daily emissions threshold in lbs/day that can be compared to CalEEMod outputs.
- If the total acreage disturbed is greater than five acres per day, then LST impacts are appropriately evaluated through dispersion modeling.

### *Emissions Considered*

SCAQMD's *LST Methodology* clearly 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.

The "acres disturbed" for analytical purposes are based on specific equipment type for each subcategory of construction activity and the estimated maximum area a given piece of equipment can pass over in an 8-hour workday. The equipment-specific disturbance rates were obtained from the CalEEMod user's guide, Appendix A: Calculation Details for CalEEMod (October 2017). It should be noted that the disturbed area per day is representative of a piece of equipment making multiple passes over the same land area. In other words, one Rubber Tired Dozer can make multiple passes over the same land area totaling 0.5 acres in a given 8-hour day.

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.

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 to the project site where an individual could remain for 24 hours (in this case the nearest residential land use) has been used to determine construction and operational air quality impacts for emissions of PM10 and PM2.5, since PM10 and PM2.5 thresholds are based on a 24-hour averaging time.

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 NO2 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." Consistent with the LST Methodology, the nearest industrial/commercial use to the project site is used to determine construction and operational LST air impacts for emissions of NO2 and CO

### *Project-Related Sensitive Receptors*

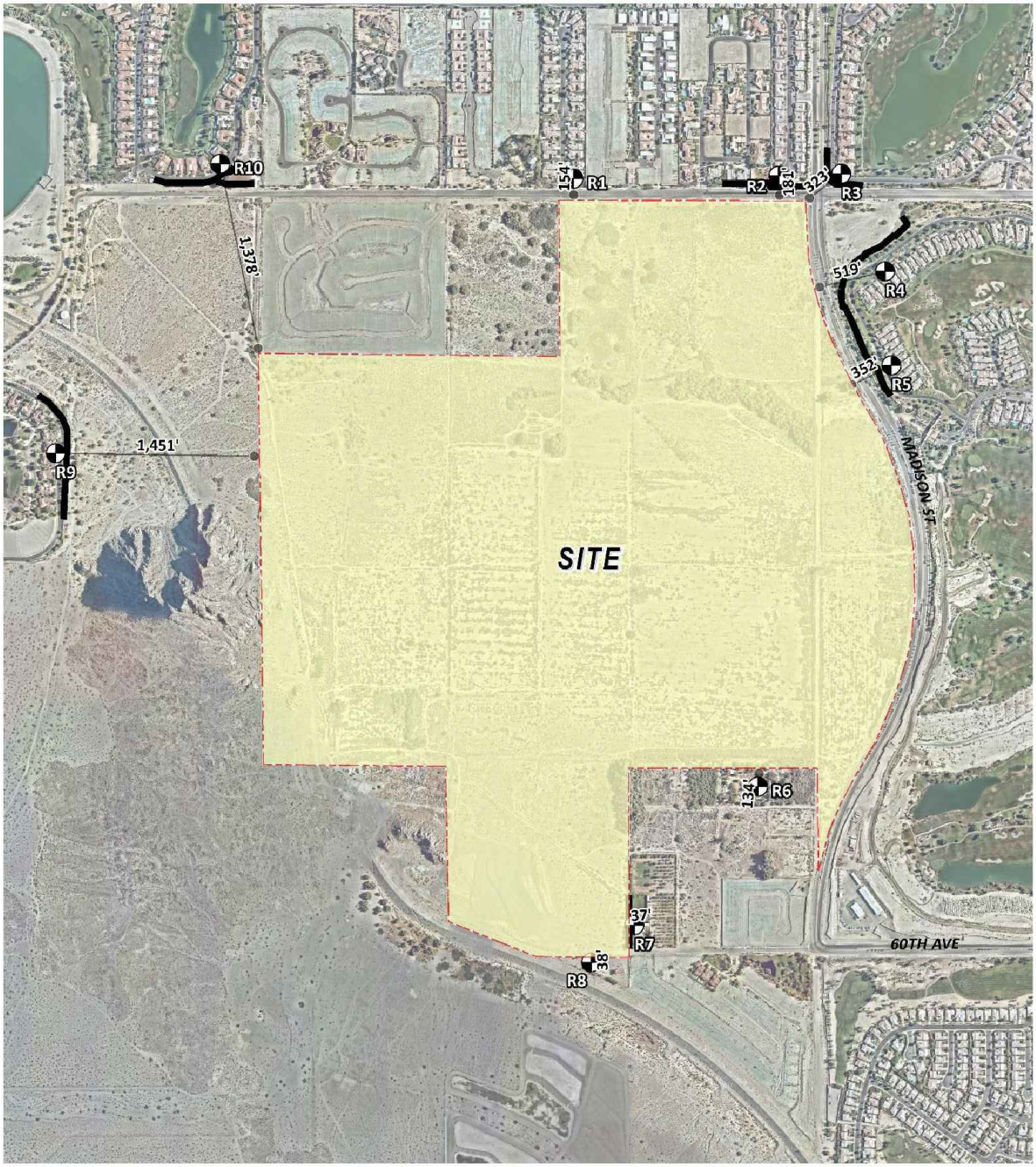
Receptors in the project study area are described below and shown on Figure 4.2-1. Localized air quality impacts were evaluated at sensitive receptor land uses nearest the project site. The selection of receptor locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by California Department of Transportation (Caltrans) and the Federal Transit Administration (FTA), as such receptor locations are located in outdoor living areas at 10 feet from any existing or proposed barriers or at the building façade, whichever is closer to the project site.

- R1: Located approximately 154 feet north of the project site, R1 represents existing residential homes north of 58th Avenue.
- R2: Location R2 represents the existing residential homes located north of the project site at roughly 181 feet, on the north side of 58th Avenue.
- R3: Location R3 represents the existing residential homes northeast of the intersection at 58th Avenue and Madison Street at approximately 231 feet from the project site.
- R4: Location R4 represents the existing residential homes southeast of the intersection at 58th Avenue and Madison Street at approximately 185 feet from the project site.
- R5: Location R5 represents the existing residential homes on the east side of Madison Street at approximately 352 feet from the project site.
- R6: Location R6 represents the existing residential home located north of Calle Conchita about 134 feet from the project site.
- R7: Location R7 represents the existing residential homes located north of Avenue 60 about 37 feet from the project site.

R8: Location R8 represents the existing residential homes located south of Avenue 60 about 38 feet from the project site.

R9: Location R9 represents the existing residential homes located about 1,451 feet west of the project site along Quarry Ranch Road.

R10: Location R10 represents the existing residential homes located about 1,378 feet northwest of the project site north of 58th Avenue.




**LEGEND:**

- Receptor Locations
- Distance from receptor to Project site boundary (in feet)
- Existing 6-Foot High Barrier

N

N.T.S.

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# SENSITIVE RECEPTOR LOCATIONS

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*4.2-1*

Consistent with the Coral Mountain Specific Plan Noise Impact Analysis, the nearest sensitive receptor used to evaluate construction and operational air quality impacts for emissions of PM10, PM2.5, NO2, and CO is represented by R7 which is an existing residential home located 37 feet/11 meters from the project site. It should be noted that the LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such, the 25-meter distance were used to evaluate construction and operational air quality impacts for emissions of PM10, PM2.5, NO2, 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 the residents of previous phases of development. Phase 2 building construction activities will impact on-site sensitive receptors in Phase 1. Similarly, Phase 3 building construction activities will impact on-site sensitive receptors in Phases 1 and 2. To assess the potential impacts of phased building construction activity, a 25-meter distance was used for evaluation of localized PM10, PM2.5, NO2, and CO. The SCAQMD look-up tables for the Coachella Valley were used to obtain the localized emission threshold to which the Phase 2 and Phase 3 grading emissions could be compared. The comparison of Phase 2 and Phase 3 grading emissions against the SCAQMD thresholds is provided in **Table 4.2-14**.

## ***Localized Construction-Source Emissions***

### *Construction-Source Emissions LST Analysis*

Since the total acreage disturbed is less than five acres per day for the site preparation phase and the grading phase, the SCAQMD's screening look-up tables were utilized in determining impacts. It should be noted that since the look-up tables identifies thresholds at only 1 acre, 2 acres, and 5 acres, linear regression has been utilized, consistent with SCAQMD guidance, in order to interpolate the threshold values for the other disturbed acreage and distances not identified in the look-up tables. **Table 4.2-11** describes the thresholds used in the analysis.

**Table 4.2-11 Maximum Daily Localized Emissions Thresholds**

| Pollutant | Construction | Operation |
|---|---|---|
| ***Localized Thresholds*** | | |
| *Phase I (2021)* | | |
| $NO_X$ | 248 lbs/day (Site Preparation)<br>266 lbs/day (Grading) | N/A |
| CO | 1,796 lbs/day (Site Preparation)<br>1,961 lbs/day (Grading) | N/A |
| $PM_{10}$ | 11 lbs/day (Site Preparation)<br>12 lbs/day (Grading) | N/A |
| $PM_{2.5}$ | 7 lbs/day (Site Preparation)<br>7 lbs/day (Grading) | N/A |
| *Phase 2 (2023)* | | |
| $NO_X$ | 132 lbs/day (Site Preparation)<br>162 lbs/day (Grading) | N/A |
| CO | 878 lbs/day (Site Preparation)<br>1,089 lbs/day (Grading) | N/A |
| $PM_{10}$ | 4 lbs/day (Site Preparation)<br>6 lbs/day (Grading) | N/A |
| $PM_{2.5}$ | 3 lbs/day (Site Preparation)<br>4 lbs/day (Grading) | N/A |
| *Phase 3 (2026)* | | |
| $NO_X$ | 248 lbs/day (Site Preparation)<br>266 lbs/day (Grading) | N/A |
| CO | 1,796 lbs/day (Site Preparation)<br>1,961 lbs/day (Grading) | N/A |
| $PM_{10}$ | 11 lbs/day (Site Preparation)<br>12 lbs/day (Grading) | N/A |
| $PM_{2.5}$ | 7 lbs/day (Site Preparation)<br>7 lbs/day (Grading) | N/A |

### *Localized Construction-Source Emissions*

**Tables 4.2-12** identifies the localized impacts at the nearest off-site receptor (R7) location in the vicinity of the project area. Without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions for NOX, CO or PM2.5, but would exceed PM10 emissions by 0.28 pounds per day during Phase 1 of construction. The applicable LST for PM10 is 11 pounds per day and the estimated emissions are 11.28 pounds per day. Of the total amount of 11.28 pounds per day potentially emitted during Phase 1 of construction, approximately 8.49 pounds (75%) are attributed to

fugitive dust generated from ground disturbance, while the remaining 2.79 (25%) pounds correspond to particulate matter generated by off-road construction equipment. Phase 2 and Phase 3 construction would involve relatively smaller disturbance areas not resulting in exceedances for this criteria pollutant. The PM10 exceedance during Phase 1 represents a potentially significant impact that requires mitigation.

**Table 4.2-12 Localized Significance Summary of Construction without Mitigation**

| **On-Site Site Preparation Emissions** | **Emissions (lbs/day)** | | | |
|---|---|---|---|---|
| | **$NO_X$** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| *Phase 1 (2021)* | | | | |
| **Maximum Daily Emissions** | 63.79 | 22.39 | 11.28 | 6.59 |
| SCAQMD Localized Threshold | 248 | 1,796 | 11 | 7 |
| **Threshold Exceeded?** | **NO** | **NO** | **YES** | **NO** |
| *Phase 2 (2023)* | | | | |
| **Maximum Daily Emissions** | 11.25 | 4.03 | 0.81 | 0.41 |
| SCAQMD Localized Threshold | 132 | 878 | 4 | 3 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |
| *Phase 3 (2026)* | | | | |
| **Maximum Daily Emissions** | 41.82 | 18.27 | 10.25 | 5.64 |
| SCAQMD Localized Threshold | 248 | 1,796 | 11 | 7 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |
| **On-Site Grading Emissions** | **Emissions (lbs/day)** | | | |
| | **$NO_X$** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| *Phase 1 (2021)* | | | | |
| **Maximum Daily Emissions** | 60.88 | 32.40 | 6.48 | 3.74 |
| SCAQMD Localized Threshold | 266 | 1,961 | 12 | 7 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |
| *Phase 2 (2023)* | | | | |
| **Maximum Daily Emissions** | 23.58 | 11.86 | 3.99 | 2.31 |
| SCAQMD Localized Threshold | 162 | 1,089 | 6 | 4 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |
| *Phase 3 (2026)* | | | | |
| **Maximum Daily Emissions** | 38.95 | 27.64 | 5.57 | 2.91 |
| SCAQMD Localized Threshold | 266 | 1,961 | 12 | 7 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |

**Table 4.2-13** describes the localized impacts at receptor location R7 after the implementation of **Mitigation Measure AQ-2**. **MM AQ-2** requires that for construction equipment greater than 150

horsepower (>150 HP), off-road diesel construction equipment must comply with EPA/CARB Tier 3 emissions standards and that all construction equipment must be tuned and maintained in accordance with the manufacturer's specifications. This mitigation measure will be effective at lowering the daily PM10 emissions from 11.28 pounds per day to 9.52 pounds per day, solely through the reduction in diesel particulate matter attained from the use of engines meeting the Tier 3 emissions standards. With implementation of **MM AQ-2**, construction emissions would not exceed the applicable SCAQMD LSTs for any criteria pollutant, and impacts would be reduced to less than significant levels.

**Table 4.2-13 Localized Significance Summary of Construction with Mitigation**

| On-Site Site Preparation Emissions | Emissions (lbs/day) | | | |
|---|---|---|---|---|
| | **$NO_X$** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| *Phase 1 (2021)* | | | | |
| **Maximum Daily Emissions** | 27.05 | 30.31 | 9.52 | 5.06 |
| SCAQMD Localized Threshold | 248 | 1,796 | 11 | 7 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |
| *Phase 2 (2023)* | | | | |
| **Maximum Daily Emissions** | 6.86 | 7.68 | 0.67 | 0.30 |
| SCAQMD Localized Threshold | 132 | 878 | 4 | 3 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |
| *Phase 3 (2026)* | | | | |
| **Maximum Daily Emissions** | 27.01 | 30.27 | 9.52 | 5.05 |
| SCAQMD Localized Threshold | 248 | 1,796 | 11 | 7 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |
| **On-Site Grading Emissions** | **Emissions (lbs/day)** | | | |
| | **$NO_X$** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| *Phase 1 (2021)* | | | | |
| **Maximum Daily Emissions** | 33.97 | 40.40 | 5.35 | 2.81 |
| SCAQMD Localized Threshold | 266 | 1,961 | 12 | 7 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |
| *Phase 2 (2023)* | | | | |
| **Maximum Daily Emissions** | 14.28 | 16.53 | 3.55 | 1.94 |
| SCAQMD Localized Threshold | 162 | 1,089 | 6 | 4 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |
| *Phase 3 (2026)* | | | | |
| **Maximum Daily Emissions** | 33.95 | 40.38 | 5.34 | 2.81 |
| SCAQMD Localized Threshold | 266 | 1,961 | 12 | 7 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |

To evaluate the potential impacts of Phase 2 and Phase 3 grading on on-site sensitive receptors, such as Phase 1 and Phase 2 dwelling units that become occupied, the mitigated emissions from those construction activities were compared against the lowest localized emission thresholds for the closest distance interval available in the SCAQMD Look-Up Tables for the Coachella Valley. **Table 4.2-14** below provides the mitigated emissions resulting from Phase 2 and Phase 3 grading activities. The applicable construction-source mitigation measures are **MM AQ-1** aimed at preventing paving activity from overlapping with architectural coating activities and **MM AQ-2** aimed at ensuring that equipment greater than 150 horsepower complies with EPA/CARB Tier 3 emissions standards and to ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Without mitigation, Phase 2 and Phase 3 construction activities would result in LST emissions exceedances constituting a potential impact. After **MM AQ-1** and **MM AQ-2** mitigation, these emissions would be reduced to less than significant.

**Table 4.2-14 Localized Significance Summary of Phase 2 and Phase 3 Construction with Mitigation**

| On-Site Grading Emissions | Emissions (lbs/day) | | | |
|---|---|---|---|---|
| | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ |
| *Phase 2 (2023)* | | | | |
| **Maximum Daily Emissions** | 14.28 | 16.53 | 3.55 | 1.94 |
| SCAQMD Localized Threshold | 132 | 878 | 4 | 3 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |
| *Phase 3 (2026)* | | | | |
| **Maximum Daily Emissions** | 33.95 | 40.38 | 5.34 | 2.81 |
| SCAQMD Localized Threshold | 132 | 878 | 4 | 3 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |

### *Operational-Source Emissions LST Analysis*

The project is proposed to consist of a wave pool, a 150-key hotel, 104 attached resort residential DUs, associated resort commercial development, 496 detached DUs, 60,000 sf of retail. 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 idling at the site (e.g., transfer facilities and warehouse buildings). The proposed project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed.

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 applicable 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?*

Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

Considering that the project does not include any of the above-noted facilities or operations, the low density residential, open space recreational, tourist commercial, wave basin, and general commercial uses associated with the project are not expected to operate in a manner resulting in other emissions leading to objectionable odors. 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) associated with the proposed project's (long-term operational) uses. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operations would be less than significant.

## 4.2.5 Cumulative Impacts

As previously discussed, the Coachella Valley region is designated as nonattainment for Ozone and PM10. 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 clearly 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."*

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the SSAB 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-source air pollutant emissions would not result in exceedances of regional thresholds after implementation of mitigation. Therefore, project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

### *Operational Impacts*

The project-specific evaluation of emissions presented in the preceding analysis demonstrates that project operational-source air pollutant emissions would not result in exceedances of regional thresholds after implementation of mitigation. Therefore, project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

## 4.2.6 Mitigation Measures

### *Construction-Source Mitigation Measures*

**AQ-1:** During Phase 1 of construction, the paving installation activity shall not overlap with the architectural coating (building painting) activity. That prohibition shall be included on all building plans.

**AQ-2:** For equipment greater than 150 horsepower (>150 HP), off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB)

Tier 3 emissions standards shall be required, and all construction equipment shall be tuned and maintained in accordance with the manufacturer's specifications.

### *Operational-Source Mitigation Measures*

**AQ-3:** The project will require the use of low VOC paints for re-painting and maintenance of exterior structures consistent with SCAQMD Rule 1113(not to exceed 50 grams per liter VOCs for interior and exterior building envelope re-painting). Under federal and state law, SCAQMD is under a legal obligation to enforce air pollution regulations. These regulations are primarily meant to ensure that the surrounding (or ambient) air meets federal and state air quality standards. The South Coast AQMD also has broad authority to regulate toxic and hazardous air emissions, and these regulations are enforced in the same manner as those which pertain to the ambient air quality standards.

### *Standard Regulatory Requirements/Best Available Control Measures*

Measures listed below (or equivalent language) shall appear on all project grading plans, construction specifications and bid documents, and the City shall ensure such language is incorporated prior to issuance of any development permits. South Coast Air Quality Management District (SCAQMD) Rules that are currently applicable during construction activity for this project include but are not limited to Rule 403 (Fugitive Dust) (2) and Rule 1113 (Architectural Coatings). It should be noted that these Best Available Control Measures (BACMs) are standard regulatory requirements.

**BACM AQ-1**: The contractor shall adhere to applicable measures contained in Table 1 of Rule 403 including, but not limited to:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.

**BACM AQ-2**: The following measures shall be incorporated into project plans and specifications as implementation of SCAQMD Rule 1113 (3):

- Only "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter (g/L) of VOC) consistent with SCAQMD Rule 1113 shall be used.

**BACM AQ-3**: The project is required to comply with SCAQMD Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development.

### 4.2.7 Level of Significance After Mitigation

With implementation of the Project Design Features, mitigation measures, and best available control methods, the proposed project is anticipated to have a less than significant impacts.

### 4.2.8 Resources

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. *Coral Mountain Specific Plan Air Quality Impact Analysis* (AQIA), prepared by Urban Crossroads on November 12, 2020 and revised on March 1, 2021
5. Draft Coachella Valley Extreme Plan for 1997 8-Hour Ozone Standard, by SCAQMD, September 2020.
6. Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP), by SCAQMD, August 2003
7. Final 2016 Air Quality Management Plan (AQMP), by South Coast Air Quality Management District (SCAQMD), March 2017

# 4.3 Biological Resources

## 4.3.1 Introduction

Descriptions and analysis in this section are based on information contained in the *Biological Resources Assessment and CVMSHCP Consistency Analysis* prepared by LSA Associates, Inc. (LSA; May 2021), *Focused Bat Survey Report* prepared by LSA (May 2021), the *City of La Quinta General Plan*, and the *Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan*. This section discusses the biological resources that may be present on the project site or in the vicinity and assesses impacts on these resources from the development associated with implementation of the Coral Mountain Resort project ("project"). The *Biological Resources Assessment and CVMSHCP Consistency Analysis* ("biological report"), and the *Focused Bat Survey Report* are included in the Appendices of this Draft EIR as **Appendix D.1** and **D.2**. Please consult **Section 9.0** for a glossary of terms, definitions, and acronyms used in this Draft EIR.

## 4.3.3 Existing Conditions

### Physical Conditions

The project site is south of Avenue 58 and west of Madison Street in the City of La Quinta. Surrounding land uses include residential development to the north and east, vacant land to the west, and CVWD water recharge ponds to the south.

#### *Topography and Soils*

Within the project boundaries, the project site is relatively flat within elevations ranging from approximately 72 feet below mean sea level to 65 feet above mean sea level. The tallest peak of Coral Mountain, west of the project, is approximately 400 feet above mean sea level.

According to the project specific biological report, a mosaic of soils occurs in the project area and are mapped by the Soil Conservation Service as:

- CdC: Carsitas gravelly sand, 0 to 9 percent slopes;
- CpA: Coachella fine sand, 0 to 2 percent slopes;
- CsA: Coachella fine sand, 0 to 2 percent slopes;
- GaB: Gilman loamy fine sand; 0 to 5 percent slopes;
- GbA: Gilman fine sandy loam, 0 to 2 percent slopes;
- Ip: Indio fine sandy loam;
- Ir: Indio fine sandy loam, wet;
- Is: Indio very fine sandy loam;

- It: Indio very fine sandy loam, wet;
- MaB: Myoma fine sand, 0 to 5 percent slopes; and
- RO: Rock outcrop.

### *Vegetation*

Vegetation within the project site is best described as Desert Saltbush scrub, Tamarisk scrub, and Mesquite Hummock (CVMSHCP 2007). Land is disturbed in the southern and northeast portions of the project site and a stand of blue palo verde is present in the eastern portion of the study area. Dominant species include fourwind saltbush, bush seepweed, athel, and common Mediterranean grass (*Schismus barbatus*). The majority of the project site was previously agricultural land. As a result, the Desert Saltbush scrub is fairly disturbed throughout the site.

### *Wildlife*

Common wildlife species observed within the project site during the field surveys include common raven, mourning dove, and greater roadrunner. Special status animal species observed within the boundary of the project site include pallid bat, western yellow bat, western mastiff bat, and pocketed free-tailed bat.

### *Jurisdictional Waters*

There are no natural springs or water sources on or near the project site. There are no jurisdictional waters, lakes, rivers, or streambeds onsite. The project property does not contain, nor is it adjacent to, federally protected wetlands, marshes, or other drainage features. No blue-line stream corridors (streams or dry washes) occur in the project area.

## 4.3.3 Regulatory Setting

Federal, state, and local regulations pertaining to the biological resources are discussed below.

### Federal

### *Endangered Species Act*

The Endangered Species Act (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) (USFWS 2020).

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 of 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.

### *Habitat Conservation Plans*

Habitat Conservation Plans (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 an 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 (USFWS 2020).

### *The Federal Migratory Bird Act*

The Migratory Bird Treaty Act of 1918 (MBTA) governs the obligation of the United States under international treaties and conventions for the protection of migratory birds. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts and nests. The MBTA prohibits the take, possession, import, export, transport, selling, purchase, barter, or offering for sale, purchase or barter, any migratory birds, their eggs, parts, and nests, except as authorized under a valid permit by the Department of Interior U.S. Fish and Wildlife Service.

### *Clean Water Act*

The Clean Water Act (CWA) was established in 1972 as the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. 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 a pipe or man-made ditch, 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.

## 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. The California Department of Fish and Wildlife (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 a 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.

### *California Fish and Game Code*

Under Sections 3503, 3503.5, and 3511 of the Californian 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. Section 4150 of the California Fish and Game Code prohibits take or possession of all nongame mammals or parts thereof. Any activities resulting in bat mortality (e.g., the destruction of an occupied bat roost that results in the death of bats), disturbance that causes the loss of a maternity colony of bats (resulting in the death of young), or various modes of nonlethal pursuit or capture may be considered "take" as defined in Section 86 of the California Fish and Game Code.

### *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.

## Regional and Local

### *Coachella Valley Multiple Species Habitat Conservation Plan*

The Coachella Valley Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (CVMSHCP) is a regional multi-agency conservation plan that provides for the long-term conservation of ecological diversity in the Coachella Valley region of Riverside County. Significant progress has been made in plan implementation since state and federal permits were issued in September and October

2008. The term of all HCP permits is 75 years, which is the length of time required to fully fund implementation of the CVMSHCP.

The CVMSHCP includes an area of approximately 1.1 million acres in the Coachella Valley region within Riverside County. A major amendment to the Plan, completed in 2016, added 770 acres to the Plan's Conservation Areas. The plan area boundaries were established to incorporate the watersheds of the Coachella Valley within the jurisdictional boundaries of CVAG and within Riverside County. Indian Reservation Lands are not included in the CVMSHCP although coordination and collaboration with tribal governments has been ongoing.

The Coachella Valley Conservation Commission (CVCC) is the agency responsible for CVMSHCP implementation. The CVCC is comprised of elected representatives of the Local Permittees including Riverside County, the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage, the Coachella Valley Water District, Mission Springs Water District, and the Imperial Irrigation District. The Riverside County Flood Control and Water Conservation District (County Flood Control), Riverside County Regional Park and Open Space District (County Parks), and Riverside County Waste Resources Management District (County Waste) are also Local Permittees.

Other Permittees include three state agencies, the California Department of Parks and Recreation (State Parks), the Coachella Valley Mountains Conservancy (CVMC), and the California Department of Transportation (CalTrans). A major amendment to include the City of Desert Hot Springs and Mission Springs Water District as Permittees was approved by the CVCC in March 2014 and all local Permittees approved the Major Amendment in 2014. The US Fish and Wildlife Service (USFWS) approved the Major Amendment in December 2015. The final approval of the Major Amendment by California Department of Fish and Wildlife (CDFW) was in August 2016. The CVMSHCP involves the establishment of an MSHCP Reserve System to ensure the conservation of the covered species and conserved natural communities in perpetuity. The existing conservation lands managed by local, state, or federal agencies, or non-profit conservation organizations form the backbone of the MSHCP Reserve System (CVMSHCP Annual Report 2019).

## 4.3.3 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

Methods used for the Biological Resources Assessment (referred to as "biology report" herein), included a literature review and a field survey. The biology report has been prepared in compliance with the California Environmental Quality Act (CEQA), the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), and the Federal and California Endangered Species Acts.

### *Field Surveys*

### *General Biological Surveys*

LSA biologists conducted a general field survey within the project site on September 11, 2019. Weather conditions consisted of clear skies, temperatures ranging from 73 to 91 degrees Fahrenheit, and winds ranging from 3 to 5 miles per hour. Additionally, a follow up general biological field survey was conducted on April 28, 2021. Weather conditions consisted of clear skies, temperatures ranging from 58 to 89 degrees Fahrenheit, and winds ranging from 3 to 5 miles per hour. The entire project site was surveyed on foot. Notes were taken on general site conditions, vegetation, and suitability of habitat for various special-interest elements. All plant and animal species observed or otherwise detected during the survey were noted and listed in the appendices of the biology report.

### *Focused Bat Surveys*

LSA biologists, including a bat specialist, performed focused bat surveys within the project site. These focused bat surveys comprised two parts. The first part consisted of a daytime bat roosting habitat

assessment conducted on November 13 and 14, 2020. During this assessment, potential bat roosting sites (e.g., trees, rock outcrops, and buildings) within the project site were visited on foot and examined for features such as crevices or recessed spaces that may be suitable for use as day- and/or night-roosting habitat. Suitable features were inspected for the presence of bats or any bat sign (e.g., guano, urine staining, or vocalizations) indicating current or past use of an area by roosting bats. The second component consisted of nighttime acoustic and emergence surveys conducted on April 27 and 29, 2021, at locations that were identified as containing suitable maternity-roosting habitat during the habitat assessment. Although there are no official protocols for bat surveys in California, all surveys followed unofficial standard protocols applicable to the site conditions. Each nighttime acoustic and emergence survey was initiated approximately 20 minutes before sunset and continued until one full hour after sunset to determine whether a given roost feature was used by bats for roosting. All nighttime surveys were performed under warm weather conditions appropriate for the season, winds were below 5 miles per hour, and there was no risen moon. All bat species observed or otherwise detected within the project site during the surveys are discussed in the focused bat survey report (**Appendix D.2**).

### *Literature Review*

A literature review was conducted to assist in determining the existence or potential occurrence of special-interest plant and animal species within the project site in the project vicinity. A records search of the California Department of Fish and Wildlife (CDFW) Natural Diversity Database (NDDB) *Rarefind 5* (2019), and California Native Plant Society's Online Inventory of Rare and Endangered Plants (California Native Plant Society [CNPS] v7-18) for the La Quinta, Indio, Martinez Mountain, and Valerie, California USGS 7.5-minute quadrangles was conducted on August 16, 2019. A review of the Final Recirculated CVMSHCP (CVAG 2016) was also conducted in order to determine CVMSHCP consistency and conservation measures that apply to the proposed project, and to reference vegetation types within the project site. Geographic Information System (GIS) software was used to map the project location, habitat types, land uses, etc.

### *Special-Status Species*

Legal protection for special-interest species varies widely, from the comprehensive protection extended to listed threatened/endangered species, to no legal interest at present. The CDFW, U.S. Fish and Wildlife Service (USFWS), local agencies, and special-interest groups, such as the CNPS, publish watch lists of declining species. Species on watch lists can be included as part of the special-interest species assessment. The special-interest species analysis revealed 49 special-interest species with the potential to occur within the limits of the project site. These are listed below ("*Special-Status Species Summary"*).

### *Threatened/Endangered Species*

The following seven federally/State listed species were identified as having the potential to be present in the project vicinity according to State databases:

- Coachella Valley milkvetch (*Astragalus lentiginosus* var. *coachellae*): Federally listed as Endangered and CVMSHCP covered species;
- Triple-ribbed milkvetch (*Astragalus tricarinatus*): Federally listed as Endangered and CVMSHCP covered species;
- Casey's June beetle (*Dinacoma caseyi*): Federally listed as Endangered;
- Desert pupfish (*Cyprinodon macularius*): Federally and State-listed as Endangered and CVMSHCP covered species;
- Desert slender salamander (*Batrachoseps major aridus*): Federally and State-listed as Endangered;
- Coachella Valley fringe-toed lizard (*Uma inornate*): Federally listed as Threatened, State-listed as Endangered, and CVMSHCP covered species; and
- Peninsular bighorn sheep (*Ovis Canadensis nelsonii*) (peninsular Distinct Population Segment): Federally listed as Endangered, State-listed as Threatened, California Fully Protected Species, and CVMSHCP covered species.

Habitat within the project site was considered unsuitable for six of the seven species identified, and none of these species were found to be present on-site. These species include the Triple-ribbed milkvetch, Casey's June beetle, Desert pupfish, Desert slender salamander, Coachella Valley fringe-toed lizard, and the Peninsular bighorn sheep. Marginally suitable habitat for Coachella Valley milkvetch was found to be present within the project site.

### *Non-Listed Special-Interest Species*

Of the 42 other non-listed special-interest species identified and discussed in the biology report, 18 species are considered absent based on their lack of suitable habitat, seven species are considered to have a low probability of occurrence, seven species are considered to have a moderate probability of occurrence, and five species are considered to have a high probability of occurrence. Five species were detected within the project site. The following non-listed special-interest species have a moderate to high probability to occur, or were observed within the project site:

- Slender cottonheads (*Nemacaulis denudate var gracilis*);
- Flat-tailed horned lizard (*Phryosoma macalli*);
- Burrowing owl (*Athene cunicularia*);
- Ferruginous hawk (*Buteo regalis*);
- Prairie falcon (*Falco mexicanus*);
- Black-tailed gnatcatcher (*Polioptila melanura*);
- Le Conte's thrasher (*Toxostoma lecontei*);
- California leaf-nosed bat (*Macrotus californicus*);
- Western yellow bat (*Lasiurus xanthinus*);
- Yuma myotis (*Myotis yumanensis*);

- Pallid bat (*Antrozous pallidus*);
- Western mastiff bat (*Eumops perotis*);
- Pocketed free-tailed bat (*Nyctinomops femorosaccus*);
- Big free-tailed bat (*Nyctinomops macrotis*);
- Pallid San Diego pocket mouse (*Chaetodipus fallaz pallidus*); and
- Palm Springs round-tailed ground squirrel (*Xerospermophilus terecicaudus chlorus*).

Nesting bird species, including special-interest species identified below ("*Special-Status Species Summary"*), with potential to occur are protected by California Fish and Game Code Sections 3503, 3503.5, and 3800, and by the MBTA. These laws regulate the take, possession, or destruction of the nest or eggs of any migratory bird or bird of prey. However, the USFWS has recently determined that the MBTA should apply only to "… affirmative actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs" and will not be applied to incidental take of migratory birds pursuant to otherwise lawful activities.

## *Special-Status Species Summary*

### *Plants*

**Chaparral sand-verbena (*Abronia villosa* var*. aurita*):** This species is found in sandy areas (generally flats and benches along washes) in chaparral and coastal sage scrub, and improbably in desert dunes or other sandy areas, below 1,600 meters (5,300 feet) elevation. This species is absent due to the absence of suitable habitat in the project site.

**Coachella Valley milk-vetch (*Astragalus lentiginosus* var *coachellae*)**: This species is found in sandy areas, typically in coarse sands in active sand fields, adjacent to dunes, along roadsides in dune areas, or along the margins of sandy washes, in Sonoran Desert scrub at 60 to 655 meters (200 to 2,150 feet) elevation. Although some coarse sand areas are present within the project site, the probability of occurrence of this species onsite is low because direct observation of the species or its sign in the project site or immediate vicinity did not occur during previous biological studies; the species was not sighted by other qualified observers; the species was not reported by the NDDB, published by the CDFW; and the presence or location information for the species was not provided by private groups.

**Lancaster milk-vetch (*Astragalus preussii* var*. laxiflorus*)**: This species is found in alkaline clay flats, gravelly or sandy washes, and along draws in gullied badlands, in chenopod scrub below about 700 meters (2,300 feet) elevation. This species is not present at the site, due to the absence of suitable habitat.

**Triple-ribbed milk-vetch (*Astragalus tricarinatus*):** This species habitat occurs in metamorphic rock outcrops weathering into gravelly soil in semi-desert chaparral, or (probably as waifs) at the edges of boulder-strewn desert washes and adjacent slopes in rocky incised canyons in Joshua tree woodland and

Sonoran Desert scrub; known from the west edge of the desert at 450 to 1,200 metes (1,500 to 3,900 feet) elevation. This species is not present at the site, due to the absence of suitable habitat.

**California ayenia (*Ayenica compacta*):** This species occurs in rocky canyons and sandy gravelly washes from 150 to 1,095 meters (500 to 3,600 feet) elevation in desert scrub. This species is not present at the site, due to the absence of suitable habitat.

**Little-leaf elephant tree (*Bursera microphylla*):** This species occurs in the rocky slopes and washes in Sonoran Desert scrub at 200 to 700 meters (600 to 2,300 feet) elevation. This species is not present at the site, due to the absence of suitable habitat.

**Glandular ditaxis (*Ditaxis claryana*):** This species occurs in sandy soils in creosote bush scrub of the Sonoran and Mojave deserts at 0 to 465 meters (0 to 1,500 feet) elevation. There is a low probability for this species to occur at the project site, because although sandy soils are present in some areas of the project site, direct observation of the species or its sign in the project site or immediate vicinity did not occur during previous biological studies; the species was not sighted by other qualified observers; the species was not reported by the NDDB, published by the CDFW; and the presence or location information for the species was not provided by private groups.

**California ditaxis (*Ditaxis serrata* var *californica*):** This species occurs in sandy washes and alluvial fans in Sonoran desert scrub at 30 to 1,000 meters (100 to 3,300 feet) elevation. This species is not present at the site due to the absence of suitable habitat.

**Harwood's eriastrum (*Eriastrum harwoodii*):** This species occurs desert dunes, 125 to 915 meters (410 to 3,002 feet) elevation. This species is not present at the site due to the absence of suitable habitat.

**Santa Rosa Mountain leptosiphon (*Leptosiphon floribundus ssp. hallii*):** This species occurs in Sonoran desert scrub in desert canyons at 900 to 1,280 meters (2,950 to 4,190 feet) elevation. This species is not present at the site due to the absence of suitable habitat.

**California marina (*Marina orcuttii* var *orcuttii*):** This species occurs in rocky soils and gravelly hillsides in pinyon and juniper woodlands, Sonoran desert scrub, and chaparral at 1,050 to 1,160 meters (3,400 to 3,800 feet) elevation. This species is not present at the site due to the absence of suitable habitat.

**Spear-leaf matelea (*Matelea parvifolia*):** This species occurs in rocky ledges and species in Mojavean and Sonoran desert scrub at 430 to 1,095 meters (1,400 to 3,600 feet) elevation. This species is not present at the site due to the absence of suitable habitat.

**Slender cottonheads (*Nemacaulis denudata* var *gracilis*):** This species occurs in coastal or desert dunes, sandy mesquite hummocks, or similar sandy sites at -50 to 400 (560) meters (-160 to 1,3000 [1,800] feet) elevation. Blooms mostly late March to mid-May (annual herb). This species has a moderate probability to occur at the project site due to the presence of sandy mesquite hummocks.

**Slender-stem bean (*Phaseolus filiformis*):** This species is present in annual or perennial vine in Sonoran desert scrub found in gravelly washes bordered by Creosote bush-dominated rocky slopes; 125 meters (410 feet) elevation. This species is not present at the site due to the absence of suitable habitat.

**Deep Canyon snapdragon (*Pseudorontium cyathiferum*):** This species occurs in rocky sites in Sonoran desert scrub at 0 to 800 meters (0 to 2,600 feet) elevation. This species is not present at the site due to the absence of suitable habitat.

**Desert spike-moss (*Selaginella eremophila*):** This species occurs in shaded sites in gravelly soils and among rocks or in crevices from 200 to 900 (2,425?) meters (700 to 3,000 [8,00?] feet) elevation in Sonoran desert scrub. This species is not present at the site due to the absence of suitable habitat.

**Coves's cassia (*Senna covesii*):** This species occurs in dry, sandy desert washes and slopes in Sonoran desert scrub at 200 to 1,070 meters (700 to 3,50 feet) elevation. This species is not present at the site due to the absence of suitable habitat.

**Purple stemodia (*Stemodia durantifolia*)**: This species occurs in Sonoran desert scrub, mostly in mesic sandy areas, at 180 to 300 meters (600 to 1,000 feet) elevation. This species is not present at the site due to the absence of suitable habitat.

**Sonoran maiden fern (*Thelypteris puberula* var *sonorensis*):** This species occurs in seeps and along streams in meadows at 50 to 610 meters (170 to 2,000 feet) elevation. This species is not present at the site due to the absence of suitable habitat.

**Mecca aster (*Xylorhiza cognata*):** This species occurs in steep slopes of arid canyons in sandstone and clay in Sonoran desert scrub at 20 to 400 meters (70 to 1,3000 feet elevation). This species is not present at the site due to the absence of suitable habitat.

*Invertebrates*

**Casey's June beetle (*Dinacoma caseyi*):** This species occurs in areas associated with alluvial sediments, typically in Carsitas gravelly sand (CdC), riverwash, or possibly Carsitas cobbly sand (ChC) of broad, gently sloping alluvial fans at the base of the Santa Rosa Mountains. Known distribution is an area of less than 324 hectares (800 acres) in southern Palm Springs within the Palm Canyon alluvial floodplain and eastward to East Palm Canyon Drive. The project site is outside of the species' known geographic range.

**Coachella giant sand treader cricket (*Macrobaenetes valgum*):** This species occurs in wind-swept sand dune ridges, spring-dampened sandy areas. This species is not present at the site due to the absence of suitable habitat.

**Cheeseweed moth lacewing (*Oliarces clara*):** This species is located in areas associated with creosote bush in desert scrub. Although creosote bush is present within the project area, there is a low probability of occurrence because direct observation of the species or its sign in the project site or immediate vicinity did not occur during previous biological studies; the species was not sighted by other qualified observers;

the species was not reported by the NDDB, published by the CDFW; and the presence or location information for the species was not provided by private groups.

*Fish*

**Desert pupfish (*Cyprinodon macularius*):** This species occurs in desert backwater areas, springs, streams, and pools. This species is not present at the site due to the absence of suitable habitat.

*Amphibians*

**Desert slender salamander (*Batrachoseps major aridus*):** This species inhabits steep-walled desert canyons with permanent water seeping from fractured bedrock. This species is not present at the site due to the absence of suitable habitat.

*Reptiles*

**Flat-tailed horned lizard (*Phrynosoma mcalli*):** This species occurs in fine sand in desert washes and flats with vegetative cover and ants, generally below 180 meters (600 feet) elevation. This species has a moderate probability to occur at the project site since fine sand in flats with vegetative cover is present.

**Coachella Valley fringe-toed lizard (*Uma inornata*):** This species occurs in fine, loose, windblown sand (dunes), interspersed with hardpan and widely spaced desert shrubs. This species is not present at the site due to the absence of suitable habitat.

*Birds*

**Burrowing owl (*Athene cunicularia*):** This species occurs in open country in much of North and South America. Burrowing owls usually occupies ground squirrel burrows in open, dry grasslands, agricultural and range lands, railroad rights-of-way, and margins of highways, golf courses, and airports. This species often utilizes man-made structures, such as earthen berms, cement culverts, cement, asphalt, rock, or wood debris piles. The project site provides suitable habitat for the species, therefore, there is a high probability of occurrence of burrowing owls at the site.

**Ferruginous hawk (*Buteo regalis*)** (wintering): This species forages in open fields, grasslands in agricultural areas, sagebrush flats, desert scrub, fringes of pinyon-juniper habitats, and other open country in western North America. There is a moderate probability for this species to occur at the project site due to the presence of suitable foraging habitat.

**Prairie falcon (*Falco mexicanus*)** (nesting): This species occurs in open country in much of North America. This species nests in cliffs or rocky outcrops; forages in open arid valleys and agricultural fields. There is a moderate probability for this species to occur at the project site due to the presence of suitable foraging habitat.

**Black-tailed gnatcatcher (*Polioptila melanura*):** This species nests in wooded desert wash habitat containing mesquite, palo verde, ironwood, and acacia. They may also occur in areas with salt cedar, especially when adjacent to native wooded desert wash habitat, and in desert scrub in winter. There is a high probability for this species to occur at the project site due to the presence of suitable nesting habitat.

**Vermilion flycatcher (*Pyrocephalus rubinus*)** (nesting): This species is a rare, local, year-long resident along the Colorado River, especially in vicinity of Blythe, Riverside County. They are a sporadic breeder in desert oases west and north to Morongo Valley and the Mojave Narrows, San Bernardino County. Formerly bred in coastal San Diego County. Nesters inhabit cottonwood, willow, mesquite, and other vegetation in desert riparian habitat adjacent to irrigated fields, irrigation ditches, pastures, and other open, mesic areas. This species is not present at the site due to the absence of suitable habitat.

**Crissal thrasher (*Toxostoma crissale*):** This species occurs in dense thickets of shrubs or low trees in desert riparian and desert wash habitats. This species is not present at the site due to the absence of suitable habitat.

**Le Conte's thrasher (*Toxostoma lecontei*):** This species inhabits sparsely vegetated desert flats, dunes, alluvial fans, or gently rolling hills having a high proportion of saltbush (Atriplex spp.) or cholla (Cylindropuntia spp.), often occurring along small washes or sand dunes. It prefers dense thorny shrubs (most often saltbush or cholla) for nesting. This species, although uncommon, is a local resident in low desert scrub throughout most of the Mojave Desert, extending up into the southwestern corner of the San Joaquin Valley. The breeding range in California extends from these areas into eastern Mojave, north into the Owens Valley and south into the lower Colorado Desert and eastern Mojave. Only the San Joaquin Valley population of this species is considered a Bureau of Land Management Sensitive Species or California Species of Concern. There is a moderate probability for this species to occur at the project site due to the presence of suitable habitat.

### *Mammals*

**California leaf-nosed bat (*Macrotus californicus*):** This species day roosts primarily in caves and mines, and foraging habitat is predominantly in desert washes containing palo verde, ironwood or smoke trees. Suitable caves for day roosting are present in the rock outcrops associated with Coral Mountain within the project site. Known roosts for this species are present in natural caves along the shoreline of Lake Cahuilla in the vicinity, and there is a high probability that this species roosts and/or forages within the project site.

**Western red bat (*Lasiurus blossevillii*):** This species roosts in the foliage of broad-leafed trees or shrubs within streams or fields, in orchards, and occasionally urban areas; commonly roosts in mature cottonwoods and sycamores. Also documented roosting in mature eucalyptus trees and palm trees. Strongly associated with riparian corridors, but has also been documented in desert scrub habitats. There is a low probability that this species occurs in the project site.

**Hoary bat (*Lasiurus cinereus*):** This species roosts in the foliage of coniferous, deciduous, and evergreen trees and shrubs, often at the edge of a clearing. Typically roosts near the ends of branches approximately 3–12 meters above the ground. Suitable large trees present for day roosting, including athel (*Tamarix aphylla*). Unlikely to be present during the summer months. There is a low probability that this species occurs in the project site.

**Western yellow bat (*Lasiurus xanthinus*):** This species is found mostly in desert and desert riparian areas of the southwest U.S., but also expanding its range with the increased usage of native and non-native ornamental palms in landscaping. Individuals typically roost amid dead fronds of palms in desert oases, but have also been documented roosting in cottonwood trees. Forages over many habitats. Suitable roosting habitat is present in native and non-native ornamental palms within and surrounding the project site. This species was detected in the project site during the focused bat surveys.

**Yuma myotis (Myotis yumanensis):** This species roosts in crevices within bridges, buildings, culverts, cliff crevices, caves, mines, and trees, typically near a perennial water source. Also documented roosting in swallows nests. Suitable trees for day roosting present. Crevices in adobe building are also suitable for roosting. May forage over open water in golf courses and water impoundments immediately adjacent to the project site. There is a high probability that this species occurs in the project site.

**Pallid bat (*Antrozous pallidus*):** This species roosts in crevices in rocky outcrops and cliffs, caves, mines, hollows or cavities of large trees, and anthropogenic structures such as bridges and buildings; may also roost near the ground in rock piles. Foraging habitat includes grassland, open scrub, open forest, and gravel roads. Suitable day roosting habitat is present within the project site in large palo verde trees with crevices and cavities as well as in rocky outcrops at Coral Mountain, and suitable foraging habitat is also present. During the focused bat surveys, this species was visually observed emerging from roosts in the rock outcrops, as well as foraging in palo verde stands at the western portion of the study area.

**Western mastiff bat (*Eumops perotis californicus*):** Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.; roots in crevices in vertical cliff faces, high buildings, and tunnels, and travels widely when foraging. Suitable roosting habitat is present in the rock outcrops associated with Coral Mountain, and this species was detected in the project site during the focused bat surveys.

**Pocketed free-tailed bat (*Nyctinomops femorosaccus*):** This species occurs in areas usually associated with cliffs, rock outcrops, or slopes. May roost in buildings (including roof tiles) or caves. Suitable roosting habitat is present in the rock outcrops associated with Coral Mountain, and this species was detected in the project site during the focused bat surveys.

**Big free-tailed bat (*Nyctinomops macrotis*):** This species has a sporadic distribution in California and roosts mainly in crevices in cliffs, although there is some documentation of roosting in buildings, caves, and tree cavities. Found in desert shrub, woodlands, and evergreen forests. Suitable roosting habitat is

present in the rock outcrops associated with Coral Mountain, and this species has a moderate potential of occurring in the project site.

**Pallid San Diego pocket mouse (*Chaetodipus fallax pallidus*):** This species are found in sandy herbaceous areas, usually associated with rocks or coarse gravel in desert wash, desert scrub, desert succulent scrub, pinyon-juniper woodlands, etc. in desert border areas of Southern California into Mexico. There is a moderate probability for this species to occur at the project due to the presence of suitable habitat.

**Palm Springs pocket mouse (*Perognathus longimembris bangsii*):** This species' primary habitat in the Coachella Valley occurs in dunes and mesquite hummocks associated with honey mesquite and, to a lesser extent, dunes and hummocks associated with creosote or other vegetation. Although suitable habitat occurs at the project site, these areas are limited in size and isolated within the project site. Therefore, there is a low probability for this species to occur at the project site.

**American badger (*Taxidea taxus*):** This species' primary habitat requirements seem to be sufficient food and friable soils in relatively open uncultivated ground in grasslands, woodlands, and desert. There is a low probability for this species to occur at the project site because although friable soils are located onsite, direct observation of the species or its sign in the project site or immediate vicinity did not occur during previous biological studies; the species was not sighted by other qualified observers; the species was not reported by the NDDB, published by the CDFW; and the presence or location information for the species was not provided by private groups.

**Peninsular bighorn sheep (*Ovis canadensis nelsonii*)** (peninsula Distinct Population Segment): This species occurs on open desert slopes below 1,220 meters (4,000 feet) elevation from San Gorgonio Pass south into Mexico. Optimal habitats include steep-walled canyons and ridges bisected by rocky or sandy washes, with available water. This species is not present at the site due to the absence of suitable habitat.

## Project Impact

### *a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service*

Seven federally/state listed species were identified as having the potential to occur in the project vicinity. These include the Coachella Valley milkvetch, triple-ribbed milkvetch, Casey's June beetle, desert pupfish, desert slender salamander, Coachella Valley fringe-toed lizard and the Peninsular bighorn sheep. As described above, only one has potential suitable habitat on-site: the coarse sand areas provide a marginally suitable habitat for the Coachella Valley milkvetch (CVMV), which, although not found to be present on-site, is a covered species under the CVMSHCP. The CVMSHCP does not require avoidance and minimization measures for the CVMV. Through participation in the CVMSHCP via payment of

development fees, the project would mitigate for any impacts to the CVMV. The project is considered unsuitable habitat for the other six species.

The project-specific biology report also identified ten non-listed special-interest species that have a moderate to high probability to occur within the project site due to suitable habitat. These include slender cottonheads, flat-tailed horned lizard, burrowing owl, ferruginous hawk, prairie falcon, black-tailed gnatcatcher, Le Conte's thrasher, California leaf-nosed bat, western yellow bat, pallid bat, western mastiff bat, pocketed free-tailed bat, pallid San Diego pocket mouse and the Palm Springs round-tailed ground squirrel. Of these species, western yellow bat, pallid bat, western mastiff bat, and pocketed free-tailed bat were observed during the field surveys.

Due to the disturbed nature of the site, surrounding development, and lack of presence or signs of these species (other than certain bat species identified above), impacts from the project are anticipated to have a less than significant effect on these non-listed special-interest species. Nesting bird species, including the special-interest species described above, are protected by California Fish and Game Code and by the MBTA. Further discussion and mitigation for nesting birds is provided in discussion d), of this Biological Resources section.

The project will be required to make offsite site improvements for electrical power to the site. These improvements would take place within IID's existing substation yard on Avenue 58 and in the right-of-way on Avenue 58 between Andalusia and PGA West. Avenue 58 is a fully paved secondary arterial. The IID substation yard has been heavily disturbed and impacted by development of other substation units, vehicles and maintenance materials. Neither of these areas provide a suitable habitat for any sensitive or special status species.

Therefore, the impact would be less than significant with payment of the CVMSHCP fee.

### *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*

There are no jurisdictional waters regulated pursuant to the Federal Clean Water Act (CWA) by the U.S. Army Corps of Engineers (USACE) or the Regional Water Quality Control Board (RWQCB), and no lakes, rivers, or streambeds regulated pursuant to the California Fish and Game Code by the CDFW are present within the limits of the proposed project. Since significant wash vegetation, riparian vegetation, or other sensitive natural communities (identified in local or regional plans, policies, and regulations, or by the CDFW or US Fish and Wildlife Service) does not occur at the project site, impacts of project development will be less than significant. No jurisdictional waters are located within the existing and developed IID offsite improvement areas. Therefore, the project will have no impacts on jurisdictional waters, lakes, streambeds, or riparian vegetation.

### *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*

The site does not contain, nor is adjacent to, federally protected wetlands, marshes or other drainage features. No blue-line stream corridors (streams or dry washes) are shown on U.S. Geological Survey (USGS) maps for the project site nor are there botanical indicators of such corridors. As a result, implementation of the project would not result in the direct removal, filling or other hydrological interruption to federally protected wetlands. The proposed IID offsite improvement areas are fully developed and are not in or near a protected wetland nor do they contain any blue-line stream corridors. Therefore, the project will have no impacts on federally protected wetlands.

### *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 site*

Movement and habitat fragmentation occurs when a proposed action results in a single, unified habitat area being divided into two or more areas such that the division isolates the two new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or from one habitat type to another. There is no evidence of migratory wildlife corridors or native wildlife nursery sites on the project site or adjacent properties. Since the project property does not lie within a CVMSHCP-designated wildlife corridor and the project site is adjacent to development, the proposed project is not anticipated to have significant impacts related to habitat fragmentation and regional wildlife movement. However, the project site has the vegetation to potentially support nesting birds which are protected by California Fish and Game Code and by the Migratory Bird Treaty Act.

An intensive effort was made to locate the burrowing owl, a species protected under the MBTA, but not functionally covered under the CVMSHCP.

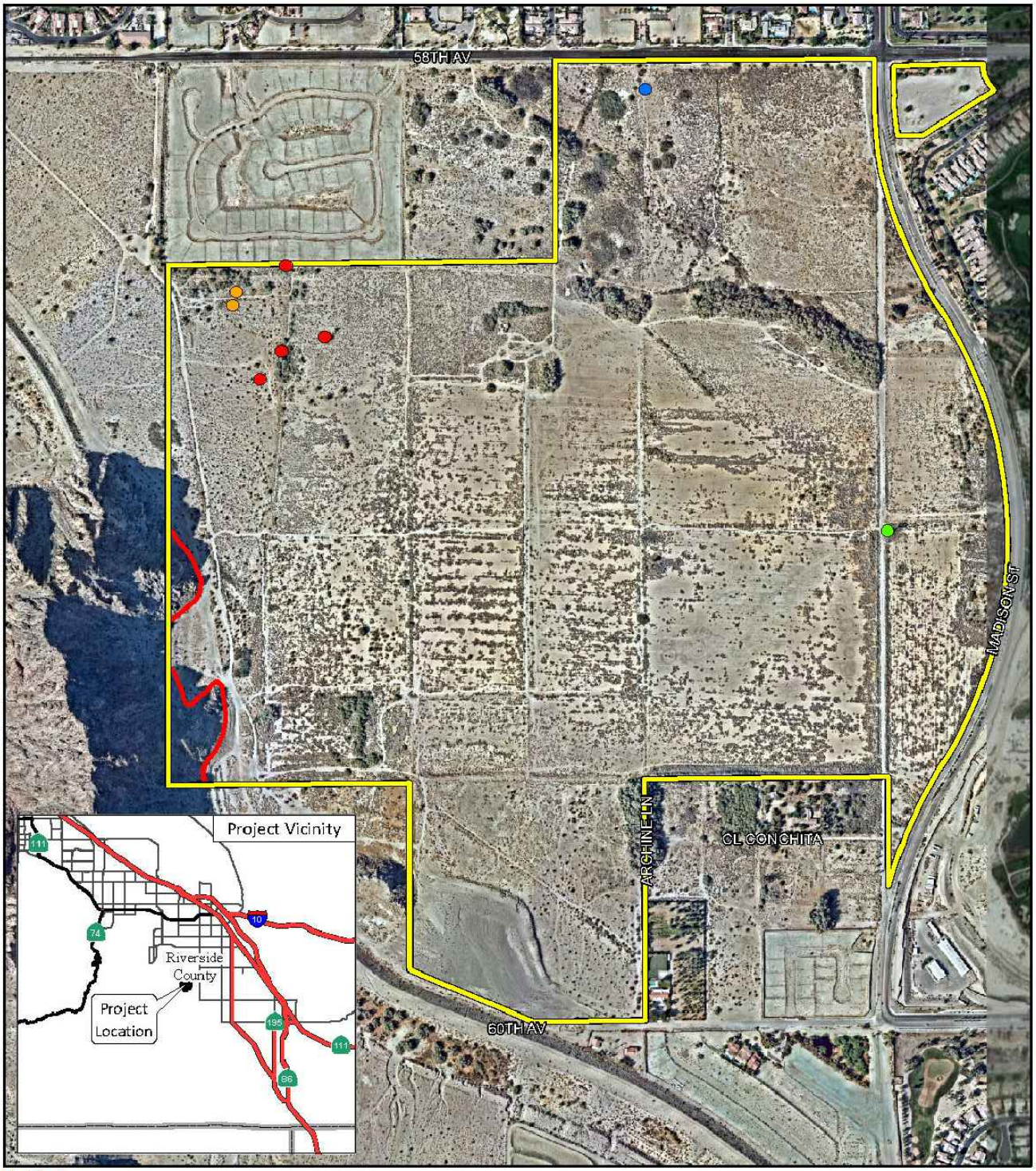
Although burrowing owls were not observed onsite during the field investigation, the site provides suitable habitat for the species and the owls can take up residence on the site at any time. Development of the site while burrowing owls are present would have a potentially significant impact on this species. Therefore, mitigation is required to reduce the impact to less than significant levels. Mitigation in the form of a pre-construction burrowing owl survey (**Mitigation Measure BIO-1**) shall be required using an accepted protocol (as determined by CDFW). Prior to construction, a qualified biologist will survey the construction area to determine presence of the species. Should the species be identified, the biologist shall establish parameters to protect the species consistent with the requirements in place at the time development is proposed. These could include the establishment of buffer areas up to 500-feet outside the project limits for burrows in use by burrowing owl. This mitigation is included as **BIO-1** and would assure impacts are reduced to less than significant levels.

The project site contains suitable roosting and foraging habitat for multiple bat species. Native and non-native ornamental palms on and surrounding the project site could provide suitable roosting habitat for bats, including the western yellow bat. Roosting habitat suitable for use as maternity roosts, which are native wildlife nursery sites, is also present in rock outcrops associated with the portions of Coral Mountain that is situated within and adjacent to the project site. Locations of suitable roosting habitats are illustrated in **Exhibit 4.3-1**. In April 2021, a nighttime acoustic and emergence survey was conducted by LSA as part of a larger focused bat survey effort. The nighttime survey included a combination of acoustic and exit count methods and took place during the early phase of the bat maternity season (March 15–August 31 in the Coachella Valley) to enable detection of maternity-roosting bats. However, not all bat species are fully aggregated in their maternity roost sites in April, when the initial survey was conducted. Therefore, to avoid impacts to all potential bat species which may occur on the site, additional maternity-season surveys will be performed in June 2021 to maximize the probability of detection of maternity roosts for all bat species, as provided in **Mitigation Measure BIO-2.** If maternity roosts are identified within the project area, a significant impact would occur. To reduce these impacts to less than significant levels, **Mitigation Measure BIO-3, BIO-4,** and **BIO-5** are provided below. They require that the biologist coordinate with the California Department of Fish and Wildlife (CDFW) to implement avoidance measures during the bat maternity season in accordance with CDFW's established standards. No construction will occur within a 300-foot buffer of maternity roost sites during the bat maternity season unless concurrence is received from CDFW to reduce that buffer distance based upon the bat species present and the activities occurring. With implementation of **Mitigation Measure BIO-2** through **BIO-5** impacts to roosting bats will be reduced to less than significant levels.

Development of the site while nesting birds are present would have a significant environmental impact. The federal MBTA makes it unlawful to "take" any migratory bird including their nests, eggs, or products. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and many others. As previously stated, burrowing owl, ferruginous hawk, prairie falcon, black-tailed gnatcatcher, and Le Conte's thrasher could occur on the site, and are covered by the MBTA. Therefore, mitigation is required to reduce the impact to nesting birds to less than significant levels. To that end, **Mitigation Measure BIO-6** is provided below. Vegetation removal activities should be conducted outside the general bird nesting season (January 15 through August 31) to ensure compliance with California Fish and Game Code and to avoid potential impacts to nesting birds. Any vegetation removal and/or construction activities that occur during the nesting season will require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction will be delineated, flagged, and avoided until the nesting cycle is complete. This mitigation measure would assure impacts are reduced to less than significant levels.

As previously discussed, the associated offsite site improvements for electrical power to the site would occur in an existing right-of-way and on a developed and a disturbed substation yard. These activities

will be subject to **Mitigation Measure BIO-3** and **BIO-6** if any vegetation is to be removed during nesting season. After implementation of **Mitigation Measure BIO-6**, the impact will be less than significant.




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# LOCATIONS OF SUITABLE ROOSTING HABITAT

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

*4.3-1*

### *e/f. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan*

The project site's native vegetation consists of desert saltbush scrub, tamarisk scrub, and mesquite hummock. There is a stand of blue palo verde in the eastern portion of the project site. The removal of this vegetation and trees as the result of the proposed project will not conflict with any local policy relating to these species, because the City does not have a tree preservation policy or ordinance that protects any of these species. The project lies within the boundary of the CVMSHCP which outlines policies for conservation habitats and natural communities and is implemented by the City of La Quinta, and establishes no policies applicable to the removal of these species of trees and habitat, except that the project will be required to pay the CVMSHCP mitigation fee to mitigate the loss of habitat for covered species in the Coachella Valley. There are no other local, regional, or state habitat conservation plans currently in place other than the CVMSHCP that are applicable to the proposed project. Therefore, the project will have no impacts on local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

## 4.3.3 Cumulative Impacts

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 development within the City, there is potential for adverse cumulative effects to biological resources. Environmental protection laws and regulations have been applied with increasing rigor since the early 1970s and include the California Endangered Species Act, Federal Endangered Species Act, and the Clean Water Act, as described in the Regulatory Setting earlier in this EIR chapter. The City is also a permittee of the CVMSHCP.

The proposed project and other future projects within the City would be required to comply with local, state, and federal laws and policies and all applicable permitting requirements of the regulatory and oversight agencies intended to address potential impacts on biological resources. Regulations and requirements enforced by the California Department of Fish and Game, U.S. Fish and Wildlife Service, and U.S. Army Corps of Engineers will be enforced by the City. The requirement established by these agencies are designated to protect species, water bodies, and habitats from negative impacts associated

with development. Additionally, impacts from future projects in the area would be mitigated through the payment of conservation fees implemented by the CVMSHCP. Implementation of the CVMSHCP will result in the long-term preservation of habitat for covered species, which will assure their long-term survival and substantially reduce cumulative impacts to sensitive biological resources in the Coachella Valley.

Moreover, 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 Peninsular bighorn sheep. 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. Cumulative impacts are expected to be less than significant.

### 4.3.3 Mitigation Measures

**BIO-1:** A burrowing owl clearance survey shall be performed by a qualified biologist not more than 30 days prior to any site disturbance (grubbing, grading, and construction). The pre-construction survey is required to use accepted protocol (as determined CDFW). Prior to construction, a qualified biologist will survey the construction area and an area up to 500 feet outside the project limits for burrows that could be used by burrowing owls. If the burrow is determined to be occupied, the burrow will be flagged, and a 160-foot diameter buffer will be established during non-breeding season or a 250-foot diameter buffer during the breeding season. The buffer area will be staked and flagged. No development activities 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 owls, and construction may proceed. If either a nesting or escape burrow is occupied, owls shall be relocated pursuant to accepted Wildlife Agency protocols. 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.

**BIO-2:** In June 2021, a qualified bat biologist will conduct a second round of focused nighttime surveys for roosting bats at locations where suitable roosting habitat is identified. The nighttime survey will include a combination of acoustic and exit count methods, and will take place during the bat

maternity season (March 15–August 31 in the Coachella Valley) to enable detection of maternity-roosting bats. If maternity roosts are identified within the project area, the biologist will coordinate with CDFW to implement avoidance measures during the bat maternity season in accordance with CDFW's established standards. No construction activities will occur within a 300-foot buffer of maternity roost sites during the bat maternity season unless concurrence is received from CDFW to reduce that buffer distance based upon the bat species present and the activities occurring.

**BIO-3**: Removal of trees (including palm trees) shall occur outside the bat maternity season (March 15–August 31 in the Coachella Valley), which coincides with the bird nesting season, to avoid the potential for "take" of flightless young. Trees and snags that have been identified as confirmed or potential roost sites require a two-step removal process and the involvement of a bat biologist to ensure that no roosting bats are killed during this activity. Consistent with CDFW protocols this two-step removal shall occur over two consecutive days as follows: on Day 1, branches and limbs not containing cavities, as identified by a qualified bat biologist, will be removed. On Day 2, the remainder of the tree may be removed without supervision by a bat biologist. The disturbance caused by limb removal, followed by an interval of one evening, will allow bats to safely abandon the roost.

**BIO-4**: Although no construction will occur at the rock outcrops where occupied bat roosts were identified, bats roosting in that area could be subject to potential adverse effects from project-related light overspill. To avoid permanent impacts to roosting bats (including maternity-roosting bats) from the installation of new light fixtures associated with the proposed development, all lighting fixtures shall have light shields or similar devices (e.g., dark sky compliant lighting) installed to ensure that there will be no perceived light overspill onto Coral Mountain, which shall be demonstrated by a supplemental light study approved by the project biologist and provided to the City prior to issuance of any permit for occupancy or use of the Wave Basin.

**BIO-5**: A qualified bat biologist shall confirm the absence of roosting bats prior to any restoration work or other disturbance of the adobe site. If bats are found or if the absence of bats cannot be confirmed, the bat biologist will install or directly supervise installation of humane eviction devices and exclusionary material to prevent bats from roosting in the building. Implementation of the humane eviction/exclusions is typically performed in the fall (September or October) preceding construction activity at each structure to avoid impacts to hibernating bats during the winter months or during the maternity season (March 15–August 31 in the Coachella Valley), when nonvolant (flightless) young are present. Any humane eviction/exclusion devices must be installed at least 10 days prior to the demolition of a structure housing bats to allow sufficient time for the bats to vacate the roost(s).

**BIO-6:** To ensure compliance with California Fish and Game Code and the MBTA and to avoid potential impacts to nesting birds, vegetation removal activities shall be conducted outside the general

bird nesting season (January 15 through August 31). Any vegetation removal and/or construction activities that occur during the nesting season will require that all suitable habitats be thoroughly surveyed for the presence of nesting birds by a qualified biologist. Prior to commencement of clearing, a qualified biologist shall conduct preconstruction surveys within 14 days and repeated 3 days prior to ground-disturbing activities. If any active nests are detected a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed as determined appropriate by the biologist to minimize impacts.

## 4.3.3 Level of Significance After Mitigation

With the implementation of **Mitigation Measure BIO-1** through **BIO-6** impacts to biological resources are reduced to less than significant levels.

## 4.3.3 Resources

1. Biological Resources Assessment and CVMSHCP Consistency Analysis, LSA Associates, Inc., May 2021.
2. Focused Bat Survey Report, LSA Associates, Inc., May 2021.
3. Environmental protection Agency, May 2020 https://www.epa.gov/laws-regulations/summary-endangered-species-act, accessed 2020
4. U.S. Fish and Wildlife Service, May 2020 https://www.fws.gov/endangered/what-we-do/hcp-overview.html, accessed 2020.
5. La Quinta General Plan, Chapter III, Natural Resources Element, accessed 2020.
6. Coachella Valley Multiple Species Habitat Conservation Plan 2019 Annual Report, accessed 2020.

# 4.4 Cultural Resources

## 4.4.1 Introduction

Descriptions and analysis in this section are based on information contained in the *Historical/Archaeological Resources Survey Report* prepared by CRM Tech, Inc. (October 2019, Revised May 2020), and the City of La Quinta *General Plan Chapter III Natural Resources, Cultural Resources Element*. This section discusses the cultural resources that may be present in the project site or in the vicinity and assesses impacts on these resources from the development associated with implementation of the proposed project. The cultural resources report is included in the Appendices of this Draft EIR (**Appendix E,** *Cultural Report*). Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

## 4.4.2 Existing Conditions

### Current Natural Setting

The City of La Quinta is situated in the Coachella Valley, a northwest-southeast trending desert valley that constitutes the western end of the Colorado Desert. Dictated by this geographic setting, the climate and environment of the region are typical of southern California's desert country, marked by extremes in temperature and aridity. Temperatures in the region reach over 120 degrees in summer and dip to freezing in winter. Average annual precipitation is less than five inches, and the average annual evaporation rate exceeds three feet.

The project area is located at the southwest corner of Avenue 58 and Madison Street, in the City of La Quinta, is adjacent to the eastern foothills of the Santa Rosa Mountains, and includes a portion of a rocky knoll known as Coral Mountains. The surrounding land uses feature primarily existing residential development associated with golf courses and vacant land to the north and the east; single family homes and vacant land to the south; and vacant land to the west. Much of the land within the project boundaries has been farmed in the past, with the exception of the northeastern corner, the southernmost portion, and the far western edge near Coral Mountain.

A partially collapsed adobe house is located near the center of the project area, along with concrete pads and footings left by demolished residential and agricultural buildings. Several unpaved roads traverse through the project site. A large stockpile of soil sits in the southernmost portion, apparently removed from a retention basin located to the south of the property, across an earthen levee.

The terrain in most of the project area is relatively level due to past agricultural operations. The ground surface in much of the project area has been disturbed to various degrees, except for the portion in and around Coral Mountain. Historical sources consulted yielded no evidence of any settlement or

development activities within the project area prior to the 1910s. Between 1855 and 1903, the only man-made feature known to exist in the project vicinity was a road from "Indian Wells to Torres", which was part of the historic Cocomaricopa-Bradshaw Trail, which ran roughly 1,000 feet to the east of the project site. By the 1930s and early 40s, the segment of the Cocomaricopa-Bradshaw Trail near the site had been abandoned in favor of a regular grid of new roads, including today's Avenue 58 and Madison Street. The Trail had disappeared from the landscape as result of agricultural development in the vicinity during the early 20th century.

The project area had been developed by the early 1900's into an agricultural enterprise know in the 1950s as the Coral Reef Ranch. Past studies suggest that the ranch was established by Hartman P. Travis, a Los Angeles physician, and his associate Lawton Clary. In 1941, at least four buildings were present on the landholdings of the ranch, all clustered on the north edge of the project area. This includes the partially collapsed adobe house, which is a remnant of the ranch complex.

On the Coral Reef Ranch, some of the building present in 1941 had been removed by the 1950s. In 1953-1954, another residence was built on the eastern edge of the project area. Located on the east side of the original alignment of Madison Street. However, this residence was demolished in 2004, during the realignment of Madison Street. Onsite farming operations continued into the late 20th century before finally being abandoned by the 1990s. Since then, the entire project area has stood undeveloped to the present time.

## Cultural Setting

### *Prehistoric Context*

Numerous investigations on the history of cultural development in southern California have led researchers to propose a number of cultural chronologies for the desert regions. A specific cultural sequence for the Colorado Desert was offered by Schaefer (1994) on the basis of the many archaeological studies conducted in the area. The earliest time period identified is the Paleoindian (ca. 8,000 to 12,000 years ago), when "small, mobile bands" relying primarily on a variety of small and large game animals as well as wild plants for subsistence populated the region. These small groups settled "on mesas and terraces overlooking larger washes". The artifact assemblage of that period typically consists of very simple stone tools, "cleared circles, rock rings, [and] some geoglyph types".

The Early Archaic Period follows and dates to ca. 8,000 to 4,000 years ago. It appears that a decrease in population density occurred at this time and that the indigenous groups of the area relied more on foraging than hunting. Very few archaeological remains have been attributed to this time period. The ensuing Late Archaic Period (ca. 4,000 to 1,500 years ago) is characterized by continued low population densities and groups of "flexible" sizes that settled near available seasonal food resources and supplemented vegetal foods with hunting of game animals. Groundstone artifacts for food processing were prominent during this time period.

The most recent period in Schaefer's scheme, the Late Prehistoric, dates from ca. 1,500 years ago to the time of the Spanish missions, and saw the continuation of the seasonal settlement pattern. Peoples of the Late Prehistoric Period were associated with the Patayan cultural pattern and relied on the availability of seasonal wild plants and animal resources. It was during this period that brown and buff ware ceramics were introduced into the region.

The shores of Holocene Lake Cahuilla, during times of its presence, attracted much settlement and resource procurement activities. In times of the lake's desiccation and absence, according to Schaefer, the Native people moved away from its receding shores towards rivers, streams, and mountains. Numerous archaeological sites dating to the last high stand of Holocene Lake Cahuilla, roughly between 900 and 1700 A.D., have been identified along its former shoreline. Testing and mitigative excavations at these sites have recovered brown and buff ware ceramics, a variety of groundstone and projectile point types, ornaments, and cremation remains.

### *Ethnohistoric Context*

The Coachella Valley is a historical center of Native American settlement, where U.S. surveyors noted large numbers of Indian villages and *rancherías* occupied by the Cahuilla people in the mid-19th century. The origin of the name "Cahuilla" is unclear, but it may have originated from their own word *káwiya*, meaning master or boss. The Takic-speaking Cahuilla are generally divided by anthropologists into three groups, according to their geographic setting: the Pass Cahuilla of the San Gorgonio Pass-Palm Springs area, the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley. The basic written sources on Cahuilla culture and history include Kroeber (1925), Strong (1929), and Bean (1978), based on information provided by such Cahuilla members as Juan Siva, Francisco Patencio, Katherine Siva Saubel, and Mariano Saubel. The following ethnohistoric discussion is derived primarily from these sources.

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

Cahuilla subsistence was defined by the surrounding landscape and primarily based on the hunting and gathering of wild and cultivated foods, exploiting nearly all of the resources available in a highly developed seasonal mobility system. They were adapted to the arid conditions of the desert floor, the lacustral cycles of Holocene Lake Cahuilla, and the environments of the nearby mountains. When the lake was full or nearly full, the Cahuilla would take advantage of the resources presented by the body of fresh water, building elaborate stone fish traps. Once the lake had desiccated, they relied on the

available terrestrial resources. Walk-in wells were dug by hand to utilize groundwater. The cooler temperatures and resources available at higher elevations in the nearby mountains were also taken advantage of.

The Cahuilla diet included seeds, roots, wild fruits and berries, acorns, wild onions, piñon nuts, and mesquite and screw beans. Medicinal plants such as creosote, California sagebrush, yerba buena and elderberry were typically cultivated near villages. Common game animals included deer, antelope, big horn sheep, rabbits, wood rats and, when Holocene Lake Cahuilla was present, fish and waterfowl. The Cahuilla hunted with throwing sticks, clubs, nets, traps, and snares, as well as bows and arrow. Common tools included manos and metates, mortars and pestles, hammerstones, fire drills, awls, arrow-straighteners, and stone knives and scrapers. These tools were made from locally sourced material as well as materials procured through trade or travel. They also used wood, horn, and bone spoons and stirrers; baskets for winnowing, leaching, grinding, transporting, parching, storing, and cooking; and pottery vessels for carrying water, storage, cooking, and serving food and drink.

As the landscape defined their subsistence practices, the tending and cultivation practices of the Cahuilla helped shape the landscape. Biological studies have recently found evidence that the fan palms found in the Coachella Valley and throughout the southeastern California desert (*Washingtonia filifera*) may not be relics of palms from a paleo-tropical environment, but instead a relatively recent addition brought to the area and cultivated by native populations. Cahuilla oral tradition tells of a time before there were palms in the area, and how the people, birds, and animals enjoyed the palm fruit once it had arrived.

The planting of palms by the Cahuilla is well-documented, as is their enhancement of palm stands through the practice of controlled burning. Burning palm stands would increase fruit yield dramatically by eliminating pests such as the palm borer beetle, date scales, and spider mites. Firing palm stands prevented out-of-control wildfires by eliminating dead undergrowth before it accumulated to dangerous levels. The Cahuilla also burned stands of chia to produce higher yields, and deergrass to yield straighter, more abundant stalks for basketry.

Population data prior to European contact is almost impossible to obtain, but estimates range from 3,600 to as high as 10,000 persons covering a territory of over 2,400 square miles. During the 19th century, the Cahuilla population was decimated as a result of European diseases, most notably smallpox, for which the Native peoples had no immunity. Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the Indian reservations in and near the Coachella Valley, including Torres Martinez, Augustine, Cabazon, Agua Caliente, and Morongo. There has been a resurgence of traditional ceremonies, and the language, songs, and stories are now being taught to the younger generations.

### *Historic Context*

In 1823-1825, José Romero, José Maria Estudillo, and Romualdo Pacheco became the first noted European explorers to travel through the Coachella Valley when they led a series of expeditions in search

of a route to Yuma. Due to its harsh environment, few non-Indians ventured into the desert valley during the Mexican and early American periods, except those who traveled along the established trails. The most important of these trails was the Cocomaricopa Trail, an ancient Indian trading route that was "discovered" in 1862 by William David Bradshaw and known after that as the Bradshaw Trail. In much of the Coachella Valley, this historic wagon road traversed a similar course to that of present-day Highway 111. During the 1860s-1870s, the Bradshaw Trail served as the main thoroughfare between coastal southern California and the Colorado River, until the completion of the Southern Pacific Railroad in 1876-1877 brought an end to its heyday.

Non-Indian settlement in the Coachella Valley began in the 1870s with the establishment of railroad stations along the Southern Pacific Railroad, and spread further in the 1880s after public land was opened for claims under the Homestead Act, the Desert Land Act, and other federal land laws. Farming became the dominant economic activity in the valley thanks to the development of underground water sources, often in the form of artesian wells. Around the turn of the century, the date palm was introduced into the Coachella Valley, and by the late 1910s dates were the main agricultural crop and the tree an iconic image celebrating the region as the "Arabia of America." Then, starting in the 1920s, a new industry featuring equestrian camps, resorts, hotels, and eventually country clubs began to spread throughout the Coachella Valley, transforming it into southern California's premier winter retreat.

In today's City of La Quinta, the earliest settlement and land development activities did not occur until the turn of the century. In 1926, with the construction of the La Quinta Hotel, the development of La Quinta took on the character of a winter resort, typical of the desert communities along Highway 111. Beginning in the early 1930s, the subdivision of the La Quinta Cove area and the marketing of "weekend homes" further emphasized this new direction of development. On May 1, 1982, La Quinta was incorporated as the 19th city in Riverside County.

## 4.4.3 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 must 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.

## 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 landmark 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.

### *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 PRC 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.

If a lead agency determines that an archaeological site is a historical resource, then the resource under CEQA must be protected. If a project may cause a substantial adverse change to the resource and avoidance is not feasible, the lead agency must identify potentially feasible measures to lessen the impact to less than significant levels.

If an archaeological site does not meet the historical resource criteria contained in the State CEQA Guidelines, and it is not deemed a unique archaeological resource in accordance with PRC § 21083.2 and CEQA Guidelines § 15064.5, no further action would be required.

### *California Health and Safety Code*

The California Native American Graves Protection and Repatriation Act of 2001 is intended to provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect. The intent of the legislature shall also do the following:

- Apply the state's repatriation policy consistently with the provisions of the Native American Graves Protection and Repatriation Act (25 U.S.C. Sec. 3001 et seq.), which was enacted in 1990.
- Facilitate the implementation of the provisions of the federal Native American Graves Protection and Repatriation Act with respect to publicly funded agencies and museums in California.
- Encourage voluntary disclosure and return of remains and cultural items by an agency or museum.
- Provide a mechanism whereby lineal descendants and culturally affiliated California Indian tribes that file repatriation claims for human remains and cultural items under the Native American Graves Protection and Repatriation Act (25 U.S.C. Sec. 3001 et seq.) or under this chapter with California state agencies and museums may request assistance from the commission in ensuring that state agencies and museums are responding to those claims in a timely manner and in facilitating the resolution of disputes regarding those claims.
- Provide a mechanism whereby California tribes that are not federally recognized may file claims with agencies and museums for repatriation of human remains and cultural items.

## 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*.

# 4.4.4 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

CRM Tech, Inc. ("CRM Tech") conducted a Historical/Archaeological Resources Survey Report ("Cultural Report") which included a records search, historical background research, contacted Native American representatives, and carried out an intensive-level field survey of the entire project area, in order to identify cultural resources in the project area. The methods and results of the project's cultural resources reports are provided below.

### *Records Search*

CRM Tech completed the records search at the Eastern Information Center (EIC), University of California, Riverside, on July 11 and 15, 2019. During the records search, CRM Tech examined maps and records on file at the EIC for previously identified cultural resources and existing cultural resources reports within a one-mile radius of the project area. Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, or Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory.

### *Historical Research*

Historical background research for the Cultural Report was conducted by CRM Tech. Sources consulted during the research included published literature in local and regional history, the U.S, General Land Office (GLO) land survey plat maps dated 1856 and 1903, U.S. Geological Survey (USGS) topographic maps dated 1904-1996, and aerial photographs taken in 1939-2018. The historic maps are collected at the Science Library of the University of California, Riverside, and the California Desert District of the U.S. Bureau of Land Management (BLM), located in Moreno Valley. The aerial photographs are available from the Engineering Department of the Coachella Valley Water District (CVWD), the Nationwide Environmental Title Research (NETR) Online website, and the Google Earth software.

### *Field Survey*

From August 6 through 9, 2019, CRM Tech carried out the intensive-level field survey of the project area with the assistance of Native American monitor Daniel Mirelez from the Torres Martinez Desert Cahuilla Indians. The survey was completed on foot by walking a series of parallel transects oriented north-south or east-west and spaced 15-meters (approximately 50 feet) apart. In this way, the ground surface in the entire project area was systematically and carefully examined for any evidence of human activities dating to the prehistoric or historic period (i.e., 50 years ago or older). Ground visibility ranged from poor (5-10 percent) in areas of dense vegetation, such as in the northeast corner of the property, to excellent (90 percent) in most of the other areas.

Artifacts and features that were identified during the survey, including those previously recorded, were marked with survey flags. Further inspection and recordation of the sites and isolates – i.e., localities with fewer than three artifacts – was completed upon completion of the survey. A subsequent site visit and further field recordation was carried out on October 8, 2019 by CRM Tech. The recordation procedures included, at minimum, a description of the resource and its components, a location map, and a sketch map for the sites. The field maps and descriptions were then compiled into standard site record forms and submitted to the EIC for inclusion in the California Historical Resources Inventory.

### *Native American Participation*

On July 2, 2019, CRM Tech submitted a written request to the State of California's Native American Heritage Commission (NAHC) for a records search in the commission's Sacred Lands File. In the meantime, CRM Tech notified the Torres Martinez Desert Cahuilla Indians of the Upcoming archaeological fieldwork and invited tribal participation. Following the NAHC's recommendations and previously established consultation protocol, CRM Tech further contacted a total of 11 Native American representatives in the region in writing on July 26, 2019, for additional information on potential Native American cultural resources in the project vicinity.

### *Previous Studies in the Vicinity*

According to EIC records, as many as 11 previous cultural resource studies have involved at least a portion of the current project area, including four large-scale overview studies and seven area-specific studies. Three of the overview studies were conducted for the City of La Quinta General Plan in 1991-1992 and two updates to it in 2000 and 2010, and the other was a 2006 update to the citywide historic resources survey. Each of these four studies covered the entire La Quinta city limits, well beyond the current project boundaries.

Among the seven area-specific studies, four were Phase I surveys or archaeological monitoring programs that only covered small portions of the project area along the eastern edge. The other three, completed in 1979, 1987, and 1998, included all or most of the project area. However, these three studies are now more than 20 years old and are considered out-of-date for statutory compliance purposes today, thus necessitating the current study.

Within the one-mile scope of the records search, EIC records show nearly 60 additional studies on various tracts of land and linear features, reflecting the rapid growth of the project vicinity over the past 40 years. Collectively, these studies covered more than 90% of the land within the scope of the records search and resulted in the identification and recordation of 70 historical/archaeological sites and 49 isolates within the one-mile radius. Among these, eight of the sites and one of the isolates dated to the historic period, representing mostly residential buildings and ranch/farm complexes but also including a date palm garden, a well, and refuse items.

The vast majority of the previously recorded cultural resources, accounting for 62 sites and 48 isolates, were of prehistoric—i.e., Native American—origin, which attests to the rich archaeological heritage of the La Quinta area from the prehistoric era. The sites consisted mainly of ceramic and lithic scatters with some bedrock milling features, groundstone artifacts, and the remnants of fire hearths. Some of the larger concentrations of artifacts have been interpreted as habitation or fish camp sites, especially an immense, 40-acre habitation area recorded offsite. A few of the sites also yielded more significant or distinctive findings, including human cremation remains, rock art panels, and unique artifacts such as

processed clay and a stone ball. A total of 43 prehistoric isolates consisted of pottery sherds, while three manos, one *Anadonta* fragment and one *Olivella* bead fragment were also recorded.

Based on existing records, ten of the sites and six of the isolates were recorded within or partially within the current project area, as listed below:

| | |
|---|---|
| Site 33-000193 | rock art panels |
| Site 33-001715 | rock art panels with artifact scatter and historic-period graffiti |
| Site 33-001716 | ceramic sherd scatter |
| Site 33-001717 | ceramic sherds, flake, sun-colored amethyst glass |
| Site 33-005213 | ceramic sherd scatter |
| Site 33-005214 | ceramic sherd scatter |
| Site 33-008386 | ceramic sherd scatter |
| Site 33-008388 | historic-period farm complex with partially collapsed adobe house |
| Site 33-009545 | rock art panels |
| Site 33-011625 | abandoned single-family residence |
| Isolate 33-009000 | two ceramic sherds |
| Isolate 33-009001 | one ceramic sherd |
| Isolate 33-009002 | one ceramic sherd |
| Isolate 33-009003 | one ceramic sherd |
| Isolate 33-009004 | one ceramic sherd |
| Isolate 33-009005 | one ceramic sherd |

As recorded previously, eight of sites and all of the isolates were entirely or primarily prehistoric in origin, and the other two sites dated to the historic period. The recorded locations of these sites and isolates were re-visited during the field survey, including the portions of the sites that ultimately proved to be outside project boundaries, and the pertinent field observations are provided in the Cultural Report.

## Project Impact

### *a. Would the project cause a substantial adverse change in the significance of a historical resource as pursuant to section §15064.5?*

Cultural 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, the California Register of Historical Resources, the California Historical Resources Inventory or the City's inventory.

Most of the project area had been developed by the 20$^{th}$ century into an agricultural business known in the 1950s as the Coral Reef Ranch. At least four buildings were present on the landholdings of the ranch, all clustered on the northern edge of the project area. In 1953-1954, another residence was built on the eastern edge of the project area and located on the east side of the original alignment of Madison Street. On the Coral Reef Ranch to the west, some of the buildings present in 1941 had been removed by the

1950s but the farming operations continued well into the late 20th century before being abandoned in the 1990s. Since that time, the entire project area has remained undeveloped.

The remains of the ranch complex, including the partially collapsed adobe house, have been recorded into the California Historical Resources Inventory (Site 33-008388). First recorded in 1998, Site 33-008388 represents the remains of buildings and other features of the former Coral Reef Ranch, with a total of 6 locations and intermittent refuse scatter. The most notable feature is the partially collapsed house near the center of the project area. Historical background research suggests that the house was likely built during the 1920s or 1930s. Additional features of the ranch include a foundation and well or cistern, a residential foundation, a pole barn foundation, and two structural foundations. A scatter of artifacts was also found, including some that predate 1920.

This site was revisited during the current survey, and the adobe building was found to be vandalized, burned, and further deteriorated. However, the walls are standing, and the adobe bricks are in overall good condition. The rest of the site is still intact apart from the two structural foundations, where only one of the two foundations remain. The residence foundation may be the remains of one of the earlier structures at the site dating from the 1920s or before. The foundation may also include the original trash pits or privies which could contain valuable artifacts revealing much about life in the harsh environment at such an early date. A scatter of artifacts, also found in this area, has the greatest number of pre-1925 artifacts, mostly in the form of sun-colored glass, but also in brown and olive glass, porcelain, ceramics and more. There may be remains of an early structure near this point, hidden amidst the broad stand of tamarisk trees, an original windbreak. A search of these remains is required to ensure the most complete recovery possible of the early 20th century artifacts and features. The site is a remnant of one of the earliest settlements and agricultural enterprises to be established in the present-day boundary of the City. The site remains eligible for listing in the California Register of Historic Resources and has a local level of significance. The site meets the definition of a historical resource and impacts to it would be significant.

A comprehensive recordation program is recommended for Site 33-008388 to reduce impacts to a less than significant level. To avoid impacts to this site, no earth moving activities shall occur until the site is fenced and flagged; a comprehensive recordation project of the site has been completed; and preservation and stabilization of the remains in place as a community feature with an informational plaque has been completed, as described in **Mitigation Measure CUL-1**, provided below. The measure also requires the preservation of the site in perpetuity by the Homeowners' Association for the project. The implementation of this Mitigation Measure would reduce impacts to less than significant levels.

The project is also required to make offsite site improvements for electrical power to the site. These improvements would take place within IID's existing substation yard on Avenue 58 and in the right-of-way on Avenue 58 between Andalusia and PGA West. Avenue 58 is a fully paved secondary arterial. The IID substation yard has been heavily disturbed and impacted by development of other substation units, vehicles, and maintenance materials. Given the previous grading and construction disturbance in the

development of these areas and their current existing uses, no impacts to historical resources are expected.

### *b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Archaeological resources are described as cultural resources, such as structures or objects that provide evidence of past human activity. They are important for scientific, historic, and/or religious reasons to cultures, communities, groups or individuals. The vast majority of the previously recorded cultural resources within a one-mile radius of the project site, accounting for 62 sites and 48 isolates, were prehistoric – i.e., Native American origin, which attests to the rich archaeological heritage of the City from the prehistoric era. The sites mainly consisted of ceramic lithic scatters with some bedrock milling features, ground stone artifacts, and the remnants of fire hearths. Some of the larger concentrations of artifacts have been interpreted as habitation or fish camp sites. A few of the sites also include rock art panels and human cremation remains (subsequent removal of the remains is discussed in item C. of this section).

A total of eight sites and seven isolates are known to be present within or partially within the project boundary today. Only three sites constitute an archaeological and historical resource. Three of the sites contain panels of rock art as well as milling features and ceramics contributory to the rock art panel areas (33-00193, 33-001715, and 33-009545). These sites are situated in proximity to one another along the eastern base of Coral Mountain and have been termed the "Coral Mountain Rock Art Complex". According to a previous study of the project area (conducted in 2003 and referenced in CRM Tech's Cultural Report), the images from the Rock Art Complex likely represent a style of rock art that was produced within a very narrow span of time. Further research and analysis of these sites provides a unique opportunity to study ethnic petroglyphs, and is required to collect and document:

(1) the distribution and design element inventory of petroglyphs, a recognized sensitive resource to contemporary Native Americans;

(2) designs that may be unique in themselves and represent a style and time period not yet fully recognized and described;

(3) data about milling features unique to the Coachella Valley that reflect part of the subsistence patterns of the valley post Lake Cahuilla;

(4) data on the ceramic manufacturing and distribution of local vs. exotic wares through further analysis.

The 2003 evaluation found that the Complex was eligible for listing in the National Register of Historic Places under criterion "c" and "d." The current technical analysis determined that the sites are also eligible for listing in the California Register. As a result, impacts to these sites resulting from development of the project would be considered significant and must be mitigated. To that end, **Mitigation Measure CUL-5** has been provided below. This mitigation measure assures fencing and delineation of the area

prior to any development activity; the long-term protection of these sites, through prohibition of development, and the recordation of protective easements, as well as a program of research and documentation of the sites. For the balance of Site 33-001715, where scattered artifacts but no features were found, mitigative surface collection and subsurface excavation is required in **Mitigation Measure CUL-5** to recover a representative sample of the cultural materials prior to the commencement of the project. In addition, **CUL-2** and **CUL-3** require monitoring on the site for all earth moving activities (including vegetation removal, grubbing, grading and excavation) by both an archaeological and Tribal monitor. These monitoring activities will provide further protection of these resources. In addition, during Tribal consultation, the ACBCI requested further mitigation, which is provided in **Section 4.13, *Tribal Cultural Resources***. With the implementation of these mitigation measures, impacts to sites 33-00193, 33-001715, and 33-009545 will be reduced to less than significant levels.

The other sites were previously determined not to be eligible for listing in the California Register due to the low number of artifacts and the minimal archaeological data potential. Therefore, none of these four sites appears eligible for listing in the California Register of Historical Resources, and none of them qualifies as a "historical resource."

The isolates located within the project area consist of either prehistoric ceramic sherds or glass fragments from the historic period, with no associated archaeological features or other artifacts. Isolates like these do not qualify as archaeological sites due to the lack of contextual integrity. However, given the rich archaeological discoveries in and near the project area, the possibility of encountering buried prehistoric cultural remains is likely. This would represent a significant impact if not mitigated. Therefore, consistent with the archaeologist's recommendations, **Mitigation Measures CUL-2** and **CUL-3** provide that archaeological monitoring shall be implemented during all ground disturbing activities. To further protect resources that may be uncovered during project development, **CUL-4** is provided, which requires that all construction workers receive sensitivity training during all aspects and phases of project construction. Together, these mitigation measures will assure that impacts to cultural resources unearthed during all phases of project construction will be reduced to less than significant levels.

In addition to the findings of the archaeologist, the City conducted Tribal consultation in conformance with SB 18 and AB 52. The Agua Caliente Band of Cahuilla Indians requested consultation, and informed the City that this area is of high sensitivity to the Cahuilla people. A number of mitigation measures were recommended by the Tribe, and are included in **Section 4.14, *Tribal Cultural Resources***.

Therefore, with implementation of **Mitigation Measure CUL-2, CUL-3, CUL-4,** and **CUL-5** and the Mitigation Measures listed in **Section 4.14, *Tribal Cultural Resources***, impacts to archaeological resources will be less than significant.

### *c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

The Coral Mountain Rock Art Complex originally recorded in 1973, was interpreted as ‘‘an old family or clan area”, where house rings, fire pits, remains of a hand-dug well, and a cremation area were also reported, along with a small scatter of pottery and lithic artifacts. The two cremations observed in 1973 were apparently removed for reburial prior to 1980. Site 33-001717 was described as a small sherd scatter with a possible cremation. When it was revisited in 1987, no evidence of a cremation was found, and three sherds were collected at that time. The site was again visited in 1998, at which time a total of 23 ceramic sherds, a quartz flake, and a piece of purple glass were recorded. The one piece of sun-colored amethyst glass dated from the early 20th century, giving the site a minor historic component. During the current survey, site 33-001717 was revisited, and the only cultural remains observed within site boundaries were three ceramic sherds located northwest of a dirt road. As described above, the project occurs in a highly sensitive area, and ground disturbing activities could result in the identification of additional resources, including cremations.

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 location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native American or has reason to believe that they are those of Native American, the coroner shall contact the Native American Heritage Commission within 24-hours. Compliance with the California Health and Safety Code will ensure that proper actions shall be taken in the event of a discovery or recognition of any human remains during project construction activities. In addition, **CUL-2** and **CUL-3**, which require on-site monitoring, will assure that ground disturbing activities are observed by experts who can recognize such resources if unearthed. Therefore, with compliance with State law and the implementation of **CUL-2** and **CUL-3**, the impact to human remains will be less than significant.

## 4.4.5 Cumulative Impacts

Cumulative impacts relating to cultural resources are regional in nature, due to the wide range of Native peoples in the Coachella Valley. Build out of the General Plan area, including lands of the proposed project, has the potential to cumulatively impact cultural resources, as further analyzed in the General Plan EIR (SCH#2010111094). Development within the project site, however, does not have the potential to significantly impact cultural resources because **Mitigation Measures CUL-1** through **CUL-5** will ensure that the proposed project would preserve sensitive resources on site, monitor and mitigate 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, 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 cultural resources will be less than significant, as concluded in the General Plan EIR, at pp. III-65 through III_67.

## 4.4.6 Mitigation Measures

**CUL-1:** A comprehensive recordation program shall be prepared by a qualified archaeologist for Site 33-008388*.* The program shall contain detailed drawings and measurements to preserve the information on the adobe building. Such information would include the floor plan, elevations, building materials and their configurations, and any other notable structural and architectural details. The adobe remains and an appropriate buffer determined by the project archaeologist shall be flagged and cornered off during all ground disturbance and preserved in place. Prior to the occupancy of any structure in Planning Area II, the adobe will be fenced off and an informational plaque describing the history of the ranch complex shall be provided, and the project proponent shall provide the City with the CC&Rs for the project area, demonstrating that the feature would be maintained in perpetuity by the project's Homeowners Association. Special attention should be given to the residence foundation, which, may be the remains of one of the earlier structures at the site, dating from 1920s or before. The footings and slabs at this location should be cleared and measured, and attempts should be made to locate the original trash pits or privies which could contain valuable artifacts revealing much about life in the harsh environment at such an early date. The scatter of artifacts has the greatest number of pre-1925 artifacts, mostly in the form of sun-colored glass, but also in brown and olive glass, porcelain, ceramics and more. There may be remains of an early structure near this point, hidden amidst the broad stand of tamarisk trees, an original windbreak. Search of these remains is required to ensure the most complete recovery possible of the early 20$^{th}$ century artifacts and features. Photos, measurements, and artifacts shall be catalogued, analyzed, reported, and curated at the Coachella Valley Museum (Love et al.1998:54*).*

**CUL-2:** The presence of a qualified archaeologist shall be required during all project related ground disturbing activities, including clearing and grubbing. A monitoring plan shall be prepared and approved by the ACBCI and the City prior to the initiation of any ground disturbing activity for all construction phases and activities. If potentially significant archaeological materials are discovered, all work must be halted in the vicinity of the archaeological discovery until the archaeologist can assess the significance of the find.

**CUL-3:** An approved Agua Caliente Band of Cahuilla Indians (ACBCI) Native American Cultural Resource Monitor shall be present during any ground disturbing activities (including archaeological testing and surveys) for the project. If potentially significant archaeological materials are discovered, all work must be halted in the vicinity of the archaeological discovery until the Tribal monitor can assess the significance of the find.

**CUL-4:** Prior to ground disturbance during any phase of the project, cultural sensitivity training shall take place for all workers, conducted by the Agua Caliente Tribal Historic Preservation Office (THPO).

**CUL-5:** Sites 33-00193, 33-001715, and 33-009545, along the base of Coral Mountain and at the toe of the slope, which contains the rock art panels and bedrock milling features, shall be avoided and protected in situ during project construction through the establishment of Environmentally Sensitive Areas. Deed restrictions shall be recorded for the Environmentally Sensitive Areas and provided to the City prior to any ground disturbance of any portion of Planning Area III. For the balance of Site 33-001715, where scattered artifacts but no features were found, mitigative surface collection and subsurface excavation shall be completed prior to ground disturbance to recover a representative sample of the cultural materials prior to the commencement of the project and as a condition of grading permit issuance. The excavation shall include a combination of standard archaeological units, shovel test pits, and backhoe trenches to optimize both efficient coverage of the site area and safe recovery of cultural remains. The survey protocols shall be approved by ACBCI and their approval provided to the City in writing prior to the initiation of any ground disturbing activity on the site.

### 4.4.7 Level of Significance After Mitigation

With the implementation of **Mitigation Measure CUL-1** through **CUL-5** impacts to cultural resources are reduced to less than significant.

### 4.4.8 Resources

1. City of La Quinta 2035 General Plan Chapter III Natural Resources Element.

2. Historical/Archaeological Resources Survey Report Coral Mountain Specific Plan, CRM Tech, October 2019, revised May 2021.

# 4.5 Energy Resources

## 4.5.1 Introduction

This section describes the existing energy resources setting and potential impacts from implementation of the proposed project. Information for this section was obtained from the *Coral Mountain Specific Plan Greenhouse Gas Analysis*, November 2020 (**Appendix I**). Calculations within the project's Greenhouse Gas Analysis were provided by CalEEMod Version 2016.3.2 (also included in **Appendix I**). 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*. Sources used in the preparation are included in **Chapter 8.0, *References*,** at the end of this Draft EIR.

**Section 4.2, *Air Quality***, **Section 4.7, *Greenhouse Gas Emission***, **Section 4.13, *Transportation,*** and **Section 4.15*, 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).

## 4.5.2 Existing Conditions

The proposed project currently lies within a 929-acre governed by the Andalusia at Coral Mountain Specific Plan. The Specific Plan is located south of Avenue 58, east and west of Madison Street, and north of Avenue 60. As a part of the project, the applicant is requesting approval of a Specific Plan Amendment to remove the area west of Madison Street. The 386-acre project area west of Madison Street proposes a new Specific Plan, identified as the Coral Mountain Resort Specific Plan. The new Specific Plan proposes a mixed-use development consisting of Low Density Residential, Tourist Commercial, Neighborhood Commercial, and Open Space Recreational land uses. Low Density Residential land uses will occupy approximately 232.3 acres and result in a maximum of 496 dwelling units. Tourist Commercial land uses will result in a 16-acre wave basin, 104 dwelling units, 150 hotel rooms, and 57,000 square feet of private resort-serving commercial uses available to residents and hotel guests, on approximately 120.8 acres. General Commercial land uses will occupy approximately 7.7 acres with up to 60,000 square feet of retail commercial uses available to the general public. Open Space Recreation land uses will occur on approximately 23.6 acres in the southwest portion of the site.

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 (The Gas Company or SoCalGas). Electricity and natural gas are the primary sources of energy in the City of La Quinta.

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

## Electricity

### *State*

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 279,401.9 gigawatt hours (GWh) of electricity in the most recent available year, 2019. Electricity demand in California is projected to rise to approximately 354,209 GWh (high energy demand) in 2030.

Electricity usage in California for different land uses varies substantially by the type(s) of uses in a building, type(s) of construction materials used in a building, and the efficiency of all electricity consuming devices within a building. Due to the State's energy efficiency standards and efficiency and conservation programs, California's per capita electricity use had remained stable for more than 30 years, while the national average has steadily increased. 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*

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 3,462.8 GWh were consumed in IID's service area in 2019. IID provides residents and businesses in its service area with various assistance and renewable energy programs, discussed below.

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 $75 off their electric bill during the 1$^{st}$ and 4$^{th}$ quarter, and up to $125 during the 2$^{nd}$ and 3$^{rd}$ 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 General Plan*

According to the La Quinta General Plan (LQGP) Environmental Impact Report (EIR), buildout of residential and commercial uses in the General Plan 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. The City has committed to reducing its consumption of electricity through a number of programs listed in the General Plan.

### *Project Electricity*

Electric utilities for the site will be provided by Imperial Irrigation District (IID). The project will be required to install an off-site transformer bank at an existing IID substation located at 81600 Avenue 58 as part of the proposed upgrades. Construction for the conduits and line extension would occur in the existing right-of-way (see **Exhibit 3-13**, ***Off-Site Electrical Improvements***).

## Natural Gas

### *State*

Natural gas sources of the State of California (State) include in-State sources (16 percent), Canada (28 percent), the Rockies (10 percent), and the southwest (46 percent). Gas from outside sources enter the State through large, high pressure gas lines. These transmission lines feed natural gas storage areas located in Orange and northern Los Angeles counties, which serve all of Southern California.

Natural gas is the primary source of energy used in the City for space heating, domestic and commercial hot water, cooking and heating spaces. The Southern California Gas Company ("SoCalGas" "The Gas Company") has regional and local distribution lines in the City of La Quinta.

According to the CEC, one third of energy consumed in California is natural gas. Nearly 45 percent of the natural gas burned in California is used for electricity generation, and much of the remainder is consumed in residential (21 percent), industrial (25 percent), and commercial (9 percent) developments.

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.

### *Regional and Local*

### *Southern California Gas Company*

SoCalGas transports natural gas to the Coachella Valley through regional high-pressure lines. Limiting stations transfer the gas to supply lines with reduced pressure, which feed local accounts. Natural gas is the primary energy source for water heaters, cooking and heating.

### *La Quinta General Plan*

According to the La Quinta General Plan Environmental Impact Report, at City build-out, residential units will use approximately 919,426,079 cubic feet 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.

SoCalGas has developed a wide range of energy management, conservation, and equipment retrofit programs for its consumer base. Assistance in facilities planning and analysis is also provided by SoCalGas to maximize energy efficiency and cost-effective equipment purchases and operations.

### *Project Natural Gas*

Currently, natural gas is not provided to the site. 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 adjacent to the project site along Avenue 58 and Madison Street, north and east of the project, respectively. The existing underground natural gas lines are located at the northern side of Avenue 58 and consists of a 4-inch line.

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, east of the project site, and terminate at the southwestern corner of the Andalusia property.

## Petroleum

### ***State***

There are more than 27 million registered vehicles in California, and those vehicles consumed an estimated 18.5 billion gallons of petroleum and diesel in 2014, according to the CEC. Gasoline and other vehicle fuels are commercially provided commodities and would be available to the project via commercial outlets.

According to CEC, transportation accounts for nearly 37 percent of California's total energy consumption. Petroleum-based fuels account for approximately 92 percent of California's transportation energy sources. Technological advances, market trends, consumer behavior, and government policies could result in significant changes to fuel consumption by type and in total. Various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce vehicle

miles traveled (VMT), at the federal and State levels. Technological advances have made use of other energy resources or alternative transportation modes increasingly feasible, as market forces have driven the price of petroleum products steadily upward.

### *Regional and Local*

*Project Petroleum*

The project proposes a variety of mixed uses which includes up to 496 low density housing dwelling units, a resort with 150 rooms, 104 resort residential dwelling units, 57,000 square feet of resort commercial buildings, an artificial surf Wave basin, 60,000 square feet of neighborhood commercial uses, and open space recreation uses. It is anticipated that the project will have approximately 1,698 residents, 674 employees, and 300 hotel occupants at buildout of the project. This amounts to a service population (SP) of 2,672, according to the *Coral Mountain Vehicle Miles Traveled (VMT) Analysis,* provided by Urban Crossroads. With the anticipated service population of 2,672, the vehicle miles traveled (VMT) for the project is expected to be 19,415,728 VMT annually.

Paved public roadways delineate the project's northern and eastern boundaries. Avenue 58 delineates the project's northern boundary, and Madison Street delineates the property's eastern boundary.

The project's internal circulation system will consist of a series of roads providing access to the individual residential and recreational components within the Specific Plan area. The proposed internal rights of way will vary from 32-foot/33-foot private drives to the 100-foot entry drive.

## 4.5.3 Regulatory Setting

### International

In November 2014, in a historic joint announcement with China, U.S. President Barack Obama laid out an ambitious but achievable target to reduce GHG emissions in the U.S. in the range of 26 to 28 percent below 2005 levels by 2025, while China announced its intent to peak carbon emissions around 2030 and to double its share of zero-carbon energy to 20 percent. The announcement was a historic step for climate change action and for the US-China relationship, as the world's two largest economies, energy consumers, and carbon emitters came together to demonstrate leadership on an issue that affects the entire world.

### *2015 United Nations Paris Climate Change Conference*

On December 12, 2015, 195 nations, including the U.S. and China, agreed upon a strategy for combatting global climate change to be in effect in 2020. This historic meeting, known as the 21st annual Conference of the Parties (COP21), focused on five key elements: mitigation, a transparency system and global stock-take, adaptation, loss and damage, and support. In mitigating global climate change, COP 21 participating

nations agreed upon a universal long-term goal of keeping the global temperature rise below 2° C above pre-industrial levels. The agreement also encouraged participating nations to limit temperature increases even further to 1.5° C or 2.7° F above pre-industrial levels. In addition to that, nations agreed to peak their GHG emissions as soon as possible, with the recognition that developing countries may take longer than developed countries. Thereafter, nations are to undergo rapid reductions in accordance to best available technological advances. The nations are to submit national climate action plans that detail future objectives to address climate change.

On October 5, 2016, the threshold for entry into force of the Paris Agreement was achieved. The Paris Agreement entered into force on November 4, 2016. The United States withdrew from the Paris Agreement on June 1, 2017. The United States rejoined the Agreement in early 2020.

## Federal

### *Clean Power Plan*

In June 2014, the Environmental Protection Agency (EPA) proposed the Clean Power Plan (CPP), the first-ever carbon pollution standards for existing power plants that will protect children's health and put the US on the path toward a 30 percent reduction in carbon pollution from the power sector by 2030. Power plants are the largest single source of carbon pollution, accounting for about one-third of all domestic greenhouse gas emissions. The CPP will set standards for carbon pollution from power plants, just as the US has set limits on power plant emissions of arsenic, mercury, sulfur dioxide, nitrogen oxides, and soot.

### *Climate Action Plan*

On June 25, 2013, President Obama announced the Climate Action Plan (CAP), a national plan for tackling climate change. The CAP is divided into three sections and outlines the steps to cut carbon pollution in the United States, including standards for both new and existing power plants, action to prepare the U.S. for the impacts of climate change, and plans to lead international efforts to address global climate change.

### *Federal Regulation and the Clean Air Act*

On December 7, 2009, the EPA issued an Endangerment Finding under Section 202(a) of the Clean Air Act, opening the door to federal regulation of GHGs. The Endangerment Finding noted that GHGs threaten public health and welfare and are subject to regulation under the Clean Air Act. To date, the EPA has not promulgated regulations on GHG emissions, but it has begun to develop them.

### *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 for the nation to conserve energy.

### *Federal Energy Regulatory Commission*

The Federal Energy Regulatory Commission (FERC) is an independent agency that regulates the transmission and sale of electricity, natural gas, and oil in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters. The setting and enforcing of interstate transmission sales is also regulated by FERC.

### *Federal Energy Policy and Conservation Act*

In 1975, Congress enacted the Federal Energy Policy and Conservation Act to serve the nation's energy demands and promote feasibly attainable conservation methods. This act established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards were approved for model year 2017 passenger cars and light trucks at 54.5 miles per gallon. Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

### *Intermodal Surface Transportation Efficiency Act of 1991*

The Intermodal Surface Transportation Efficiency Acts of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility, as well as address national and local interests in air quality and energy. ISTEA contained factors that metropolitan planning organizations were to address in development transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, metropolitan planning organizations adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

### *The Transportation Equity Act for the 21st Century*

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds on the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of informed transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example,

deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

### *Energy Policy Act of 2005*

The Energy Policy Act of 2005 addresses energy production in the United States, including (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) tribal energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology. The act includes provisions such as increasing the amount of biofuel that must be mixed with gasoline sold in the United States and loan guarantees for entities that develop or use innovative technologies that avoid the by-production of greenhouse gases (GHGs).

### *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:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standard (Sections 301-325)
- Building Energy Efficiency (Sections 411-441)

This federal legislation requires ever-increasing levels of renewable fuels to replace petroleum. The USEPA is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

The RFS program was created under the Environmental Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the Act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, and RFS program was expanded in several key ways that lay the foundation for achieving the significant reduction of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of the nation's renewable fuel sector. The updated program is referred to as RFS2 and includes the following:

- Expanded RFS program to include diesel, in addition to gasoline.
- Increased volume of renewable fuel required to by blended into transportation fuel from nine billion gallons in 2008 to 36 billion by 2022.
- New categories of renewable fuel and separate volume requirements for each one.
- Requirement that the USEPA apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green" jobs.

### *Leadership in Energy and Environmental Design*

The U.S. Green Building Council (USGBC) is committed to transforming the way buildings are designed, constructed, and operated through the Leadership in Energy and Environmental Design (LEED) certification program. LEED acts as a certification program for buildings and communities to guide their design, construction, operations and maintenance toward sustainability. LEED is based on prerequisites and credits that a project meets in order to achieve a certification level of Certified, Silver, Gold, or Platinum.

## State

### *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.

### *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*

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. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. In December 2018, the California Energy Commission (CEC) adopted the 2019 Building and Energy Efficiency Standards with the effective date beginning January 1, 2020. This code requires new homes to include at least 50 percent of kitchen lighting to be LED, compact fluorescent or similar high efficiency fixtures, double pane windows, cool roofs, and other design techniques to reduce heat loss.

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. The 2019 CALGreen standards became effective on January 1, 2020. Part 11 establishes design and development methods that include environmentally responsible site selection, building design, building siting and development to protect, restore and enhance the environmental quality of the site and respect the integrity of adjacent properties.

### *Energy Action Plan II*

The California Energy Commission (CEC), California Power Authority, and California Public Utilities Commission (CPUC) adopted an Energy Action Plan (EAP) to establish goals for California's energy future and a means to achieve these goals. EAP II supports and expands on the commitment of State agencies to cooperate and reflect on the energy actions since original EAP adoption. EAP II includes a coordinated implementation plan for state energy policies that have been articulated through Executive Orders, instructions to agencies, public positions, and appointees' statements; CEC's integrated Energy Policy Report; CPUC and CEC processes; agencies' policy forums; and legislative direction.

### *Integrated Energy Policy Report*

The CEC is responsible for preparing Integrated Energy Policy Reports, which identify emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The CEC's 2019 Integrated Energy Policy Report covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, and the California Energy Demand Forecast, in an effort to leverage California's clean electricity system to decarbonize, or remove carbon from other portions of the state's energy system. The Integrated Energy Policy Report discusses the State's policy goal of becoming 100 percent zero-carbon by 2045.

### *Renewable Portfolio Standards*

As most recently amended by SB 350, the Renewable Portfolio Standard requires an annual increase in renewable energy generation by utility providers equivalent to at least 33 percent by 2020 and 50 percent by 2050 (Interim Renewable Portfolio Standards targets are also set between 2020 and 2030).

### *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. CARB has also adopted regulations that enhance the operating efficiencies of various types of construction equipment. While such regulations primarily are adopted to reduce air pollution, co-benefits in the form of reduced petroleum consumption are common.

### *Sustainable Communities Strategy*

The Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet its GHG emissions reduction mandates. As specifically codified in Government Code Section 65080, SB 375 requires the Metropolitan Planning Organization relevant to the project area (in this case, the Southern

California Association of Governments) to include a Sustainable Communities Strategy (SCS) in its Regional Transportation Plan (RTP). While the main focus of the SCS is to plan for growth that will ultimately reduce GHG emission, the strategy is also a part of a bigger effort to address many other development issues within the general vicinity, including transit and vehicle miles traveled (VMT).

### *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. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. 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*

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.

### *Senate Bill 375*

Senate Bill 375 (SB 375) directs CARB to set regional targets for reducing greenhouse gas emissions. The law establishes a "bottom-up" approach to ensure that cities and counties are involved in the development of regional plans to achieve those targets. SB 375 builds on the existing framework of regional planning to tie together the regional allocation of housing needs and regional transportation planning in an effort to reduce greenhouse gas emissions from motor vehicle trips.

SB 375 sets up a collaborative process between metropolitan planning organizations (MPOs) and the Air Resources Board to establish GHG emissions targets for each region in the state. SB 375 requires each MPO to include a "Sustainable Communities Strategy" (SCS) in the regional transportation plan that demonstrates how the region will meet the GHG emission targets. The Senate Bill requires that decisions relating to the allocation of transportation funding be consistent with the SCS. SB 375 also creates CEQA streamlining incentives for projects that are consistent with the regional SCS.

## Regional and Local

### *City of La Quinta Greenhouse Gas Reduction Plan*

In 2012, as part of the City's General Plan Update, a Greenhouse Gas Reduction Plan was prepared. The Plan was prepared based on input from utility providers and drew from a variety of technical studies, reports, and records to conduct a community wide and government specific greenhouse gas inventory. The inventory established a baseline year of 2005, then projected future year emissions based on 2005 emission levels. The reduction targets identified in the Plan are consistent with AB 32 and the goal to reduce $CO_2e$ emissions 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 $CO_2e$, the 2020 reduction target of 414,852 metric tons of $CO_2e$, and the 2035 reduction target of 331,881 metric tons of $CO_2e$.

State-wide regulations, including previously mentioned AB 32 and Executive Order S-3-05, act as policy guides for the City of La Quinta to reduce the City's energy demand. The La Quinta GHG Reduction Plan, published in 2012, was established in compliance with AB 32 and EO S-3-05, in order to reduce the amount of GHG emissions produced in the City. According to the GHG Reduction Plan, new development is required to adhere to the latest building code standards, which assure energy efficiency and incorporate passive and active design features intended to benefit the overall operating efficiency of new buildings.

Transportation is the largest emitter of GHGs; therefore, the City recognizes that fuel efficiency standards, land use efficiencies, and reducing overall VMTs will result in the reduction of GHGs. The City established 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 from non-resident and multi-family development, and (2) considering access routes for pedestrians and bicycles.

### *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:

- 8.14.010, Adoption of the California Energy Code requires that new development implement energy efficiency building practices.

- 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, the conservation of energy resources is vital in the lifestyle of City residents. Since the production of electricity and natural gases requires the burning of fossil fuels, the increased demand for electricity in the City also increases air pollution and greenhouse gas emissions created in the City. Therefore, reducing energy consumption will contribute to reducing the amount of air pollutants and greenhouse gases generated by the production of electricity and natural gas.

Implemented through the GHG Reduction Plan, the 2035 LQGP also strives to reduce energy consumption in the City by requiring energy efficient and building design measures. 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 GP. The overall goal is to reduce energy consumption in the City to improve air quality, and reduce GHG emissions, in order to increase the quality of life for the City's residents.

#### *Alternative Energy*

The City and the Sphere of Influence (SOI) do not have sustained winds sufficient to accommodate commercial wind energy development, but they have, and will continue, to benefit from this resource.

Geothermal energy is in production in Imperial County and is currently part of the IID energy profile. Its expansion is also likely during the life of the General Plan.

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 General Plan, it can be expected that solar energy use for residences and businesses will increase substantially.

#### *Petroleum*

According to the Livable Community chapter of the La Quinta General Plan, 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 Greenhouse Gas 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.

Alternative transportation programs extend beyond bus service expansion. Transportation Demand Management requires large employers to provide incentives and facilities to reduce the number of employee vehicle trips they create.

## 4.5.4 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 is derived from 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, provided by Urban Crossroads, Inc. CalEEMod is a Statewide land use emissions computer model designed to provide a uniform platform to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. 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 VMT were then calculated for each type of construction-related trip and divided by the corresponding miles per gallon factor using the USEPA's Greenhouse Gas Equivalency Calculator.

Annual Consumption of electricity and natural gas was calculated using demand factors provided in CAlEEMod as part of the GHG Analysis included as **Appendix I** and discussed in **Section 4.7, *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 *Coral Mountain Specific Plan Traffic Impact Analysis*, also provided by Urban Crossroads, Inc. (**Appendix L.1**). Based on the VMT, gasoline and diesel consumption rates were calculated for project operation.

Per the GHG Analysis, the physical construction of the project is anticipated to be constructed in phases, defined as:

- Phase 1 (2021) including resort (wave basin, hotel uses, and 57,000 square feet of commercial ancillary uses), 104 attached dwelling units, 26 detached dwelling units, and 10,000 square feet of retail.
- Project Phase 2 (2023) adds 25,000 square feet of retail.
- Project Phase 3 (2026) adds 470 detached dwelling units and 25,000 square feet of retail.

In addition to physical construction of the project, the project is also required to make off-site improvements to provide electrical power to the site. These improvements would take place within IID's existing substation yard on Avenue 58 and in the right-of-way on Avenue 58 between Andalusia and PGA West.

Project-related construction of the site is categorized in the GHG Analysis to occur in the following order: Site Preparation; Grading; Building Construction; Paving; and Architectural Coating. Per the GHG Analysis, the construction schedule set forth in **Table 4.5-1** and utilized in the analysis represents a "worst-case" analysis scenario because it analyzes the most condensed realistic schedule. Should construction occur over any longer period of time, reduced overall emissions would be expected because emissions regulations are expected to become more stringent over time. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required by CEQA Guidelines. The construction timeline used to calculate the CalEEMod outputs for each developmental phase of the project is outlined in **Table 4.5-1, *Coral Mountain Resort Construction Duration***.

**Table 4.5-1 Coral Mountain Resort Construction Duration**

| Phase | Start Date | End Date | Days |
|---|---|---|---|
| *Phase 1 (2021)* | | | |
| Site Preparation | 07/01/2020 | 08/25/2020 | 40 |
| Grading | 08/26/2020 | 01/26/2021 | 110 |
| Building Construction | 01/27/2021 | 11/02/2021 | 200 |
| Paving | 09/01/2021 | 12/14/2021 | 75 |
| Architectural Coating | 09/01/2021 | 12/14/2021 | 75 |
| *Phase 2 (2023)* | | | |
| Site Preparation | 09/19/2022 | 09/19/2022 | 1 |
| Grading | 09/20/2022 | 09/21/2022 | 2 |
| Building Construction | 09/22/2022 | 02/08/2023 | 100 |
| Paving | 02/09/2023 | 02/15/2023 | 5 |
| Architectural Coating | 02/09/2023 | 02/15/2023 | 5 |
| *Phase 3 (2026)* | | | |
| Site Preparation | 07/09/2023 | 03/15/2024 | 180 |
| Grading | 03/16/2023 | 12/20/2024 | 200 |
| Building Construction | 12/21/2024 | 11/20/2026 | 500 |
| Paving | 09/01/2025 | 12/04/2026 | 330 |
| Architectural Coating | 09/01/2025 | 12/04/2026 | 330 |

*Source: Table 3-1: Construction Duration, Coral Mountain Specific Plan Greenhouse Gas Analysis, Urban Crossroads, November 2020.*

In order to determine the project's impacts on energy demand, Urban Crossroads ran multiple CalEEMod models which included:

- Annual Construction Emissions
- Special Events Operational
- Proposed Project Operational

The Special Events Operational model includes up to 2,500 guests per day, up to four events per year (up to four days per event). The Proposed Project Operational model includes the operation of the project at total project buildout. Project-related energy consumption, via electricity, natural gas, and petroleum, is analyzed below in the discussion of project impacts.

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 2019 version of Title 24 became effective on January 1, 2020. The CEC anticipates that residential buildings will use approximately 53 percent less energy and nonresidential buildings will use approximately 30 percent less. The CalEEMod defaults for Title 24 – Electricity, Title 24 – Natural Gas, and Lighting Energy were

reduced by 30 percent for nonresidential uses and 53 percent for residential uses in order to reflect consistency with the Title 24 standard.

The project will require submittal to the appropriate agencies discussed in this section for review and approval of on-site design for circulation, building standards and utility installation to ensure compliance with Title 24 requirements. Implementation of energy conservation measures discussed in this and other sections of this Draft EIR will help to reduce the impacts on energy resources.

## Project Design Features

The GHG Report and the Coral Mountain Resort Specific Plan outlined energy-saving and sustainable project design features (PDFs) that would be incorporated into the design of the project as required under the terms of the Development Agreement. The PDFs listed in the GHG Report are proposed to lower energy consumption and GHG emissions by implementing the following:

- Pedestrian connections shall be provided to surrounding areas consistent with the City's General Plan. Providing a pedestrian access network to link areas of the project site encourages people to walk instead of drive. The project would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous to the project site. The project would minimize barriers to pedestrian access and interconnectivity by providing sidewalks throughout the property connecting to Avenue 60, and multi-use trails connecting Planning Areas I, II and III to Madison Street.
- 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.
- The project will include improved design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.
- Commute Trip Reduction Program – Voluntary, Is a multi-strategy program that encompasses a combination of individual measures. It is presented as a means of preventing double-counting of reductions for individual measures that are included in this strategy. It does so by setting a maximum level of reductions that should be permitted for a combined set of strategies within a voluntary program.
- Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed work weeks.

- This project will implement an employer-sponsored vanpool or shuttle. A vanpool will usually service employees' commute to work while a shuttle will service nearby transit stations and surrounding commercial centers. Employer-sponsored vanpool programs entail an employer purchasing or leasing vans for employee use, and often subsidizing the cost of at least program administration, if not more. The driver usually receives personal use of the van, often for a mileage fee. Scheduling is within the employer's purview, and rider charges are normally set on the basis of vehicle and operating cost.
- The project will design building shells and building components, such as windows; roof systems; electrical and lighting systems; and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards which is estimated to result in 30 percent less energy use for non-residential buildings and 53 percent less energy use for residential use.
- The project is required to comply with South Coast Air Quality Management District (SCAQMD) Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development.
- Using electricity generated from photovoltaic (PV) systems displaces electricity demand which would ordinarily be supplied by the local utility. A minimum of 15 percent of the project's electricity demand will be generated on-site.

The PDFs above were accounted for in CalEEMod to reduce GHG emissions and energy consumption associated with each applicable subcategory (i.e., electricity use and petroleum consumption). The implementation of the PDFs listed above at the project site would reduce operational electricity use by approximately 17.2 percent, and operational petroleum consumption by approximately 11 percent. This is analyzed in greater detail in the subsequent discussions.

Energy-saving and sustainable design features, as well as operational programs would be incorporated. Because these features/attributes are integral to the project, and/or are regulatory requirements, they are not considered to be mitigation measures. The project will require submittal to the appropriate agencies discussed in this section for review and approval of on-site design for circulation, building standards and utility installation. The following PDFs are part of the project; however, per the GHG Report, no numeric credit has been taken for their implementation in order to produce a conservative analysis:

- Specified use of Energy Star appliances
- Installation of water-efficient plumbing fixtures
- Installation of tankless water heaters
- Installation of light-emitting diode (LED) technology within homes
- Use of recycled water (non-potable) for common area landscape irrigation
- Use of drought-tolerant plants in landscape design
- Installation of water-efficient irrigation systems with smart sensor controls
- Installation of photovoltaic (PV) systems

Please consult Section 1.7, *Sustainability and Project Design Features*, in the Coral Mountain Resort Specific Plan, the GHG Report (**Appendix I**), and **Section 4.7, *Greenhouse Gas Emissions,*** of this Draft EIR for a complete list of the proposed project design features. Implementation of energy conservation measures discussed in this and other sections of this Draft EIR will help to reduce the impacts on energy resources.

## 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 previously, the project site is currently undeveloped. 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

During construction of the proposed project, energy resources would be consumed in the form of electricity and petroleum. As discussed below, construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Electricity consumed is associated with the conveyance of water used for dust control, and on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Petroleum-based fuels are associated with the use of off-road construction vehicles and equipment on the project site, construction worker travel to and from the site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities).

#### *Electricity*

During construction of the proposed project, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, and electronic equipment. Electricity consumed for onsite construction trailers, which are used by managerial staff during the hours of construction activities and other construction activities necessitating electrical power would be provided by IID. As displayed in **Table 4.5-2**, a total of approximately 57,987.3 kWh of electricity is anticipated to be consumed during construction. This is based on the water for dust control, which is calculated from the total days of grading, the acreage disturbed on the project site along with water usage factor per day and a water supply electricity intensity factor. This is further explained in **Table 4.5-2, *Summary of Electricity Use During Construction***, which outlines the amount of electricity consumed during each phase of construction, as determined by the CalEEMod calculations.

**Table 4.5-2 Summary of Electricity Use During Construction**

| Phase | Construction Phase | Days Grading | Acres Graded (Per Day) | Electricity Consumed (kWh) |
|---|---|---|---|---|
| 1 | Site Preparation | 40 | 3.5 | 4,112.575 |
| | Grading | 110 | 4 | 11,750.216 |
| 2 | Site Preparation | 1 | 1 | 29.375 |
| | Grading | 2 | 1.5 | 88.126 |
| 3 | Site Preparation | 180 | 3.5 | 18,506.590 |
| | Grading | 200 | 4 | 23,500.432 |
| **Total Electricity Consumed** | | | | **57,987.3** |

Note: Electricity Consumed is determined by: Days Grading x Acres (acres disturbed during grading) x 3,020 gallons per acre per day (Air and Waste Management Association, 1992) x 0.009727 kWh/gallons (CalEEMod default for Salton Sea Air Basin) is 1,909.4 kWh].

The electricity demand at any given time would vary throughout the construction period based on construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. The estimated construction electricity usage represents approximately 0.67 percent of the project's estimated annual operational demand, which, as discussed below, would be within the supply and infrastructure service capabilities of IID. The percentage is derived by taking the total amount of electricity usage during construction (57,987.3 kWh) and dividing that number by the total amount of electricity during operation (8,642,729 kWh) to obtain 0.67 percent.

### *Natural Gas*

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed in the Transportation Energy subsection.

### *Transportation Energy*

Petroleum would be consumed throughout construction of the project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, while VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty equipment used for project construction would rely on diesel fuel, as would haul trucks involved in off-hauling materials from site clearing or excavation. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed that construction workers would travel to and from the project property in gasoline-powered passenger vehicles. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable

activities, or use of equipment that would not conform to current emissions standards (and related fuel efficiencies).

Heavy-duty construction equipment of various types would be used during each phase of construction of the project. CalEEMod was used to estimate construction equipment usage. 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 shown in the tables provided.

**Table 4.5-3, *Phase 1, 2 and 3 Construction Worker Gasoline Demand***, illustrates the demand of gasoline fuel for construction worker trips to and from the site during each construction phase, and phase of development. Construction worker gasoline demand during each phase of development equals a total of 498,138 gallons of gasoline fuel.

**Table 4.5-3 Phase 1, 2 and 3 Construction Worker Gasoline Demand**

| Phase | Const. Phase | Days | Trips | Miles | VMT | KgCO2e | Kg/CO2/Gallon | Gallons |
|---|---|---|---|---|---|---|---|---|
| 1 | **Site Prep.** | 40 | 18 | 11 | 7,920 | 2,497.1 | 8.89* | 281 |
| | **Grading** | 110 | 20 | 11 | 24,200 | 7,588.2 | 8.89 | 855 |
| | **Building Const.** | 200 | 823 | 11 | 1,810,600 | 551,758.5 | 8.89 | 62,065 |
| | **Paving** | 75 | 15 | 11 | 12,375 | 3,771.1 | 8.89 | 424 |
| | **Arch. Coating** | 75 | 165 | 11 | 136,125 | 41,482.5 | 8.89 | 4,666 |
| | | | | | | | **Phase 1 Construction Total** | **98,291** |
| 2 | **Site Prep.** | 1 | 5 | 11 | 55 | 16.2 | 8.89 | 1.82 |
| | **Grading** | 2 | 10 | 11 | 220 | 64.6 | 8.89 | 7.27 |
| | **Building Const.** | 100 | 16 | 11 | 17,600 | 5,112.7 | 8.89 | 575.11 |
| | **Paving** | 5 | 18 | 11 | 990 | 279.6 | 8.89 | 31.45 |
| | **Arch. Coating** | 5 | 3 | 11 | 165 | 46.6 | 8.89 | 5.24 |
| | | | | | | | **Phase 2 Construction Total** | **621** |
| 3 | **Site Prep.** | 180 | 18 | 11 | 35,640 | 9,957.1 | 8.89 | 1,120 |
| | **Grading** | 200 | 20 | 11 | 44,000 | 11,964.2 | 8.89 | 1,346 |
| | **Building Const.** | 500 | 2,197 | 11 | 12,083,500 | 3,107,820.9 | 8.89 | 349,586 |
| | **Paving** | 330 | 15 | 11 | 54,450 | 13,856.3 | 8.89 | 1,559 |
| | **Arch. Coating** | 330 | 439 | 11 | 1,593,570 | 405,526.3 | 8.89 | 45,616 |
| | | | | | | | **Phase 3 Construction Total** | **399,227** |
| | | | | | | | **Total Construction Gasoline Demand** | **498,139** |

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

**Table 4.5-4, *Phase 1, 2 and 3 Construction Vendor Diesel Demand***, illustrates the demand of diesel fuel for construction vendor trips to and from the site during each construction phase, and phase of development. These trips are associated with the delivery of construction materials during the building construction phase. Construction vendor demand during each phase of development equals a total of 468,038 gallons of diesel fuel.

**Table 4.5-4 Phase 1, 2 and 3 Construction Vendor Diesel Demand**

| Phase | Const. Phase | Days | Trips | Miles | VMT | KgCO2e | Kg/CO2/Gallon | Gallons |
|---|---|---|---|---|---|---|---|---|
| 1 | Site Prep. | 40 | 0 | 0 | 0 | 0 | 10.18* | 0 |
| | Grading | 110 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | Building Const. | 200 | 302 | 5.40 | 326,160 | 623,619.5 | 10.18 | 61,259 |
| | Paving | 75 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | Arch. Coating | 75 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | | | | | | | **Phase 1 Construction Total** | **61,259** |
| 2 | Site Prep. | 1 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | Grading | 2 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | Building Const. | 100 | 7 | 5.40 | 3,780 | 7,108.2 | 10.18 | 698 |
| | Paving | 5 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | Arch. Coating | 5 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | | | | | | | **Phase 2 Construction Total** | **698** |
| 3 | Site Prep. | 180 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | Grading | 200 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | Building Const. | 500 | 843 | 5.40 | 2,276,100 | 4,133,905.4 | 10.18 | 406,081 |
| | Paving | 330 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | Arch. Coating | 330 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | | | | | | | **Phase 3 Construction Total** | **406,081** |
| | | | | | | | **Total Construction Diesel Demand** | **468,038** |

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

**Table 4.5-5, *Phase 1 Construction Hauling Diesel Demand,*** illustrates the demand of diesel fuel for on-site grading hauling trips within the site during Phase 1 of construction. These trips are associated with hauling during the grading construction phase. Because the site will be mass graded in Phase 1, all hauling demand will occur during that phase. Construction hauling demand during grading of Phase 1 equals a total of 2,647 gallons of diesel fuel.

**Table 4.5-5 Phase 1 Construction Hauling Diesel Demand**

| Phase | Const. Phase | Days | Trips | Miles | VMT | KgCO2e | Kg/CO2/Gallon | Gallons |
|---|---|---|---|---|---|---|---|---|
| 1 | Site Prep. | 40 | 0 | 0 | 0 | 0 | 10.18* | 0 |
| | Grading | 110 | 3,282 | 1 | 361,020 | 26,951.4 | 10.18 | 2,647 |
| | Building Const. | 200 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | Paving | 75 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | Arch. Coating | 75 | 0 | 0 | 0 | 0 | 10.18 | 0 |
| | | | | | | | **Total Construction Hauling Diesel Demand** | **2,647** |

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

**Table 4.5-6, *Phase 1, 2 and 3 Construction Equipment Diesel Fuel Demand***, displays the demand of diesel fuel for construction vehicles on-site during the various construction phases. Construction equipment diesel demands for each phase of project development equals a total of 342,401 gallons of diesel fuel.

**Table 4.5-6 Phase 1, 2 and 3 Construction Equipment Diesel Fuel Demand**

| Phase | Const. Phase | Days | Equipment Units | KgCO2e | Kg/CO2/Gallon | Gallons |
|---|---|---|---|---|---|---|
| 1 | **Site Prep.** | 40 | 7 | 101,028.4 | 10.18* | 9,924 |
| | **Grading** | 110 | 8 | 348,329.7 | 10.18 | 34,217 |
| | **Building Const.** | 200 | 9 | 375,796.5 | 10.18 | 36,915 |
| | **Paving** | 75 | 6 | 75,695.1 | 10.18 | 7,436 |
| | **Arch. Coating** | 75 | 1 | 12,788.2 | 10.18 | 1,256 |
| | | | | | **Phase 1 Construction Total** | **89,748** |
| 2 | **Site Prep.** | 1 | 5 | 1,774.8 | 10.18 | 174 |
| | **Grading** | 2 | 6 | 3,726.8 | 10.18 | 366 |
| | **Building Const.** | 100 | 7 | 146,217.7 | 10.18 | 14,363 |
| | **Paving** | 5 | 9 | 5,167.6 | 10.18 | 508 |
| | **Arch. Coating** | 5 | 1 | 852.4 | 10.18 | 84 |
| | | | | | **Phase 2 Construction Total** | **15,495** |
| 3 | **Site Prep.** | 180 | 7 | 453,883.0 | 10.18 | 44,586 |
| | **Grading** | 200 | 8 | 633,168.6 | 10.18 | 62,197 |
| | **Building Const.** | 500 | 9 | 937,988.0 | 10.18 | 92,140 |
| | **Paving** | 330 | 6 | 332,988.1 | 10.18 | 32,710 |
| | **Arch. Coating** | 330 | 1 | 56,248.2 | 10.18 | 5,525 |
| | | | | | **Phase 3 Construction Total** | **237,158** |
| | | | | | **Total Construction Equipment Diesel Demand** | **342,401** |

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

Overall, the project is estimated to consume approximately 498,139 gallons of gasoline and 813,086 gallons of diesel fuel during the project's construction phases. In total, the project will consume approximately 1,311,244 gallons of petroleum between years 2020 to 2026. Petroleum use is necessary to operate construction equipment. The US EPA applied a Tier 3 program in order to reduce the impacts of motor vehicles on air quality and public health. The vehicle emissions standards will reduce both tailpipe and evaporative emissions from passenger cars, light-duty trucks, medium duty passenger vehicles, and some heavy-duty vehicles. The gasoline sulfur standard will enable more stringent vehicle emissions standards and will make emissions control systems more effective for both existing and new vehicles. Removing sulfur allows the vehicle's catalyst to work more efficiently. Lower sulfur gasoline also facilitates the development of some lower-cost technologies to improve fuel economy and reduce greenhouse gas emissions, which reduces gasoline consumption. As stated in **Section 4.2, *Air Quality,*** of this Draft EIR, the construction contractor shall ensure that off-road diesel construction equipment (greater than 150 horsepower) complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards. Additionally, the construction contractor shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. This is identified as **Mitigation Measure AQ-2**. The use of Tier 3 engines or higher during

project construction would assist in reducing construction-related gasoline consumption at the project site.

The energy used during the construction of the project would be limited to the development of the project and would not require long-term petroleum use. Additionally, there are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities, or use of equipment that would not conform to current emissions standards (and related fuel efficiencies). **Mitigation Measure AQ-2** requires that off-road diesel construction equipment (greater than 150 horsepower) complies with EPA/CARB Tier 3 emissions standards. The implementation of **Mitigation Measure AQ-2** would assist in reducing construction-related gasoline consumption at the project site, and project construction would not consume petroleum in a wasteful or inefficient manner.

### *Construction Energy Consumption Conclusion*

As shown in **Table 4.5-7*, Summary of Energy Use During Construction***, a total of 57,987.3 kilowatt-hours (kWh) of electricity, 808,764 gallons of diesel fuel, and 498,139 gallons of gasoline are estimated to be consumed in total during the construction of the project (all three phases). Construction of the project is anticipated to be complete in 2026 (see **Table 4.5-1, *Coral Mountain Resort Construction Duration***).

**Table 4.5-7 Summary of Energy Use During Construction**

| Fuel Type | Units | Total Project Energy Use |
|---|---|---|
| Electricity | kWh | 57,987.3 |
| Diesel | Gallons | 813,086 |
| Gasoline | Gallons | 498,139 |

Notes: Electricity for the project is total construction usage. Mobile gasoline and diesel usage were calculated using the figures provided in the CalEEMod model.

## Operation

### *Electricity*

The project proposes the operation of residential, resort, commercial and open space uses on approximately 386-acre of vacant land in the City of La Quinta. The project will be required to install an off-site transformer bank at an existing IID substation located at 81600 Avenue 58 and extend a distribution line along Avenue 58. Conduit systems will also be installed along Avenue 58 as part of the proposed upgrades. Construction of the conduits and line extensions would occur in the existing right-of-way. Offsite electrical improvements will occur during Phase I of the development and will only serve the project.

The CalEEMod program utilized in this analysis calculated the project's potential operational electricity usage by splitting up the land uses into appropriate categories. The categories consistent with the

proposed project include apartment low rise, hotel, regional shopping center, single family housing and user defined recreational. Definitions of these land uses are provided in the CalEEMod manual. Since CalEEMod does not provide a land use subtype that accurately defines the proposed Wave Basin, the "User Defined" land use subtype was utilized when inputting the values into CalEEMod. The characteristics of the Wave Basin (i.e., size, function, etc.,) were included to determine the energy consumed by the operation of the facility.

According to the CalEEMod calculations, provided in the GHG Analysis, the project is expected to generate demand for approximately 8,263,869 kWh of annual electricity use for the entire project at build-out. The four project special events are anticipated to generate a total of approximately 378,859 kWh of annual electricity demand. Cumulative electricity demand for project operation and special event operations will generate an annual demand of 8,642,729 kWh of electricity (taking into account the energy-reducing project design features described below).

The project would incorporate several project design features (PDFs) directed at minimizing energy use. These measures include installing photovoltaic (PV) systems to generate a minimum of 15% of the power demand, or 1,310.6 MWh for the project, high efficiency lighting, and 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, which would be at least 30 percent more energy-efficient for non-residential buildings and 53 percent less energy for residential uses due to lighting upgrades. As determined by the CalEEMod calculations, the implementation of the above project design features would result in a 17.2 percent reduction in electricity consumed by the proposed project. This reduction is shown in the table below.

**Table 4.5-8**
**Project Electricity Demand With and Without PDFs**

| | **Electricity Use** kWh/yr | |
|---|---|---|
| **Land Use** | **Project Without PDFs*** | **Project With PDFs*** |
| Apartments Low Rise | 412,453 | 345,198 |
| Hotel | 4,003,840 | 3,260,870 |
| Other Asphalt Surfaces | 0 | 0 |
| Regional Shopping Center | 574,800 | 456,511 |
| Single Family Housing | 3,650,260 | 3,051,720 |
| User Defined Recreational | 1,798,160 | 1,528,430 |
| **Total Electricity Demand** | **10,439,513** | **8,642,729** |
| **Percent Reduction** | **17.2 percent** | |

* Electricity use associated with project operation including the four proposed special events are included in the without and with PDF columns.

Additional project design features include:

- Installation of water-efficient plumbing fixtures
- Installation of light-emitting diode (LED) technology within homes
- Use of recycled water (non-potable) for common area landscape irrigation
- Use of drought-tolerant plants in landscape design
- Installation of water-efficient irrigation systems with smart sensor controls

These project design features were not accounted for in the CalEEMod calculations, however, their implementation would result in reduced electricity consumption.

The La Quinta General Plan Environmental Impact Report (LQGP EIR) predicts that buildout of residential and commercial uses in the General Plan, including the proposed project site, 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. The proposed project is anticipated to consume approximately 8,642,729 kWh/year, which is approximately 0.80 percent of the City's electrical consumption at total build-out.

As mentioned previously, the IID planning area used approximately 1,248.4 gigawatt hours (GWh) of electricity in the commercial sector and 1,693.5 GWh of electricity in the residential sector, for a total of 2,941.9 GWh in 2019. IID estimates that electricity consumption within IID's planning area will be approximately 4,641,267 MWh annually by 2031. Based on the project's estimated new annual electrical consumption of 8,642,729 kWh (which is equivalent to 8,642.73 MWh), the project would account for approximately 0.19 percent of IID's total estimated demand in 2031.

In addition to the listed project design features, IID has indicated that the project will be required to connect to an existing IID electrical substation, located at 81600 Avenue 58, in order to provide electrical services to the project. In a will serve letter dated May 26, 2020, IID indicated that the project can extend electrical facilities to serve the site, under the developmental conditions of service stated in the letter, including requiring the applicant to bear all costs associated with construction of the utility work, as well as requirements of the utility provider during each phase of project development. The project's connection to the substation will only serve the project site. The project's connection to IID's facility will not result in a significant increase in energy demand because energy codes established by the state and implemented by IID will be applied to the project to reduce energy consumption and increase energy efficiency. These energy reduction features include the PDFs listed previously in this discussion.

IID also analyzes their existing facilities and capacity to support the population and future growth within the service area in order to ensure reliable service. Additionally, IID continues to invest in alternative and renewable energy sources and storage of renewable energy, to provide alternative energy to the service area. Based on the project's implementation of PDFs and IID's review of the project, with the project's connection to the IID substation, it is anticipated that IID's existing and planned electricity capacity and

electricity supplies would be sufficient to support the project's demand and would not result in a significant increase in energy demand.

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. Implementing rooftop solar and energy-efficient design features will both generate electricity onsite, and reduce electricity consumption, respectively. Further, submittal, review, and approval of project plans through the City and IID would ensure future electricity demand will comply with all applicable requirements, and will not exceed IID's service capacity. Impacts will be less than significant.

### *Natural Gas*

According to the La Quinta General Plan, the demand for natural gas for a household in the City 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 unit used in the CalEEMod calculations. Therefore, the approximately 23,489 households in the City would consume approximately 683,365,477 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.

Natural gas would be directly consumed throughout operation of the proposed project, primarily through building heating, water heating, and cooking. Natural gas consumption at the project site was calculated using CalEEMod's default values for apartments low rise, hotel, regional shopping center, and single family housing. The proposed Wave Basin will not be heated; therefore, the operation of the facility will not result in the consumption of natural gas. Based on the CalEEMod calculations, the project is estimated to consume approximately 20,897,355 thousand British thermal units (kBTU) of natural gas annually during operation of the various land uses. Project special events are anticipated to generate approximately 958,045 kBTU of annual natural gas demand. Cumulative natural gas demand, for project operation and special event operations, will generate an annual demand of 21,855,400 kBTU. This is displayed in **Table 4.5-9, *Proposed Project Operational and Special Events Natural Gas Demand***.

**Table 4.5-9 Proposed Project Operational and Special Events Natural Gas Demand**

| | **Natural Gas Use kBTU/yr** | |
|---|---|---|
| **Land Use** | **Project Operational** | **Special Events** |
| Apartments Low Rise | 1,045,719 | 47,941 |
| Hotel | 11,421,957 | 523,643 |
| Regional Shopping Center[1] | 94,087 | 4,313 |
| Single Family Housing | 8,335,592 | 382,148 |
| **Total** | **20,897,355** | **958,045** |
| **Cumulative Natural Gas Demand** | **21,855,400** | |

Note: 1. The land uses indicated in the table are categories determined by CalEEMod modelling. A regional shopping center is not proposed for the project site, however, the commercial uses proposed for the project correlate with the standards and characters of the Regional Shopping Center land use category, per CalEEMod.
Note: 21,855,400 kBTU/yr is approximately 57,741.4 cf/day per the 1 cf to 1.037 kBTU conversion and 365 days a year.

According to the LQGP EIR, at General Plan build-out, residential units will use approximately 919,426,079 cubic feet of natural gas per year (cf/year). For commercial uses, consumption will be approximately 512,618,978.28 cf/year. At buildout, the City is expected to consume approximately 1,432,045,057.28 cubic feet per year in the residential and commercial sectors. This number is equivalent to 1,485,030,724.4 kBTU. According to Urban Crossroad's GHG Analysis, the project is anticipated to consume approximately 21,855,400 kBTU/year, which is approximately 1.47 percent of the City's natural gas consumption at build-out of the City.

Based on the 2018 California Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be approximately 2,310 million cf per day in 2030. The project would consume approximately 0.0025 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 California Code of Regulations (CCR) regarding energy consumption. As a part of the project design features to reduce energy consumption, the project will implement the use of:

- Energy Star appliances.
- Installation of tankless water heater systems.

The implementation of the project design features listed throughout this Energy Section 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. Further, submittal, review, and approval of project plans through City and SoCalGas would ensure implementation of the project design features, and that SoCalGas can satisfy the future natural gas demands. Impacts would be less than significant.

### *Transportation Energy*

The consumption and use of petroleum-based fuels related to vehicular travel to and from the project site are anticipated during operation of the project. The GHG Analysis calculated the project's estimated annual vehicle miles traveled (VMT) using CalEEMod. Per the GHG Analysis, the project's operational emissions were calculated between two main scenarios, including "Proposed Project Operational", and "Special Events Operational".

*Proposed Project Operational Scenario*

The Proposed Project Operational model calculated the annual project VMT as a result of project buildout. Project operational VMTs within each land use in this scenario are depicted in the table below.

**Table 4.5-10 Proposed Project Operational VMT**

| | **Annual VMT** |
|---|---|
| **Land Use** | **Project Buildout** |
| Apartments Low Rise | 1,089,825 |
| Hotel | 2,537,078 |
| Other Asphalt Surfaces | -- |
| Regional Shopping Center | 5,055,941 |
| Single Family Housing | 6,968,724 |
| User Defined Recreational | 2,827,337 |
| **Total Annual VMT** | **18,478,905** |

Note: Project Buildout is the cumulative annual VMT value assuming total project buildout.

Per the CalEEMod calculations for the Proposed Project Operational scenario, the average daily trip (ADT) rate will total 9,925.9 on the weekdays, 10,580.9 on Saturdays, and 8,179.4 on Sundays. CalEEMod assumes 92.5 percent of VMT burns gasoline, while the remaining 7.5 percent burn diesel. Project operation would have an annual gasoline demand of 686,959 gallons and an annual diesel demand of 48,641 gallons, as displayed in **Table 4.5-11, *Proposed Project Operational Annual Petroleum*.** The ADT rate was provided by CalEEMod, which provides estimates for emissions. The ADT utilized in this ***Energy Resources*** section may vary from the ADTs calculated in the project-specific Traffic Impact Analysis (**Appendix L.1**), which utilizes RIVTAM modeling for ADT and VMTs.

**Table 4.5-11**
**Proposed Project Operational Annual Petroleum**

| | **Annual VMT** | **KgCO2e** | **Kg/CO2/Gallon** | **Annual Gallons** |
|---|---|---|---|---|
| **Gasoline** | 17,129,945 | 6,107,065 | 8.89 | 686,959 |
| **Diesel** | 1,348,960 | 495,167 | 10.18 | 48,641 |
| | | | **Total Annual Petroleum** | **735,600** |

*Special Events Operational Scenario*

The project proposes special events at the project site involving attendance of up to 2,500 guests per day (up to 4 events per year, maximum 4-day duration), in addition to operational activities. The Special Events Operational model calculated the annual project VMTs with the occurrence of these special events. Per the CalEEMod calculations, the four proposed special events at the project site are anticipated to generate 358,613 VMTs annually (approximately 89,653.25 VMTs per special event). The average daily trip rate (as referred to in the CalEEMod calculations) being approximately 555.6 per day.

The ADT utilized in this ***Energy Resources*** section may vary from the ADTs calculated in the project-specific Traffic Impact Analysis (**Appendix L.1**), which utilizes RIVTAM modeling for ADT and VMTs.

**Table 4.5-12**
**Special Events Operational VMT**

| Land Use | Annual VMT |
|---|---|
| Apartments Low Rise | 16,323 |
| Hotel | 30,495 |
| Other Asphalt Surfaces | -- |
| Regional Shopping Center | 93,419 |
| Single Family Housing | 93,364 |
| User Defined Recreational | 125,012 |
| **Total** | **358,613** |

As previously determined, CalEEMod assumes 92.5 percent of VMT burns gasoline, while the remaining 7.5 percent burn diesel. Special events operations would have an annual gasoline demand of 13,184 gallons and an annual diesel demand of 933 gallons, as displayed in **Table 4.5-13, *Special Events Operational Annual Petroleum.***

**Table 4.5-13**
**Special Events Operational Annual Petroleum**

| | Annual VMT | KgCO2e | Kg/CO2/Gallon | Annual Gallons |
|---|---|---|---|---|
| **Gasoline** | 331,717 | 117,204.9 | 8.89 | 13,184 |
| **Diesel** | 26,896 | 9,503 | 10.18 | 933 |
| | | | **Total Annual Petroleum** | **14,117** |

Based on the CalEEMod calculations provided for project operation and special event operation for the Coral Mountain Resort, operation of the project will generate 18,838,360 VMTs cumulatively. Petroleum demand for the cumulative project would consume approximately 700,143 gallons of gasoline, and 49,574 gallons of diesel. Cumulatively, the project would consume approximately 749,717 gallons of petroleum.

Over the lifetime of the project, the fuel efficiency of vehicles in use is expected to increase, as older vehicles are replaced with newer more efficient models. Therefore, it is expected that the amount of petroleum consumed due to the vehicle trips to and from the project site during operation would decrease over time. California's Senate Bill 350 was established in 2015 to reduce petroleum use by 50 percent by the year 2030, compared to 2015 consumption. This is achieved through advancement of technology, which includes the use of plug-in hybrid and zero emission vehicles in California. With the foregoing, operation of the project is expected to use decreasing amounts of petroleum over time.

The Coral Mountain Resort Specific Plan, in Section 1.7, *Sustainability and Project Design Features*, establishes programs and project design features (PDFs) that promote energy efficiency and

sustainability which will reduce VMTs and energy consumption. The regional VMTs and associated vehicular-source emissions are reduced by the following project design features/attributes:

- Pedestrian connections shall be provided to surrounding areas consistent with the City's General Plan. Providing a pedestrian access network to link areas of the project site encourages people to walk instead of drive.
- Having 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.
- The project will include improved design elements to enhance walkability and connectivity.
- Implementation of ride sharing programs (including vanpool, and designated ride-share vehicle parking) and employer-sponsored shuttle services to reduce commute trips. Increasing the vehicle occupancy by ride sharing will result in fewer cards driving the same trip, reducing VMTs.

The mixed-use characteristics of the project, combined with walkability and connectivity design elements, optimize on-site interaction and result in lower VMT compared to standalone uses. The proposed project design features/attributes (listed above) reduce the project's petroleum use by approximately 11 percent during operation of the project and special events. The numbers displayed in **Tables 4.5-10** through **4.5-13** indicate the 11 percent reduction of petroleum use.

The Specific Plan proposes alternative forms of transportation while providing for vehicular access through a roadway network that interconnects all land uses within the project. The multi-modal transportation system proposed for the project will decrease automobile dependency by providing transportation facilities for a variety of user groups including motorists, cyclists, pedestrians, and drivers of electric vehicles. With this goal in mind, the backbone system of circulating roadways throughout the Specific Plan with multiple access points will serve as vehicular and multi-use transportation routes for residents and visitors.

Access and parking in close proximity to retail and resort areas for visitors is proposed for 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 the following design features that will comply with Chapter 9.180, Transportation Demand Management of the La Quinta Municipal Code:

- Off-street bicycle and pedestrian paths/routes;
- Sidewalks in higher traffic areas;
- Enhanced pedestrian/bicycle crosswalks;
- Pedestrian and multi-use paths and streets;
- Traffic calming methods;
- Short street segments with frequent caution zones and stopping points;
- Golf cart and other alternative forms of personal transportation

Providing multi-modal transportation within the project will allow guests and residents to participate in other 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.

Although the project would result in an increase in petroleum use during construction and operation compared to the existing conditions, the project would implement measures required under the LQGP Policy CIR-1.12 and Policy CIR-2.2, and City Municipal Code Chapter 9.180. 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. While Policy CIR-2.2 encourages reduction of greenhouse gas (GHG) emissions by reducing vehicle miles traveled and vehicle hours of delay by increasing or encouraging the use of alternative modes of transportation, and implementing and managing a hierarchy of complete street multimodal transportation infrastructure and programs to deliver improved mobility and reduce GHG emissions. Given these considerations, petroleum consumption associated with the project operation would not be considered excessive.

In addition to the diverse land uses located adjacent to one another, and the implementation of a multi-modal transportation system, 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 energy is required per mile traveled. Although the project will result in a direct increase in VMTs, the project will not interfere with increased full efficiency standards and will not result in wasteful, inefficient, or unnecessary consumption of transportation energy resources during operation. Impacts will be less than significant.

### *Operational Energy Consumption*

No adverse effects to nonrenewable energy resources are anticipated with the development of the proposed project. Furthermore, the project would not result in the use of excessive amounts of fuel or electricity and would not result in the need to develop additional sources of energy. As shown in **Table 4.5-14, *Summary of Annual Energy Use During Operation***, the project's new energy demand would be approximately 8,642,729 kWh of electricity per year, 21,855,400 thousand British thermal units, (kBTU) of natural gas per year, and 749,717 gallons of petroleum fuel per year. The project's buildout outputs are displayed in the table below.

**Table 4.5-14, Summary of Annual Energy Use During Operation**

| Source | Units | Project Buildout |
|---|---|---|
| Electricity Total | kWh/yr | 8,642,729 |
| Natural Gas Total | kBTU/yr | 21,855,400 |
| Petroleum Total | Gallons | 749,717 |

Notes: kWh/year = thousand kilowatt-hours per year; kBTU/yr = thousand British Thermal Units per year. Electricity and Natural Gas for the project is total operational usage. Mobile gasoline and diesel usage were calculated using the figures provided in the CalEEMod calculations.

## Conclusion

The project will design building shells and building components, such as windows, roof systems and electrical and lighting systems to meet Building Code standards in effect at the time development occurs, which would be at least 30 percent more energy-efficient for non-residential buildings and 53 percent more energy efficient for residential use due to lighting upgrades. These measures will ensure project-related operational energy use is reduced by implementing building shells and components that comply with building code standards.

The project would increase demand for energy in the project area and in the service areas of IID and SoCal Gas Company. The proposed project would also increase the petroleum demand during construction and operation of the site. However, based on the findings described above, project construction and operation are not anticipated to result in potentially significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Impacts will be less than significant.

## *b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency*

As discussed previously, the project site is currently vacant. Electricity and natural gas will be provided to the project property by Imperial Irrigation District (IID) and the Southern California Gas Company.

The project is proposing a mixed-use development that will include 496 low density residential dwelling units, a 150-room resort, 57,000 square feet of resort commercial space, 104 resort residential dwellings, an artificial surf Wave basin, 60,000 square feet of neighborhood commercial uses, and open space recreational uses on approximately 23.6 acres. As a part of project implementation, the project will be required to install an off-site transformer bank at an existing IID substation located at 81600 Avenue 58 as part of the proposed upgrades. Construction for the conduits and line extensions would occur in the existing right-of-way.

### *Consistency Analysis*

The proposed project's consistency with relevant state and local plans for renewable energy or energy efficiency is provided below.

#### *EPA/CARB Tier 3 Emissions Standards*

The US EPA implements a Tier 3 program in order to reduce the impacts of motor vehicles on air quality and public health. The vehicle emissions standards will 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 4.2, *Air Quality,*** and in discussion a.) of this ***Energy Resources*** section, the project is required to operate off-road diesel construction equipment (greater than 150 horsepower) that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards. Additionally, all construction equipment must be tuned and maintained in accordance with the manufacturer's specifications, as required in **Mitigation Measure AQ-2**. The use of Tier 3 engines or higher during project construction would assist in reducing construction-related gasoline consumption at the project site. The project will comply with the EPA/CARB Tier 3 emissions standards.

### *Title 24*

Title 24's Building Energy Efficiency Standards, is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. In December 2018, the California Energy Commission (CEC) adopted the 2019 Building and Energy Efficiency Standards with the effective date beginning January 1, 2020. This code requires new homes to include at least 50 percent of kitchen lighting to be LED, compact fluorescent or similar high efficiency fixtures, double pane windows, cool roofs, and other design techniques to reduce heat loss.

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 2019 CALGreen standards became effective on January 1, 2020.

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 implement PDFs, such as the installation of light-emitting diode (LED) technology within homes, in order 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 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.

### *La Quinta Greenhouse Gas Reduction Plan*

The City of La Quinta's General Plan and Greenhouse Gas (GHG) Reduction Plan also outlines measures to reduce energy consumed by existing and future developments within the City. The GHG Reduction Plan includes measures to reduce energy use, conserve energy, and improve energy efficiency. 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 to reduce energy consumed. 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 California Building Code Title 24, 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 to 10 percent of landscaped areas. ND-2 works towards carbon neutrality for new buildings through design measures, onsite renewables, and offsets. ND-3 encourages all new development to meet 50 percent of energy demand through onsite solar or other non-polluting sources. These energy reduction measures are also included in the City's General Plan. Developments are required to adhere to state and local standards for energy efficiency to reduce energy consumed by development. The project's PDFs listed throughout this section and below will reduce project-related energy consumption. The project will conform to the GHG Reduction Plan.

### *La Quinta General Plan*

Natural Resources Element

The project site is located within the City of La Quinta, therefore, local energy efficiency standards within Chapter III, Natural Resources, of the La Quinta General Plan are applicable to the project site. The Natural Resources Chapter summarizes the key general plan policies that support the City's goals for air quality, energy and mineral resources, biological resources, cultural resources, water resources, and open space and conservation. As previously discussed, the project is not anticipated to result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. Additionally, goals, policies, and programs related to reducing energy consumption, through the use of alternative forms of energy or sustainable design features are included in the PDFs for the proposed project:

- Pedestrian connections shall be provided to surrounding areas consistent with the City's General Plan. The project would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous to the project site.
- The mixed-use property can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport.
- The project will include improved design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile.

- Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees.
- The project will implement an employer-sponsored vanpool or shuttle. A vanpool will usually service employees' commute to work while a shuttle will service nearby transit stations and surrounding commercial centers.
- The project will design building shells and building components, such as windows; roof systems; electrical and lighting systems; and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards which is estimated to result in 30 percent less energy use for non-residential buildings and 53 percent less energy use for residential use.
- The project is required to comply with South Coast Air Quality Management District (SCAQMD) Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development.
- Using electricity generated from photovoltaic (PV) systems displaces electricity demand which would ordinarily be supplied by the local utility. A minimum of 15 percent of the project's electricity demand will be generated on-site.

The PDFs above were accounted for in CalEEMod to reduce energy consumption associated with each applicable subcategory (i.e., electricity use and petroleum consumption). The following PDFs are also part of the project:

- Specified use of Energy Star appliances
- Installation of water-efficient plumbing fixtures
- Installation of tankless water heaters
- Installation of light-emitting diode (LED) technology within homes
- Use of recycled water (non-potable) for common area landscape irrigation
- Use of drought-tolerant plants in landscape design
- Installation of water-efficient irrigation systems with smart sensor controls
- Installation of photovoltaic (PV) systems

With the implementation of the PDFs, which will be made enforceable by the City through the Development Agreement, 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. While Policy CIR-2.2 encourages reduction of greenhouse gas

(GHG) emissions by reducing vehicle miles traveled and vehicle hours of delay by increasing or encouraging the use of alternative modes of transportation, and implementing and managing a hierarchy of complete street multimodal transportation infrastructure and programs to deliver improved mobility and reduce GHG emissions.

The project will provide multiple transportation facilities for motorists, cyclists, pedestrians, and drivers of electric vehicles throughout the property. Additionally, access and parking in close proximity to retail and resort areas for visitors is proposed to allow residents of individual neighborhoods to access all Planning Areas internally as well as public transportation systems. The project also proposes a mixed-use development consisting of residential, commercial, resort, and recreational uses which reduces vehicle miles traveled. Therefore, the project will comply with Policy CIR-1.12 and CIR-2.2.

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. This is 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).

The project will comply with CALGreen Building Codes and Title 24 codes and standards for both residential and nonresidential components of the project. As previously stated, the project will provide multiple transportation facilities for motorists, cyclists, pedestrians, and drivers of electric vehicles throughout the property and connecting to public transportation systems. The project also proposes a mixed-use development; therefore, the project is consistent with Policy SC-1.5 and associated programs in the Livable Community Element in the General Plan.

## 4.5.5 Cumulative Impacts

The cumulative analysis for the project site considers the geographic context of IID's service area, SoCal Gas's service area, as well as the Salton Sea Air Basin (SSAB) boundary. Growth within these geographies, partially attributable to the State's emphasis on housing development, is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure, such as 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 3,462.8 GWh of electricity in 2019. IID estimates that electricity consumption within IID's planning area will be approximately 4,641,267 MWh annually by 2031. As discussed

previously, the project is anticipated to consume approximately 8,642.73 MWh per year, which is approximately 0.19 percent of the IID's projected demand in 2031.

The proposed project, and other 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, both in 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 La Quinta General Plan 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 IID customers and future customers. As mentioned previously, IID estimates that electricity consumption within IID's planning area will be approximately 4,641,267 MWh annually by 2031. Based on the project's estimated new annual electrical consumption of 8,642.73 MWh, the project would account for approximately 0.19 percent of IID's total estimated demand in 2031. Although the demand for electricity will continue to increase with build out of projects throughout the City, 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 extension of IID's existing substation facility will provide electricity to the project site only, and will not facilitate additional development beyond that otherwise allowed under the General Plan. Additionally, IID has established a rate structure that accommodates growth through the extension of facilities, and implements energy reducing strategies and renewable energy alternatives that would be available to future developments as technologies advance. Buildout of the General Plan area is expected to occur over time. Therefore, IID's expansion plans will be adjusted to accommodate future growth in the service area. Although build out 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 resources as technologies develop and IID's analysis of existing facilities 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 City of La Quinta, the project, related 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, programs, and projects 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 modest economic growth, and California Public Utility Commission (CUPC)-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, a decline in core commercial and industrial demand, 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 California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be approximately 2,310 million cf per day in 2030. The project would consume approximately 0.0025 percent of the 2030 forecasted consumption in SoCalGas's planning area. 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 and fuel suppliers. 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, related projects, and additional forecasted growth would cumulatively increase the demand for transportation related fuel in the State and region. The project's estimated petroleum-

based fuel usage during operation would be approximately 749,717 gallons of petroleum fuel per year. By comparison, the SSAB would consume approximately 326,288,400 gallons of total petroleum fuel for 2031. Furthermore, California consumes approximately 26 billion gallons of petroleum per year. The anticipated increase in consumption associated with one year of the project operation is 0.003 percent of the Statewide use.

Additionally, as described previously, petroleum accounts for 90 percent of California's transportation energy sources; however, 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 fuels. According to the CEC, total gasoline per capita has declined by 6 percent since 2008, and 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 fuel would not be cumulatively considerable and, thus, would be less than significant.

***Conclusion***

Based on the analysis provided above, the project's contribution to cumulative impacts related to energy consumption (i.e., electricity, natural gas, and petroleum-based fuel) would not result in a cumulatively considerable impact related to the wasteful, inefficient, and unnecessary consumption of energy during construction or operation.

## 4.5.6 Mitigation Measures

No mitigation measures are necessary. However, project design features, and Mitigation Measures identified in **Section 4.2, *Air Quality,*** would minimize project impacts associated with energy use, specifically petroleum consumption.

## 4.5.7 Level of Significance After Mitigation

Compliance with existing State, regional, and City regulations, plans, and programs, in addition to 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. The energy used during the construction of the project would be limited to the development of the project and would not require long-term petroleum use. Additionally, there are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities, or use of equipment that would not conform to current emissions standards (and related fuel efficiencies). **Mitigation Measure AQ-2**, which requires that off-road diesel

construction equipment (greater than 150 horsepower) complies with EPA/CARB Tier 3 emissions standards. The implementation of **Mitigation Measure AQ-2** would assist in reducing construction-related gasoline consumption at the project site. Impacts associated with air emissions would be reduced to less than significant levels.

## 4.5.8 Resources


1. CARB, EMFAC2017 Web Database, accessed June 2020, available at https://arb.ca.gov/emfac/
2. California Energy Demand 2018-2030 Revised Forecast, California Energy Commission, Demand Analysis Office, February 2018, accessed May 2020.
3. California Public Utilities Commission, 2018 California Gas Report, pg 103.
4. Corporate Average Fuel Economy, National Highway Traffic Safety Administration, available at https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy, accessed May 2020.
5. California Energy Commission (CEC), California Energy Consumption Database, "Electricity Consumption by Planning Area", accessed May 2020 http://www.ecdms.energy.ca.gov/elecbyplan.aspx
6. Greenhouse Gas Equivalencies Calculator – Calculations and References, Environmental Protection Agency, https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references, accessed August 2020.
7. Integrated Resource Plan, Imperial Irrigation District, November 2018, https://www.iid.com/home/showpublisheddocument/9280/636927586520070000, accessed April 2021.
8. Natural Gas and California, California Public Utilities Commission, https://www.cpuc.ca.gov/natural_gas/, accessed August 2020.
9. Service Area Plan 2020, Imperial Irrigation District, October 2020, https://www.iid.com/home/showpublisheddocument?id=18842, accessed April 2021.

# 4.6 Geology and Soils

## 4.6.1 Introduction

This section describes the existing setting 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 *Coral Mountain Resort Specific Plan* regarding proposed land uses; the *Geotechnical Investigation* ("Geotechnical Investigation"), prepared by Sladden Engineering, Inc. in 2019; the *Paleontological Resources Assessment*, prepared by CRM Tech, in 2019; the *City of La Quinta General Plan 2035*, and *Technical Background Report to the Safety Element of the La Quinta 2035 General Plan Update,* 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 Investigation is included in the EIR in **Appendix F**, and the Paleontological Resources Assessment is included in **Appendix H**.

Prior to the preparation of the Draft EIR, a Notice of Preparation (NOP) was prepared. The Coral Mountain Resort NOP is included in **Appendix A** of this Draft EIR. Following the screening criterion related to geology and soils in the NOP, threshold topic "e" does not require additional analysis in this Draft EIR.

*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.*

Issue areas found to have no impacts are further discussed in **Chapter 6.0, *Effects Found to have No Impact,*** of this Draft EIR. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

## 4.6.2 Existing Conditions

### Regional

The project site is located within the City of La Quinta, in the Coachella Valley in the County of Riverside. The Coachella Valley is located within the Colorado Desert Physiographic Province that is characterized as a northwest-southeast trending structural depression extending from the Gulf of California to the Banning Pass. The Coachella Valley is considered the westernmost extension of the Colorado Desert, located south of the Mojave Desert in Imperial, Riverside, and San Diego Counties. The Colorado Desert is bordered by the Peninsular Range and the Pacific Coastal Plain on the west and the Colorado River on the east. 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 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. Due to the rain shadow effect very little precipitation reaches the eastern slopes or the valley floor. The annual average rainfall is 3.2 inches 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.

## *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 area. 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. Hazards such as landslide, structural damage or destruction, liquefaction, and settlement are a potential result of rupture and strong seismic ground shaking in the City of La Quinta.

### *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 its 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 north of the City of La Quinta. 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 south 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 trigger seismic hazards such as ground shaking, landslides and liquefaction.

### *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 the physical world, which can cause phenomena such as liquefaction and ground lurching).

Earthquakes release seismic energy that is measured in terms of intensity and magnitude. Several factors determine the intensity of ground shaking, including the earthquake's magnitude, distance from the epicenter, and soil and rock composition. A variety of logarithmic scales have been used by seismologists

to measure earthquakes. The most common measure of seismic intensity is the Modern Mercalli Intensity (MMI) scale, which measures damage 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 earthquake magnitude as a function of amplitude of ground motion at distance from the epicenter, based on a scale from one to ten.

Below is a table of the closest known active faults to the project site.

**Table 4.6-1 Closest Known Active Faults**

| Fault Name | Distance (Km) | Maximum Event |
|---|---|---|
| San Andreas – Coachella | 13.9 | 7.2 |
| San Andreas – Southern | 13.9 | 7.2 |
| San Jacinto – Anza | 27.3 | 7.2 |
| San Jacinto – Coyote Creek | 29.3 | 6.8 |
| Burnt Mountain | 37.7 | 6.5 |
| Eureka Peak | 39.2 | 6.4 |
| San Andreas – San Bernardino | 39.3 | 7.5 |

*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 2035 La Quinta General Plan (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 where development is located 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) and minor marine 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 Holocene-age soils, 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 or further erodes. The latter creates fine particles 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.

### *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. These sediments are carried along the central axis of the valley, generally from the northwest to southeast, creating blowsand. These soils are also generally considered compressible and unsuitable for development without the implementation of specialized grading techniques.

### *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., earthquakes) and can cause regional damage. According to the 2035 La Quinta General Plan, the only recorded subsidence induced fissures in the Coachella Valley occurred in La Quinta in 1948, near the base of the Santa Rosa Mountains, at the south end of the City. The Safety Element of the Riverside County General Plan indicates that the project site is situated in an area both susceptible to ground subsidence and an area with documented subsidence.

### *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. The soil particles may be partially supported by clay, silt or carbonate bonds. When saturated, collapsible soils undergo a rearrangement of their grains and a loss of cementation, resulting in substantial and rapid settlement under relatively light loads. An increase in surface water infiltration, such as from irrigation, 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. Typically, differential settlement of structures occurs when landscaping is heavily irrigated in close proximity to the structure's foundation.

According to the 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.

### *Sewer*

The Coachella Valley Water District (CVWD) provides the City of La Quinta with sanitary sewer collection and treatment, and according to the 2035 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 Reclamation Plant, which has the capacity of 9.5 million gallons per day (MGD), and current daily treatment of 5 MGD. The Mid-Valley 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 site is located at the southwest corner of Madison Street and Avenue 58, therefore, will be provided with sewer infrastructure.

### *Paleontological Resources*

Paleontological resources represent the remains of prehistoric life, exclusive of any human remains, and include the localities where fossils were collected as well as the sedimentary rock formations in which they were found. The defining character of fossils or fossil deposits is their geologic age, which is typically regarded as older than approximately 12,000 years, the generally accepted temporal boundary marking at the end of the last late Pleistocene (circa 2.6 million to 12,000 years B.P.) glaciation and the beginning of the current Holocene epoch (circa 12,000 years B.P. to the present). Fossils are commonly found within lacustrine sediments associated with ancient Lake Cahuilla.

Common fossil remains include marine shells; the bones and teeth of fish, amphibians, reptiles, and mammals; leaf assemblages; and petrified wood. Fossil traces, another type of paleontological resource, include internal and external molds (impressions) and casts created by these organisms. These items can serve as important guides to the age of the rocks and sediments in which they are contained and may prove useful in determining the temporal relationships between rock deposits from one area and those from another as well as the timing of geologic events. They can also provide information regarding evolutionary relationships, development trends, and environmental conditions.

Fossil resources generally occur only in areas of sedimentary rock (e.g., sandstone, siltstone, mudstone, claystone, or shale). Because of the infrequency of fossil preservation, fossils, particularly vertebrate fossils, are considered nonrenewable paleontological resources. Occasionally fossils may be exposed at

the surface through the process of natural erosion or because of human disturbances; however, they generally lay buried beneath the surficial soils. Thus, the absence of fossils on the surface does not preclude the possibility of their being present within subsurface deposits, while the presence of fossils at the surface is often a good indication that more remains may be found in the subsurface.

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
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.

The Coachella Valley occupies the northwestern portion of the Colorado Desert geomorphic province. Elevations within the Colorado Desert geomorphic province tend to be low, while those of the surrounding provinces can be quite high. This configuration has made for local to regional rapid filling of the basin, especially along its margins, with coarse clastic sediments. Such coarse sediments afford only local environments for the preservation of vertebrate remains. However, some scattered vertebrate fossils have been found in these fluvial derived clastic sediments. The shores of Holocene Lake Cahuilla, a series of freshwater lakes that once filled portions of the Salton Trough, were present in the Coachella Valley. The lake formed when water from the Colorado River flowed into the basin and then through Baja California to the Gulf of California. The shoreline of the last ancient lake to fill the basin, at its high stand prior to desiccation around 1700 A.D., reached the elevation of approximately 42 feet above mean sea level.

Paleontological resources are the fossilized remains of ancient plants and animals. They occur in older soils which have been deposited in the Valley over millions of years. Exhibit III-5, Paleontological Sensitivity Map in the 2035 La Quinta General Plan (LQGP), designates the project site in Lake Cahuilla Beds which has a “high” paleontological sensitivity. Lake Cahuilla Beds occur in areas where ancient Lake Cahuilla covered the Valley floor. Lakebed sediments have yielded freshwater diatoms, plants, sponges, mollusks, and fish as well as small animals. Although the lakebed soils are less than 10,000 years old, they hold potentially significant information on the area’s early ecological history and have a high potential for paleontological resources.

## Project Site

### *Terrain*

The terrain in most of the project area is relatively level due to past agricultural operations, with the exception of the portion in and around Coral Mountain. The northeastern portion does not appear to have been farmed. The terrain in this area is somewhat uneven. On the western edge, the land remains in a native creosote bush scrub state. A large amount of tufa has formed on the boulders and rocks at the base of Coral Mountain during the various stands of ancient Lake Cahuilla. Vegetation on the property includes creosote bush, mesquite, palo verde, brittlebush, saltbush, tumbleweed, and other small desert shrubs and grasses (please also see **Section 4.3**, ***Biological Resources***). Introduced landscaping trees such as tamarisk, eucalyptus, cottonwood, and palms are found near the former residences.

### *Soils*

The site has been mapped to be immediately underlain by undifferentiated Quaternary-age lake deposits (Ql), alluvium (Qal), and Mesozoic granitic rocks (gr). Soils in the former agricultural fields consist of fine- to medium-grained sands mixed with silt, clay, and freshwater shells. Beyond the agricultural fields, soils in the westernmost portion of the project area feature fine- to coarse-grained sands with rocks, boulders, and some freshwater shells. Fine-grained clay is exposed in some areas, especially near the former shoreline of Holocene Lake Cahuilla, which occurred along the southwestern portion of the site, adjacent to Coral Mountain.

Per Exhibit III-3 in the La Quinta General Plan (LQGP) Environmental Impact Report (EIR), the geologic unit description of the project site largely consists of alluvial sand and clay (Ql/Qa). The LQGP EIR describes these soils as:

#### *Interbedded lacustrine (clay of valley areas) (Ql)*

The region was the site of Ancient Lake Cahuilla, as well as other large lakes that inundated the Salton Trough. These soils consist of lacustrine (lake) sediments up to 300 feet thick, layered with alluvial fan and colluvial sediments deposited from mountain slopes.

#### *Alluvial deposits (sand of valley areas) (Qa)*

These soils are geologically young and near-surface, often containing organic debris, and have been rapidly deposited by flash floods.

The subsurface soil conditions of the project property were analyzed by Sladden Engineering, Inc. during an onsite field investigation. Per the project-specific Geotechnical Investigation, Sladden Engineering, Inc. explored the subsurface conditions by completing ten exploratory boreholes throughout the site. Four bores were completed in the area designated for Tourist Commercial land uses, and six were

completed in the area designated for Low Density Residential uses. A thin mantle of disturbed soil was encountered to a depth of approximately one to two feet below existing grade in the area of the exploratory bores. The disturbed soil consisted of silty sand (SM) and sandy silt (ML). Underlying the fill soil and extending to the maximum depth explored (depths of approximately 51 feet below the existing ground surface), native alluvium was encountered. Native materials consisted primarily of silty sand (SM) and sandy silt (ML) with minor portions of clay (CL/CH). See Section 4.6.4, *Methodology*, of this ***Geology and Soils*** Section for further discussion of the project-specific Geotechnical Investigation conducted at the site.

### *Erosion*

According to the La Quinta General Plan, erosion is influenced by factors such as climate, topography, soil and rock types, and vegetation. The Coachella Valley is subject to infrequent but often powerful storms that generate high rates of erosion from both rain and wind, especially in areas where the soil is not stabilized by vegetation.

Particulate matter less than 10 microns in diameter, classified as PM10, typically includes suspended particles of dust, sand, metallic and mineral substances, road-surfacing materials, pollen, smoke, fumes, and aerosols. Erosion, especially in the form of PM10, is a concern in the Coachella Valley because it leads to sediment transport and re-deposition as well as health issues and property damage. Over time, windblown sand and dust can damage building surfaces, roads, and infrastructure throughout the City and region. Windborne and waterborne erosion can result in the displacement of topsoil, resulting in soil scouring, as well as the placement of compressible or incompatible soils in developable areas. These effects of soil erosion can impact structural foundations and require the implementation of additional specialized grading techniques to ensure soils located at the site can support habitable structures and infrastructure.

As previously stated, the geologic unit description of the project site largely consists of alluvial sand and clay of valley areas (Ql/Qa), per Exhibit III-3 in the LQGP EIR. According to the LQGP EIR, alluvial deposits (Qa) are highly susceptible to erosion, with moderate to high permeability.

## Seismicity and Faulting

### *Faulting*

There are no active faults mapped at the subject site, and the site is not located within a fault-rupture hazard zone as defined by Alquist-Priolo Earthquake Fault Zones Act.

### *Seismicity*

No signs of active surface faulting were identified on-site and in the project vicinity, based on a review of non-stereo digitized photographs of the project area. Since there are no active faults at the site, the

potential for primary ground rupture is considered very low. The primary seismic hazard for the site is ground shaking.

Secondary seismic hazards include liquefaction and earthquake-induced slope instability. However, no signs of active surface faulting have occurred on-site and in the project vicinity, based on a review of non-stereo digitized photographs of the project area (**Appendix F**).

The project is not located near any coastal areas; therefore, it is not prone to seismic-related tsunami hazards. 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. Although the project is not located in any mapped seiche zones, such as those associated with large bodies of water, the proposed development will include a recreational Wave Basin feature. See **Section 4.9**, ***Hydrology and Water Quality***, for further analysis of secondary seismic hazards, such as tsunami and seiche, at the project site.

### Paleontological Resources

At elevations ranging approximately from 50 feet above to 60 feet below mean sea level, the project area would have been on the shoreline of Holocene Lake Cahuilla. This elevation places most of the project area well within lakebed sediments. Fossils are commonly found within lacustrine sediments associated with ancient Lake Cahuilla.

## 4.6.3 Regulatory Setting

### Federal

#### *National Pollutant Discharge Elimination System*

The National Pollutant Discharge Elimination System (NPDES) was created in 1972 in the Clean Water Act to address water pollution by regulating point sources that discharge pollutants into waters of the United States. The regulations provide that discharges of storm water to waters of the United States from construction projects that encompass five or more acres of soil disturbance are effectively prohibited unless the discharge is in compliance with an NPDES Permit. Regulations (Phase II Rule) that became final on December 8, 1999, lowered the permitting threshold from five acres to one acre.

The NPDES Program has been delegated to the State of California for implementation through the State Water Resources Control Board (SWRCB) and its Regional Water Quality Control Boards. The SWRCB administers the NPDES permit program regulating storm water for construction activities, known as the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, also known as the Construction General Permit. The main compliance requirement of NPDES permits is the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for construction projects, addressing on-site pollutants and establishing appropriate storm water best

management practices (BMPs) during grading and construction as well as post-construction BMPs (please see **Section 4.9**, ***Hydrology and Water Quality***).

## State

### *Alquist-Priolo Earthquake Fault Zoning Act*

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

### *Seismic Hazard Mapping Act*

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

The SHMA requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development.

### *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 site as applications within planning areas are submitted.

## Regional and Local

### *South Coast Air Quality Management District*

South Coast Air Quality Management District (SCAQMP) is the regulatory agency responsible for improving air quality for Orange County and portions of Los Angeles, San Bernardino, and Riverside counties, including the Coachella Valley. SCAQMD is responsible for controlling emissions primarily from stationary sources of air pollution, including grading and construction sites. The main source of pollution from grading and construction activities is fugitive dust, which is particulate matter that is suspended in the air by direct or indirect human activities. Two South Coast AQMD rules were adopted with the purpose of reducing the amount of fugitive dust entrained as a result of human activities. Rule 403 applies to any activity capable of generating fugitive dust. Rule 403.1 is supplemental to Rule 403 and applies only to fugitive dust sources in Coachella Valley.

#### *Rule 403 – Fugitive Dust*

Rule 403 requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust. This rule also requires activities defined as "large operations" to notify the South Coast AQMD by submitting specific forms. A large operation is defined as any active operation on property containing 50 or more acres of disturbed surface area; or any earth moving operation with a daily earth-moving or throughput volume of 5,000 cubic yards, three times during the most recent 365 day period. The project will be subject to Rule 403.

#### *Rule 403.1 – Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources*

Rule 403.1 is a supplemental rule to Rule 403 and is applicable to man-made sources of fugitive dust in the Coachella Valley. The purpose of this rule is to reduce fugitive dust and resulting $PM_{10}$ emissions from man-made sources. Rule 403.1 requires a Fugitive Dust Control Plan approved by South Coast AQMD or an authorized local government agency prior to initiating any construction/ earth-moving activity. These requirements are applicable to construction projects with 5,000 or more square feet of surface area disturbance. The project will be subject to Rule 403.1.

### *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.

### *City of La Quinta 2035 General Plan*

Adopted on February 19, 2013, and amended on November 19, 2013, the City of La Quinta 2035 General Plan Soils and Geology Element 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.

## 4.6.4 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 future projects with the Coral Mountain Resort project site would have a significant effect on soils and geology if it is determined that the project will:

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?

Threshold topic "e", involving septic tanks or alternative wastewater disposal systems, is not analyzed in great detail since screening criterion related to septic systems concluded that there would be no impacts. See **Chapter 6.0** for a complete discussion.

### Methodology

### *Geotechnical Investigation*

A Geotechnical Investigation was prepared for the approximately 386-acre project site by Sladden Engineering, in February 2019. The purpose of the Geotechnical Investigation is to explore the subsurface conditions at the site to provide recommendations for foundation design and site preparation relative to the development of the project. Sladden conducted a field exploration program, laboratory testing, and engineering analyses. Specifically, the site characterizations consisted of the following tasks:

- Site reconnaissance to assess the existing surface conditions on and adjacent to the site.
- Drilling ten (10) exploratory boreholes to depths between approximately 21 and 51 feet bgs in order to characterize the subsurface soil conditions. Representative samples of the soil were classified in the field and retained for laboratory testing and engineering analyses.
- Digging five exploratory trenches to depths of approximately five feet bgs in order to evaluate the subsurface conditions along previously identified vegetation linaments.
- The performance of laboratory testing on selected samples to evaluate their engineering characteristics.
- The review of available geologic literature and the discussion of potential geologic hazards.
- The review of various geotechnical reports previously prepared for the project site.
- The performance of engineering analyses to develop recommendations for foundation design and site preparation.

Additional conclusions and determinations provided in this Geology and Soils Section were derived from state resources and public agency (County and City) documentation. Agency maps illustrating regional and local fault lines and zones, susceptibility to liquefaction, areas susceptible to rockfalls and landslides, and areas of paleontological sensitivity were consulted to analyze the potential impacts of geology and soils present at the project site.

### *Paleontological Resources Assessment*

A project-specific Paleontological Resources Assessment (referred to as "Paleontological Report" herein) was provided by CRM Tech in October 2019 (**Appendix H**). The Paleontological Report was conducted to determine whether the proposed project would adversely affect any significant, nonrenewable paleontological resources, as required by the California Environmental Quality Act (CEQA). In order to identify any paleontological resource localities that may exist in or near the project area and to assess the probability for such resources, CRM Tech initiated records searches at the appropriate repositories, conducted a literature review, and carried out a systematic field survey of the project area. The methods and results of the project's cultural resources reports are provided below.

- Records searches to the San Bernardino County Museum (SBCM) in Redlands and the Natural History Museum of Los Angeles County (NHMLAC) in Los Angeles to identify previously

completed paleontological resource studies as well as known paleontological localities within a one-mile radius of the project area.

  - The NHMLAC replied on July 17, 2019, stating that no previously discovered paleontological localities are located within the project area; however, the NHMLAC identified nearby localities from sediment lithologies similar to those present both on the surface and at depth in the project area.
  - The SBCM did not provide the requested data. As a result, past records search results from the SBCM on other properties nearby were consulted for pertinent information. Past records searches from the SBCM reported similar findings to the NHMLAC, stating that the geologic units within the project area had produced fossil localities in the surrounding region.

- Records search at the Riverside County Land Information System for information on the County's overall paleontological sensitivity assessment of the project location.
- Literature review of the project site, including primarily topographic, geologic, and soil maps of the Coachella Valley region, published geologic literature pertaining to the project location, and other materials in the CRM Tech library, including unpublished reports produced during similar surveys in the vicinity.
- Field survey of the project area carried out on August 6-9, 2019. The survey was completed on foot by walking a series of parallel transects oriented north-south or east-west and spaced 15 meters (approximately 50 feet) apart. Ground visibility ranged from poor (5-10 percent) in areas of dense vegetation, such as in the northeast corner of the property, to excellent (90 percent) in most of the other areas.
  - The field survey of the project area encountered no surface manifestation of any vertebrate fossil remains.

The Riverside County paleontological sensitivity map classifies the project location as High Potential (High Sensitivity A) in the northeastern half, Undetermined Potential in much of the southwestern half, and Low Potential in the exposed igneous outcrops in the southwestern corner.

- High Sensitivity A is defined as "sedimentary rock units with high potential for containing significant non-renewable paleontological resources… based on geologic formations or mapped rock units that are known to contain or have the correct age and depositional conditions to contain significant paleontological resources. These include rocks of Silurian or Devonian age and younger that have potential to contain remains of fossil fish, and Mesozoic and Cenozoic rocks that contain fossilized body elements and trace fossils such as tracks, nests and eggs".
- 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 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".

## 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*

Based on the most recent Alquist-Priolo Earthquake Zoning Map, issued by the State Geologist, the closest Alquist-Priolo Earthquake Fault Zone to the project site is the San Andreas Fault, approximately 7.75 miles northeast of the subject property. The project site is not located on an active fault or within an Alquist-Priolo Earthquake Fault Zone.

According to the Geotechnical Investigation (**Appendix F**), no signs of active surface fault rupture or secondary seismic effects (lateral spreading, lurching, etc.) were identified on-site during the field investigation.

There are no known active faults near or at the project site, and the project is not located in an Alquist-Priolo Earthquake Fault Zone. Therefore, there will be no impact associated with fault rupture on-site.

#### *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 in the planning area. Factors that determine the effect of ground motion and the degree of structural damage that may occur include intensity of the earthquake, distance between epicenter and site, soil and bedrock composition, depth to groundwater, presence of ridge tops, and building design and other criteria (La Quinta General Plan).

The project site is located approximately 7.75 miles southwest of the closest active fault zone, the San Andreas Fault. The Geotechnical Investigation states that due to the multiple active faults in the project's vicinity, the site has been subjected to past ground shaking, and strong seismic shaking is expected during the design life of the proposed project.

The proposed development will be constructed in a manner that reduces the risk of seismic hazards (Title 24, California Code of Regulations). According to Geotechnical Investigation and the 2016 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 project shall comply with the most current seismic design coefficients and ground motion parameters and all applicable provisions of the CBC, specifically Chapter 16 of the CBC, *Structural Design,* Section 1613, *Earthquake Loads*, as well as City Municipal Code Section 8.02.010. Section 8.02.010 adopts the 2019 California Building Code for regulating the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures.

Site work will be conducted in accordance with the project-specific geotechnical and soils analyses required with the submittal of grading and building plans. Foundation and structural design of the proposed project would reduce exposure of people or structures to adverse effects to the greatest extent possible. Sladden Engineering recommends that remedial grading within the proposed new building areas include the removal and re-compaction of any loose surface soil. The removal of onsite loose surface soil will ensure that the presence of potentially compressible and expansive near-surface native soil and potential seismic settlements do not occur at the project site. Additionally, stripping areas of vegetation, associated root systems, and debris, over-excavating and re-compacting throughout building and foundation areas are recommended in order to remove soils and materials that are incompatible for development or materials with insufficient load-bearing capacity to support the onsite structures. With the implementation of appropriate building codes and recommendations provided in the project-specific geotechnical and soils analyses, impacts related to strong seismic shaking at the project site would be less than significant.

Dike No. 2 and Dike No. 4 are flood control facilities under the jurisdiction of the Bureau of Land Management (BLM) and Bureau of Reclamation (BOR) and maintained by CVWD. The dikes are located west and upgradient from the project. Due to the levees' proximity to the proposed site, the project does not occur in a Special Flood Hazard Area (SFHA), where the risk of inundation is considered to be higher. These dikes are maintained by CVWD as part of their 590-square mile flood protection coverage area. CVWD develops the dikes within their jurisdiction to comply with current building codes and standards in order to withstand the effects of strong seismic shaking, which assures less than significant impacts associated with inundation.

### *iii. Seismic-related ground failure, including liquefaction*

Liquefaction occurs when ground shaking of relatively long duration and intensity over 0.2 g 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. Structures may sink or tilt as bearing capacity decreases, causing substantial damage. Other effects of liquefied soils include a loss of bearing strength, ground oscillations, lateral spreading, and ground lurching and slumping (La Quinta General Plan).

The Seismic Hazards Map (Exhibit IV-3), in the La Quinta General Plan, indicates that the southeastern portion of the City are highly and moderately susceptible to liquefaction. This is due to the shallow groundwater (between 30 to 50 feet below the ground surface) and the youthful, unconsolidated sediments found in that area. The site is shown to be moderately susceptible to liquefaction in this Exhibit.

In order to assess the subsurface conditions, Sladden Engineering conducted a field investigation by drilling ten exploratory boreholes onsite. Groundwater was encountered at depths of approximately 47 feet below existing grade at two locations (BH-2 and BH-6). The investigation determined that a high groundwater depth of 20 feet or more below the existing grade may occur in the future due to adjacent ongoing groundwater recharge activities immediately south of the site. Therefore, there is potential for liquefaction to occur at the project site.

The proposed development will include a recreational Wave feature. Although groundwater was found at approximately 47 feet below grade, future groundwater may occur at 20 feet or more below grade, and on-site water bodies, including lakes and the Wave feature, could encroach to a depth of 15-18 feet. All on-site water bodies will be lined, and slopes and shores will be stabilized to state and local standards and under the instruction of a structural engineer, to ensure liquefaction or infiltration will not occur at the Wave and water bodies onsite. The wave design will incorporate the necessary structural concrete design features to handle the pressure and drainage associated with the wave generation. This is identified as **Mitigation Measure GEO-1**. Through this design, water intrusion generated by seismic events will be properly mitigated and contained to prevent liquefaction.

Since the project is potentially susceptible to liquefaction, the project site will be required to comply with the site preparation and foundation recommendations listed in the project-specific Geotechnical Investigation in order to ensure project safety. The Geotechnical Investigation recommends that remedial grading within the proposed new building areas include the removal and re-compaction of any loose surface soil. Additionally, stripping areas of vegetation, associated root systems, and debris, over-excavating and re-compacting throughout building and foundation areas are recommended. The recommended activities would ensure that the soil is absent of debris, organic material, and loose surface soil and compacted to provide firm and uniform foundation bearing conditions. The recommendations provided by the Geotechnical Investigation are provided in **Mitigation Measure GEO-2**. With the implementation of **Mitigation Measures GEO-1** and **GEO-2**, and State building standards, impacts of seismic related ground failure at the project will be reduced to less than significant.

### *iv. Landslides*

The project site is located on the southwest corner of Madison Street and Avenue 58. Coral Mountain, an elevated topographic feature defines the project property's southwest boundary. Due to the project's proximity to Coral Mountain, the Seismic Hazard Map (Exhibit IV-3) in the 2035 La Quinta General Plan (LQGP) shows that the project lies immediately adjacent to an area with a very high and high possibility for earthquake induced slope instability and potential for soil block slides, soil slumps and rock falls.

The project does not propose development near the foot of the mountain. Therefore, the Geotechnical Investigation concluded that risks associated with slope instability should not be a controlling factor in project design. The land use areas adjacent to Coral Mountain will be preserved for open space and recreational uses within Planning Area IV and Planning Area III (specifically Planning Areas III-B and III-G in the tourist commercial land use) The closest proposed habitable structure to Coral Mountain lies approximately 170 feet from the toe of slope, located in the proposed Low Density Residential land use designation. The open space recreation area near Coral Mountain will accommodate low-impact active and passive recreation activities such as hiking trails. The tourist commercial use adjacent to Coral Mountain will include the Wave Basin, as well as open areas that will be used as gathering spaces and staging spaces using temporary facilities such as shade structures, tenting for inclement weather, and catering equipment. There will be a 25-foot setback between Coral Mountain and the proposed recreational facilities. No activity will occur in the 25-foot setback, therefore, reducing potential impacts of seismically induced landslides and rockfalls on habitable structures and people.

The slopes for the wave and proposed lakes will not be greater than 2 to 1 (horizontal to vertical), or greater than 30 feet. The slopes for the onsite water bodies will be designed to City standards. As stated in discussion a) iii), all lakes and water bodies will be lined, and slopes and shores will be stabilized to state and local standards and under the instruction of a structural engineer. This will ensure slope stability at the onsite water bodies. Therefore, impacts will be less than significant.

## *b. Result in substantial soil erosion or loss of top soil*

The project property is located on approximately 386 acres of vacant land, on the southwest corner of Madison Street and Avenue 58 in the City of La Quinta. The project proposes a mixed-use development community composed of low-density residential units, commercial uses, a hotel/resort component and recreational and open space uses. Development of the project will also include associated improvements such as paved roadways, landscaped features and pedestrian walkways. The Wind Erosion Susceptibility Map (Exhibit IV-5) in the 2035 La Quinta General Plan specifies that the project site is located in an area with a high and very high Wind Erodibility Rating.

## Windborne Erosion

The project site is currently vacant with scattered, low-lying vegetation, comprised of Sonoran creosote brush. The construction of this project will involve ground disturbing activities, such as the clearing and grubbing of existing vegetation, and grading of the property. These activities will increase the potential of soil erosion at the time of development. In order to reduce the effect of windborne erosion at the project site, the project shall be required to implement the Coachella Valley PM10 State Implementation Plan (PM10 Plan) requirement for a Fugitive Dust Control Plan. The purpose of this plan is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions. The Fugitive Dust Control Plan requires the implementation of best management practices (BMPs) such as the use of perimeter fencing, applying adhesive dust suppressant, or watering the project site. The project property shall implement the BMPs for on- and off-site improvements outlined within their project-specific PM10 Plan during construction of the project site. Additionally, each phase of construction will develop BMPs to protect previous phase occupants. Refer to the Air Quality section of this environmental document for further information on the Fugitive Dust Control Plan.

## Waterborne Erosion

In addition to windborne erosion, the project property will be subject to waterborne erosion during project construction and operation. Waterborne erosion can be caused by both human activities, such as over-watering a site, and natural conditions, such as stormwater runoff from a rain event. Manmade drainage facilities do not currently exist on the project property. Onsite stormwater runoff typically follows existing natural flows (west to east), and then percolates into the site soils since there is no overflow for stormwater to leave the property. The project site is protected from offsite mountain flows from the south and west by the existing levees and from the north by existing development. The project will be constructed in phases, and within each phase, as a standard operating procedure, it is expected that no more than 5 acres will be disturbed per day. This approximately 5-acre per day disturbance is due to the unique Desert construction logistics that includes pre-watering of the area to be graded for at least one week prior to moving dirt. This process ensures adequate soil saturation in order to achieve the necessary compaction for the building pads. Pre-watering activities are achieved by establishing “temporary” irrigation (via sprinklers, well, and pump systems) to raise the moisture content of the site. Approximately 20 acres of land can be physically watered at one time on a temporary basis, establishing approximately 5 working days for grading, before the sprinkles are moved. The project is required to 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 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.

A Notice of Intent (NOI) to implement a SWPPP must be submitted to the State Water Resources Control Board (SWRCB) who will issue a Waste Discharge Identification (WDID) number. The SWPPP and WDID must be kept on site and used during the life of the project. The implementation of a SWPPP for individual developments within the project site would not result in substantial soil erosion or the loss of topsoil during construction. This issue is discussed further in **Section 4.9, *Hydrology and Water Quality***.

As stated above, project implementation will include landscaping, buildings, and paved areas throughout the property. During operation of the project, landscaped areas, which would include ground coverings, trees, and grass, will stabilize the ground surface. Irrigation systems (i.e., sprinklers or drip irrigation) would also be maintained during project operation to ensure that overwatering of plants (which leads to waterborne erosion) does not occur. Drainage and retention facilities would also be maintained during project operation to ensure their intended function. The required routine maintenance of the onsite drainage and retention facilities and associated infrastructure would reduce the likelihood of flooding on the property. Additionally, the project would introduce impervious, paved areas throughout the property. The impervious surfaces would reduce the potential for erosion during operation by stabilizing the ground surface and minimizing the amount of exposed soil. A project-specific Water Quality Management Plan (WQMP) has been prepared to ensure that the project implements adequate storm water conveyances and treatment throughout the site. The WQMP includes guidelines for facility maintenance, pool water discharge, and other operations aimed at complying with local surface water quality requirements. The WQMP incorporates grading, hydrology, and other plans to document the site design, source controls, and treatment controls with a required operation and maintenance program to comply with water quality objectives (see **Section 4.9, *Hydrology and Water Quality***, for further discussion). Such WQMP BMP protocol applicable to the project would include the following:

- Education for Property Owners, Operators, Tenants, Occupants, or Employees;
- Activity Restrictions;
- Irrigation System and Landscape Maintenance;
- Street Sweeping Private Streets and Parking Lots; and,
- Drainage Facility Inspection and Maintenance

A WQMP must also include Structural Source Control BMPs specific towards landscape and irrigation system design, signage and protection of slopes and channels. These features, included in the project-specific WQMP, will establish stabilized surfaces and onsite maintenance programs at the project site, thereby decreasing the likelihood of onsite windborne and waterborne erosion during project operation.

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

### 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*

During the field investigation, a thin mantle of disturbed soil was encountered to a depth of approximately one to two feet below existing grade in the area of the bores. The disturbed soil consisted of silty sand (SM) and sandy silt (ML). Underlying the fill soil and extending to the maximum depth explored, native alluvium was encountered. Native materials consisted primarily of silty sand (SM) and sandy silt (ML) with minor portions of clay (CL/CH).

## Liquefaction

As discussed previously, in section a) iii., liquefaction occurs when ground shaking of relatively long duration and intensity causes loose, unconsolidated soils to act like a liquid and lose strength. The project site is located in an area susceptible to liquefaction due to the historically shallow groundwater. Sladden Engineering encountered groundwater at depths of approximately 47 feet below existing grade and anticipates a groundwater depth of 20 feet or more below the existing grade associated with future CVWD groundwater water recharge activities. The potential for liquefaction, and subsequent effects (i.e., lateral spread), is likely to occur at the project site in the event of strong seismic ground shaking over an extended duration. Development within the project site will be conditioned to comply with the current California Building Code (CBC) standards, City requirements, and mitigation measures outlined in discussion a) iii. to ensure effects of liquefaction and lateral spread are less than significant. As stated in discussion a. iii) and **Mitigation Measure GEO-1,** all designs for any water body on the site shall be prepared by a qualified engineer and comply with all seismic codes in effect at the time they are constructed. All designs shall be based on, and incorporate the recommendation of a qualified soils engineer in a site and water body specific report attached to the plans submitted to the City.

## Landslides and Rockfalls

The City of La Quinta, in Exhibit IV-3 of the LQGP, designates the project site to be located adjacent to an area susceptible to rockfalls, soil block slides and soil slumps. Recreational and open space uses are proposed in the adjacent area near the slopes of Coral Mountain. The proposed residential and resort

components will not be located immediately adjacent to the mountain; therefore, these permanent and habitable structures are not anticipated to be impacted by landslides and rockfalls. The project proposes special events up to four times a year. During the special events, temporary facilities such as shade structures, tenting for inclement weather, and catering equipment may be located south of the proposed Wave basin. A 25-foot setback will separate the proposed recreational facilities and temporary uses from the slopes of Coral Mountain. Activities will not occur within this 25-foot separation, therefore, impacts of landslides and rockfalls would be reduced. Less than significant impacts are anticipated.

## Ground Subsidence

As a part of the project-specific Geotechnical Investigation, Sladden Engineering reviewed previous studies conducted for the existing Andalusia development, located east of the project site. The previous studies evaluated existing distress to structures, roadways and improvements within the existing development in order to evaluate the potential for subsidence to affect current and future development. The previous studies did not find evidence of observed distress that could be directly attributed to subsidence. The evaluation performed as a part of the Geotechnical Investigation indicated that the surface contours do not appear to be the result of subsidence.

The CVWD service area encompasses approximately 640,000 acres, providing water supply to the City of La Quinta. The United Stated Geological Survey (USGS), with CVWD, completed subsidence monitoring reports for the Coachella Valley in 2001 and 2007. 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. CVWD's 2015 Urban Water Management Plan (UWMP) focused on regional water use and measures to reduce overdraft. In order to reduce overdraft, CVWD stresses the importance of water conservation, the use of additional water sources, source substitution, and groundwater recharge. Additionally, to manage groundwater, CVWD will continue to convert larger water consumers (i.e., golf courses) to non-potable Canal water and recyclced water, where feasible. When this is achieved, the risk of subsidence is reduced or eliminated. The strategies evaluated for the 2015 UWMP achieve a reasonable balance between the benefits of overdraft reduction, water level increases and impacts resulting from those increases.

In the East Coachella Valley, the development of the Thomas E. Levy Groundwater Replenishment (Levy) Facility was completed in 2009, Water levels are beginning to increase in the confined aquifer in the East Valley partly as a result of the increased hydraulic pressure provided by the Levy Facility. CVWD has implemented a variety of measures, such as groundwater recharge, imported water, and water conservation techniques and programs to minimize the extraction of groundwater. (See **Section 4.9, *Hydrology and Water Quality***, and **Section 4.15**, ***Utilities and Service Systems,*** of this Draft EIR).

Water to be consumed by the project was analyzed in the project specific Water Supply Assessment/Water Supply Verification (WSA/WSV). 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, Colorado River water, and SWP sources. The project would have an increased water demand of 958.63-acre feet per year (AFY), which will be supplied to the site through CVWD's regional water system. Project domestic water supplies and associated landscape irrigation supplies will be provided from groundwater from the Indio Subbasin in the Coachella Valley Groundwater Basin via CVWD's potable water distribution system. Potable water will be provided to the site by constructing an 18-inch and 12-inch water main to connect to an existing 18-inch diameter domestic water pipeline on Avenue 58 and a 24-inch water pipeline on Madison Street. Additionally, a water well will be developed to supplement CVWD's supplies and will be part of the Lake Cahuilla (145) pressure zone. CVWD would provide approximately 958.63 AFY per year for the proposed project from a number of wells in its system, not only the well located on the project site, to assure an even drawdown of water in the basin. No excessive withdrawal of water is anticipated at the site, therefore, the potential for subsidence is considered low and impacts would be less than significant.

### *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. As previously stated, the soils at the project site includes Interbedded Lacustrine and Alluvial Deposits (Ql/Qa), per the LQGP EIR. Due to the saturation of deeper sediments by the ancient lakes, the collapse potential of those sediments below the youngest alluvium is low.

Although soils susceptible to collapse do not occur at the project site, the project is required to remove debris, vegetation, undocumented fill soil, and loose soil from the existing soil, and compact the soil using controlled compacted fill, as provided in **Mitigation Measure GEO-2.** The implementation of this mitigation measure will assure that impacts associated with soil collapse remain less than significant.

### *Conclusion*

Grading plans and structural engineering plans will be reviewed and approved by the City. The project will be conditioned to comply with the current California Building Code (CBC) standards, City requirements, and recommendations stated within the project specific Geotechnical Investigation to reduce the impacts of potentially unstable soils. The recommendations provided in the Geotechnical Investigation are included in **Mitigation Measure GEO-2**, which requires the project to remove debris, vegetation, undocumented fill soil, and loose soil from the existing soil, and compacted using controlled compacted fill. The subgrade and all fill material shall all be compacted with acceptable compaction equipment. Additionally, all designs for any water body on the site shall be prepared by a qualified engineer and comply with all seismic codes in effect at the time they are constructed. This is indicated as **Mitigation Measure GEO-1**. The implementation of **Mitigation Measure GEO-1** and **GEO-2** prior to

and during project grading and construction would ensure that foundation bearing conditions are firm and uniform, therefore, reducing impacts of collapse, lateral spreading, and liquefaction to less than significant levels.

### *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 Investigation contains an Expansion Index test of select samples on the project site to evaluate expansive potential of the materials underlying the property. Based on the laboratory testing, the materials underlying the site are considered to have "very low" to "medium" expansion potential for the sandy and silty soil layers, respectively. Minor areas of clay were also found onsite. Since significant grading is expected at the project site, the expansion potential should be re-evaluated after grading. Per the geotechnical analysis, recommendations regarding foundation design, such as the removal and re-compaction of any loose subsurface soil, should be carried out through construction. If imported fill is required, the material should be of a non-expansive nature and should meet the criteria outlined within the Geotechnical Investigation. The project shall comply with the recommendations established within the project-specific Geotechnical Investigation to ensure the foundational safety of the project site. The recommendations established in the Geotechnical Investigation are contained in **Mitigation Measure GEO-2**. With the implementation of **Mitigation Measure GEO-2**, the impact will be less than significant.

### *f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature*

CRM Tech prepared a project-specific Paleontological Report (**Appendix H**) on October 29, 2019 on the currently vacant property. The paleontological report was designed to identify any significant, non-renewable paleontological resources that may exist within or adjacent to the project area, and to assess the possibility for such resources to be encountered in future excavation and construction activities. In order to identify any paleontological resource localities that may exist in or near the project area and to assess the probability for such resources to be encountered during the project, CRM Tech initiated records searches at the appropriate repositories, conducted a literature review and carried out a systematic field survey of the project area. Findings from the research procedures indicate that the project's potential to impact significant paleontological resources appears to be low in the igneous rock formation of Coral Mountain, and in the previously disturbed surface soils in the rest of the project area. However, the undisturbed subsurface lakebed sediments from Holocene Lake Cahuilla are considered to be of high paleontological sensitivity.

In addition to the records searches and literature reviews, CRM Tech also completed a field survey from August 6, 2019 to August 9, 2019 of the project area. The field survey of the project area encountered no surface manifestation of any vertebrate fossil remains. The surface soils contained freshwater shells, especially in the former agricultural fields. The presence of these molluscan remains provides additional evidence that the sediments of the project area can be attributed to the Lake Cahuilla lakebed sequence. Fine-grained clay was observed in some areas, especially near the former lakeshore, which is located in the southwest portion of the project site.

Shallow excavations in the uppermost layers of surface soils are unlikely to uncover significant vertebrate fossils, but deeper excavations extending into the Lake Cahuilla bed deposits may well encounter significant fossil vertebrate remains. Therefore, deeper excavation activities, including the excavation of the Wave Basin and onsite lakes and retention basins, may significantly impact paleontological resources.

In order to reduce impacts to paleontological resources encountered at depth on the project site, **Mitigation Measure GEO-3** is provided below. As described in **GEO-3**, all earthmoving operations reaching beyond the depth of two feet shall be monitored by a qualified paleontological monitor and continuous monitoring will become necessary if undisturbed, potentially fossiliferous lakebed sediments are encountered. With implementation of this mitigation measure, impacts associated with fossils on the project site will be less than significant.

## 4.6.6 Cumulative Impacts

Potential cumulative impacts on geology and soils could result from projects that combine to create geologic hazards, including unstable geologic conditions. However, most geology and soil hazards associated with development projects in the surrounding area would be site specific. Nonetheless, cumulative growth in the project area would expose a greater number of people of seismic and geologic hazards. However, these can be mitigated to a less than significant level. Mitigation measures in the form of CBC compliance and recommendations outlined in a project-specific geotechnical investigation during grading and construction will address geotechnical hazards associated with seismic ground shaking, ground failure, liquefaction, subsidence, loss of topsoil, and expansive or corrosive soils, and will apply to all future development in the City. **Mitigation Measure GEO-1** would ensure that all designs for any water body on the site will be prepared by a qualified engineer and comply with all seismic codes in effect at the time they are constructed. **Mitigation Measure GEO-2** would ensure that the project adheres to the recommendations provided in the project-specific Geotechnical Investigation. Finally, **Mitigation Measure GEO-3** requires the presence of a qualified paleontological monitor onsite during earth-moving operations reaching beyond the depth of two feet. With implementation of the foregoing Mitigation Measures as well as implementation of project-specific PM10 Plans, SWPPPs, and WQMP, development within the Coral Mountain Resort Specific Plan will not cause or contribute to any cumulative impacts associated with geology and soils, and are thus considered to be less than significant. Additionally, all

future projects in the region would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code. Therefore, project impacts would not be cumulative considerable.

## 4.6.6 Mitigation Measures

**GEO-1** All designs for any water body on the site shall be prepared by a qualified engineer and comply with all seismic codes in effect at the time they are constructed. All designs shall be based on and incorporate the recommendation of a qualified soils engineer in a site and water body specific report attached to the plans submitted to the City.

**GEO-2** All earthwork including excavation, backfill and preparation of the subgrade soil, shall be performed in accordance with the geotechnical recommendations, presented below, and portions of the local regulatory requirements, as applicable. All earthwork should be performed under the observation and testing of a qualified soil engineer. The following geotechnical engineering recommendations for the proposed project are based on observations from the field investigation program, laboratory testing and geotechnical engineering analyses.

- Stripping: areas to be graded shall be cleared of the vegetation, associated root systems and debris. All areas scheduled to receive fill should be cleared of old fills and any irreducible matter. The stripping shall be removed off-sit or stockpiled for later use in landscape areas. Undocumented fill soil or loose soil shall be removed in its entirety and replaced as engineered fill. Voids left by obstruction shall be properly backfilled in accordance with the compaction recommendations of this report.
- Preparation of the Residential Building Areas: in order to provide firm and uniform foundation bearing conditions, the primary foundation bearing soil shall be over-excavated and recompacted. Over-excavation shall extend to a minimum depth of 3 feet below existing grade or 3 feet blow the bottom of the footings, whichever is deeper. Once adequate removals have been verified, the exposed native soil shall be scarified, the moisture-conditioned and compacted to a minimum of 90 percent relative compaction.
- Preparation of the Hotel Building: In order to provide firm and uniform foundation bearing conditions, over-excavation and re-compaction through the building and foundation area shall be required as recommended by the Project Soils engineer and as directed by the City. All artificial fill soil and low density near surface native soil shall be removed to a depth of at least 4 feet below existing grade or 4 feet below the bottom of the footings, whichever is greater. Remedial grading shall extend laterally, a minimum of five feet beyond the building perimeter. The exposed surface shall then be scarified, the moisture conditioned to within two percent of optimum moisture content and compacted to at least 90 percent relative compaction.

- Compaction: Soil to be used as engineered fill should be free of organic material, debris and other deleterious substances, and shall not contain irreducible matter greater than six (6) inches in maximum dimension. All fill materials shall be placed in thin lifts not exceeding six inches in a loose condition. If import fill is required, the material shall be of a non-expansive nature and shall meet the following criteria:

| | |
|---|---|
| Plastic Index | Less than 12 |
| Liquid Limit | Less than 35 |
| Percent Soil Passing #200 Sieve | Between 15% and 35% |
| Maximum Aggregate Size | 3 Inches |

  The subgrade and all fill material shall be compacted with acceptable compaction equipment, to at least 90 percent relative compaction. The bottom of the exposed subgrade shall be observed by a representative of Sladden Engineering prior to fill placement. Compaction testing shall be performed on all lifts in order to verify proper placement of the fill materials.
- Shrinkage and Subsidence: Volumetric shrinkage of the material that is excavated and replaced as controlled compacted fill shall be anticipated. It is estimated that shrinkage could vary from 10 percent to 25 percent. Subsidence of the surfaces that are scarified and compacted shall be between 1 and 3 tenths of a foot. This will vary depending upon the type of equipment used, the moisture content of the soil at the time of grading and the actual degree of compaction attained.

**GEO-3** All earth-moving operations reaching beyond the depth of two feet shall be monitored by a qualified paleontological monitor and continuous monitoring will become necessary if undisturbed, potentially fossiliferous lakebed sediments are encountered. The monitor shall be empowered to stop earth moving activities if fossils are identified. The monitor shall be prepared to quickly salvage fossils, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens. A monitoring plan shall be provided to the City prior to the issuance of any earth moving permit, or the disturbance of any soils on the site, which will include:

- Samples of sediments shall be collected and processed to recover small fossil remains.
- Recovered specimens shall be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.

A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, shall be prepared upon completion of the research procedures outlined above. The report shall be provided to the City within 30 days of the conclusion of monitoring activities.

## 4.6.7 Level of Significance After Mitigation

With implementation of **Mitigation Measures GEO-1** through **GEO-3**, 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 Investigation Report as well as the latest UBC and CBC as required by the City Engineer. Responsible parties include each project's geotechnical consultant and the City Engineer or his/her designee.

## 4.6.8 Resources

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 Investigation Andalusia West Side Development, La Quinta, California, Sladden Engineering, February 2019.
5. Paleontological Resources Assessment Report, Coral Mountain Specific Plan, CRM Tech, October 2019.

# 4.7 Greenhouse Gas Emissions

## 4.7.1 Introduction

The purpose of this section is to discuss the existing greenhouse gas (GHG) conditions pertinent to the Coachella Valley and analyze the potential impacts, in terms of GHG emissions, resulting from construction and operation of the project. The GHG principles, descriptions and supporting analysis rely on the relevant background research and information made available in various public regulatory and reference documents cited throughout this section. Reference documentation includes sections of the Federal *Clean Air Act* (CWA); *Final 2016 Air Quality Management Plan* (AQMP), by South Coast Air Quality Management District (SCAQMD), March 2017; *Final 2003 Coachella Valley PM10 State Implementation Plan* (CVSIP), by SCAQMD, August 2003; *Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan*, by the California Air Resources Board (CARB), February 2010; and sections of the SCAQMD Rule Book; and *California Greenhouse Gas Emissions for 2000 to 2017, Trends of Emissions and Other Indicators*, 2019 Edition, California Air Resources Board; 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 *Coral Mountain Specific Plan Greenhouse Gas Analysis* (GHGA), completed by Urban Crossroads on November 12, 2020 and revised on March 1, 2021. The purpose of the GHGA was to evaluate project-related construction and operational emissions and determine the level of GHG impacts as a result of constructing and operating the proposed project. The GHGA methodology relied on CalEEMod Version 2016.3.2 to quantify GHG emissions associated with the project. 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, studies commissioned by California agencies such as the California Energy Commission (CEC) and CalRecycle. The GHGA documentation referenced in this section is provided in the Appendices of this Draft EIR (**Appendix I**). Please consult **Chapter 9.0** for a glossary of terms, definitions, and acronyms used in this Draft EIR.

## 4.7.2 Existing Conditions

**GHG Fundamentals**

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, preventing it from becoming too cold and uninhabitable. 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. Carbon dioxide reflects solar radiation back to Earth, thereby trapping solar energy and heat within the lower atmosphere. Human activities (such as burning carbon-based fossil fuels) create water vapor and $CO_2$ as byproducts, thereby impacting the levels of GHG in the atmosphere. Carbon dioxide equivalent ($CO_2e$) is a metric used to compare emissions of various greenhouse gases. It is the mass of carbon dioxide that would produce the same estimated radiative forcing as a given mass of another greenhouse gas. 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 anthropogenic activities. With respect to anthropogenic activities, motor vehicle travel, air travel, consumption of fossil fuels for power generation, industrial processes, heating and cooling, landfills, agriculture, and wildfire are the primary sources of GHG emissions. The effects of GHG emissions and 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.

## 4.7.3 Regulatory Setting

### State

#### *California Assembly Bill 32 (AB 32)*

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate 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 that was to be started in 2012. 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 and established the amount of 427 million metric tons of carbon dioxide equivalent ($MTCO_2e$) as the total statewide aggregated greenhouse gas 1990 emissions level and 2020 emissions limit. 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)*

Executive Order B-30-15 was issued by Governor Brown on April 29, 2015, establishing a new California goal to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 and ensuring the state will continue its efforts to reduce carbon pollution. This 40% target was codified through Senate Bill 32 (2016), which 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. 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. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33%;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the LCFS; and
- Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

CARB approved the First Scoping Plan Update on May 22, 2014. The First Scoping Plan Update identifies the next steps for California's climate change strategy. The First Scoping Plan Update shows how California continues on its path to meet the near-term 2020 GHG limit, but also sets a path toward long-term, deep GHG emission reductions. The report establishes a broad framework for continued emission reductions beyond 2020, on the path to 80% below 1990 levels by 2050. The First Scoping Plan Update identifies progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities for the next several years. The First Scoping Plan Update does not set new targets for the State but describes a path that would achieve the long term 2050 goal of Executive Order S-3-05 for emissions to decline to 80% below 1990 levels by 2050.

Forecasting the amount of emissions that would occur in 2020 if no actions are taken was necessary to assess the amount of reductions California must achieve to return to the 1990 emissions level by 2020 as required by AB 32. The no-action scenario is known as "business-as-usual" or BAU. CARB originally defined the BAU scenario as emissions in the absence of any GHG emission reduction measures discussed in the Scoping Plan.

As part of CEQA compliance for the Scoping Plan, CARB prepared a Supplemental Functional Equivalent Document (FED) in 2011. The FED included an updated 2020 BAU emissions inventory projection based on current economic forecasts (i.e., as influenced by the economic downturn) and emission reduction measures already in place, replacing its prior 2020 BAU emissions inventory. CARB staff derived the

updated emissions estimates by projecting emissions growth, by sector, from the state's average emissions from 2006–2008. The new BAU estimate includes emission reductions for the million-solar-roofs program, the AB 1493 motor vehicle GHG emission standards, and the LCFS. In addition, CARB factored into the 2020 BAU inventory emissions reductions associated with 33% RPS for electricity generation. The updated BAU estimate of 507 MMTCO2e by 2020 requires a reduction of 80 MMTCO2e, or a 16% reduction below the estimated BAU levels to return to 1990 levels (i.e., 427 MMTCO2e) by 2020.

In order to provide a BAU reduction that is consistent with the original definition in the Scoping Plan and with threshold definitions used in thresholds adopted by lead agencies for CEQA purposes and many CAPs, the updated inventory without regulations was also included in the Supplemental FED. CARB 2020 BAU projection for GHG emissions in California was originally estimated to be 596 MMTCO2e. The updated CARB 2020 BAU projection in the Supplemental FED is 545 MMTCO2e. Considering the updated BAU estimate of 545 MMTCO2e by 2020, CARB estimates a 21.7% reduction below the estimated statewide BAU levels is necessary to return to 1990 emission levels (i.e., 427 MMTCO2e) by 2020, instead of the approximate 28.4% BAU reduction previously reported under the original Climate Change Scoping Plan

### *2017 Climate Change Scoping Plan Update*

In November 2017, CARB released the 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the LCFS, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH4 emissions from agricultural and other wastes. 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.

California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero-emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH4, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten

emission limits on a broad spectrum of industrial sources. Scoping plan consistency analysis and findings are provided in subsection b.

### *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) 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.

### *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 phase in during the 2009 through 2016 model years. When fully phased in, the near-term (2009–2012) standards will 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. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

The second phase of the implementation for AB 1493 was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars program. The Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34% from 2016 levels by 2025. The new rules will clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid electric vehicles (EV) and hydrogen fuel cell cars. The package will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

### *California GHG Emissions Inventory and Trends*

California's annual statewide GHG emission inventory is an important tool for establishing historical emission trends and tracking California's progress in reducing GHGs. In concert with data collected

through various California Global Warming Solutions Act (AB 32) programs, the GHG inventory has been considered critical in demonstrating the state's progress in achieving the statewide GHG target. The inventory provides estimates of anthropogenic GHG emissions within California. CARB is responsible for maintaining and updating California's GHG Inventory.

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 ($MMTCO_2e$), 5 $MMTCO_2e$ lower than 2016 levels and 7 MMTCO2e below the 2020 GHG Limit of 431 $MMTCO_2e$. The largest reductions are attributed to the electricity sector, which continues to see decreases as a result of the state's climate policies. The transportation sector remains the largest source of GHG emissions in the state, but saw a 1 percent increase in emissions in 2017, the lowest growth rate over the previous 4 years.

On August 12, 2019, California Governor Gavin Newsom announced in a press release (No. 19-35) that GHG emissions in California continued to fall ahead of schedule in 2017 as the state's economy grew ahead of the national average, according to the California Air Resources Board's latest state inventory of climate-changing emissions. The data also shows 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. The press release also included the following highlights:

Electricity: Emissions from electricity generation made up about 15 percent of 2017 statewide greenhouse gas emissions. In 2017, those emissions fell nine percent from 2016, the largest decline of any economic sector. A large increase in zero-emission energy resources drove the reduction. Those clean sources powered 52 percent of all California's electricity consumed in 2017.

Transportation: Vehicle tailpipe emissions accounted for 37 percent of California's 2017 GHG emissions. Those emissions rose but showed signs of leveling off. The 2017 increase was 0.7 percent, down from two percent the preceding year. Most of the greenhouse gas emissions increase came from passenger vehicles.

Industry: Industrial emissions over multiple sectors showed a slight reduction or remained flat. California's industrial sectors generated 21 percent of state GHGs in 2017. Oil & gas refineries and hydrogen production were responsible for one-third of those emissions. The rest came mostly from oil & gas extraction, cement plants, glass manufacturers and large food processors.

## Regional and Local

### *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). The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

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 SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

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

  - Option 3: 2020 target for service populations (SP), which includes residents and employees: 4.8 $MTCO_2e$/SP per year for projects and 6.6 $MTCO_2e$ per SP per year for plans;
  - Option 3, 2035 target: 3.0 $MTCO_2e$/SP per year for projects and 4.1 $MTCO_2e$ per service population per year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap $CO_2$ concentrations at 450 ppm, thus stabilizing global climate.

SCAQMD only has authority over GHG emissions from development projects that include air quality permits. At this time, it is unknown if the project would include stationary sources of emissions subject to SCAQMD permits. Notwithstanding, if the project requires a stationary permit, it would be subject to the applicable SCAQMD regulations.

SCAQMD Regulation XXVII, adopted in 2009 includes the following rules:

- Rule 2700 defines terms and post GWPs.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

### *City of La Quinta Greenhouse Gas Reduction Plan*

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

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

Transportation is the largest emitter of GHGs; therefore, the City recognizes that fuel efficiency standards, land use efficiencies, and reducing overall VMTs will result in the reduction of GHGs. The City

established 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 from 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.

Emissions and emission reductions were calculated for both municipal activities and community wide activities. The proposed project falls into the Community Wide Activities category. The baseline inventory completed for the project includes GHG emissions from the use of energy for both the residential and commercial sectors, fuel combustion from transportation, and the disposal of solid waste associated with residents' and businesses' activities within the City of La Quinta. The communitywide GHG trend under business-as-usual conditions for the 2005 baseline level is 460,946 metric tons of $CO_2e$, the 2020 reduction target of 414,852 metric tons of $CO_2e$, and the 2035 reduction target of 331,881 metric tons of $CO_2e$.

## 4.7.4 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 Coral Mountain Resort would have a significant effect on greenhouse gas emissions if it is determined that the project 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.

#### *Discussion on Establishment of Significance Thresholds*

Based on the Coral Mountain Vehicle Miles Traveled (VMT) Analysis (**Appendix L.2**), the project has an estimated service population (SP) of 1,698 residents, 434 employees associated with the hotel use, 240 employees associated with the retail use, and approximately 300 hotel occupants for a total service population of 2,672. The SCAQMD defines the SP as the total residents and employees associated with a project. The origin of the SP is based on CARB's 2008 Scoping Plan. The 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. Because people who live in California generally work in California, the SP metric did not include employees. As CEQA significance thresholds were being determined by air districts, the air districts considered applying this efficiency metric to their air district boundaries. Consistent with methodology provided by the Regional Targets Advisory Committee (RTAC) as part of the SB 375 target setting discussions, the definition of SP was amended to include employees in addition to residents. This is because the transportation sector is the primary source of Project-related GHG emissions; and unlike the state, people who work in one county/air district may not live in the same county/ air district boundary. Also, people who live in a county/air district boundary would also have other trip ends such as school, parks, and retail uses. As such, the air district/county boundary as a whole did not take into account other users within the site.

Relevant to the proposed project, the SCAQMD Tier 4 Option 3 is to utilize an efficiency target. 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 per SP as a target.

The calculations behind this option are based on the same inventory calculated by CARB. The 4.8 metric ton per SP target is based on the same statewide 2020 GHG inventory in the CARB Scoping Plan, i.e., 295,530,000 MTCO2e/yr. To derive the project level SP of 4.8 metric tons, SCAQMD took the 2020 statewide GHG reduction target for land use only (295,530,000 MTCO2e/yr) and divided it by the total 2020 statewide population plus the total statewide employment for land use only (44,135,923 + 17,064,489) (i.e., (295,530,000 MT CO2e/yr)/(44,135,923 + 17,064,489) = 4.8 MTCO2e/yr). SCAQMD's threshold is another metric for assessing compliance with AB 32, based on using numbers attributable to certain sectors and trying to break down the analysis to a finer grain based on a per person methodology associated with land use-related sectors.

This approach is a widely accepted screening threshold used by numerous cities in the basin and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required.

Although the SCAQMD's draft significance criteria have not been adopted, the City has determined that the SCAQMD's project level efficiency threshold methodology can be used to set an appropriate significance criterion by which to determine whether a project emits a significant amount of GHG. As previously noted, the 2017 Scoping Plan identifies a reduction target of 40% below 2020 levels by 2030. As such, the appropriate target for 2030 would be 2.88 MTCO2e/yr. For analysis purposes herein, the SP threshold for the Project's buildout year of 2026 was calculated by linear interpolation between the 2020 target of 4.8 MTCO2e/yr and the 2030 target of 2.88 MTCO2e/yr. As such, the target for the Project's buildout year of 2026 is 3.65 MTCO2e/yr.

## Project Design Features (PDF)

The project incorporates the following design features and attributes for promoting energy efficiency and sustainability, which shall be enforceable by the City pursuant to the terms of the Development Agreement. The following PDFs were accounted for in CalEEMod to reduce emissions associated with each applicable subcategory:

- Pedestrian connections shall be provided to surrounding areas consistent with the City's General Plan. Providing a pedestrian access network to link areas of the project site encourages people to walk instead of drive. The project would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. The project would minimize barriers to pedestrian access and interconnectivity.
- 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 retail and office buildings, a resident does not need to travel outside of the neighborhood to meet his/her trip needs. A description of diverse uses for urban and suburban areas is provided below
- The project will include improved design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four- way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.
- Voluntary Commute Trip Reduction Program – A multi-strategy program that encompasses a combination of individual measures. It is presented as a means of preventing double-counting of reductions for individual measures that are included in this strategy. It does so by setting a maximum level of reductions that should be permitted for a combined set of strategies within a voluntary program.
- Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed work weeks.
- This project will implement an employer-sponsored vanpool or shuttle. A vanpool will usually service employees' commute to work while a shuttle will service nearby transit stations and surrounding commercial centers. Employer-sponsored vanpool programs entail an employer purchasing or leasing vans for employee use, and often subsidizing the cost of at least program administration, if not more. The driver usually receives personal use of the van, often for a mileage fee. Scheduling is within the employer's purview, and rider charges are normally set on the basis of vehicle and operating cost.
- The project will design building shells and building components, such as windows; roof systems:

electrical and lighting systems: and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards which are expected to result in 30% less energy use for non-residential buildings and 53% less energy use for residential use due to lighting upgrades.

- The project is required to comply with SCAQMD Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development.
- Using electricity generated from photovoltaic (PV) systems displaces electricity demand which would ordinarily be supplied by the local utility. Since zero GHG emissions are associated with electricity generation from PV systems, the GHG emissions reductions from this PDF are equivalent to the emissions that would have been produced had electricity been supplied by the local utility. A minimum of 15% of the project's electricity demand will be generated on-site.
- In order to reduce the amount of waste disposed at landfills, the project would be required to implement a 65% waste diversion as required by AB 939.

The following PDFs are part of the project, but no numeric credit has been taken for their implementation to provide a conservative analysis:

- Increasing the vehicle occupancy by ride sharing will result in fewer cars driving the same trip, and thus a decrease in VMT. The project will include a ride-sharing program as well as a permanent transportation management association membership and funding requirement. The project will promote ride-sharing programs through a multi-faceted approach such as:
- Designating a certain percentage of parking spaces for ride sharing vehicles
- Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles
- Providing a web site or message board for coordinating rides
- The project will implement marketing strategies to reduce commute trips. Information sharing and marketing are important components to successful commute trip reduction strategies. Implementing commute trip reduction strategies without a complementary marketing strategy will result in lower VMT reductions. Marketing strategies may include:
- New employee orientation of trip reduction and alternative mode options
- Event promotions
- Publications
- Specified use of Energy Star appliances.
- Installation of water-efficient plumbing fixtures.
- Installation of tankless water heater systems.
- Installation of light-emitting diode (LED) technology within homes.
- Use of recycled water for common area landscape irrigation.
- Use of drought-tolerant plants in landscape design.
- Installation of water-efficient irrigation systems with smart sensor controls.
- Lighting sources contribute to GHG emissions indirectly, via the production of the electricity that powers these lights. Public street and area lighting includes: streetlights, pedestrian pathway lights, area lighting for parks and parking lots, and outdoor lighting around public buildings. Lighting design should consider the amount of light required for the area intended to be lit. Lumens are the measure of the amount of light perceived by the human eye. Different light

fixtures have different efficacies or the amount of lumens produced per watt of power supplied. This is different than efficiency, and it is important that lighting improvements are based on maintaining the appropriate lumens per area when applying this measure. Installing more efficacious lamps will use less electricity while producing the same amount of light, and therefore reduces the associated indirect GHG emissions.

## *a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment*

Project implementation would result in construction and operational GHG emissions. Construction-related GHG emissions will be short-term, while operational emissions will occur throughout the life of the project.

### *Construction Emissions*

Project construction activities would generate CO2 and CH4 emissions. Construction related emissions are expected from the following construction activities:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

The GHG and Air Quality studies assumed a Phase 1 construction commencement date of July 2020, with construction lasting through December 2021; Phase 2 construction from September 2022 through February 2023; and Phase 3 construction from July 2023 through December 2026. The construction schedule utilized in the analysis, shown in **Table 4.7-1**, represents a "worst-case" analysis scenario consistent with other technical studies prepared for this project. 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. 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.

**Table 4.7-1 Construction Duration**

| Phase Name | Start Date | End Date | Days |
|---|---|---|---|
| *Phase 1 (2021)* | | | |
| Site Preparation | 07/01/2020 | 08/25/2020 | 40 |
| Grading | 08/26/2020 | 01/26/2021 | 110 |
| Building Construction | 01/27/2021 | 11/02/2021 | 200 |
| Paving | 09/01/2021 | 12/14/2021 | 75 |
| Architectural Coating | 09/01/2021 | 12/14/2021 | 75 |
| *Phase 2 (2023)* | | | |
| Site Preparation | 09/19/2022 | 09/19/2022 | 1 |
| Grading | 09/20/2022 | 09/21/2022 | 2 |
| Building Construction | 09/22/2022 | 02/08/2023 | 100 |
| Paving | 02/09/2023 | 02/15/2023 | 5 |
| Architectural Coating | 02/09/2023 | 02/15/2023 | 5 |
| *Phase 3 (2026)* | | | |
| Site Preparation | 07/09/2023 | 03/15/2024 | 180 |
| Grading | 03/16/2024 | 12/20/2024 | 200 |
| Building Construction | 12/21/2024 | 11/20/2026 | 500 |
| Paving | 09/01/2025 | 12/04/2026 | 330 |
| Architectural Coating | 09/01/2025 | 12/04/2026 | 330 |

Project implementation will involve off-site construction improvements within the existing Avenue 58 right-of-way, between the project site and the existing IID substation facility during Phase 1 of the development. Construction emissions associated with any off-site improvements, including the off-site IID facilities, are included in the overall construction calculations, and no impacts beyond what have already been identified are anticipated.

All ground disturbance will be subject to the regulatory dust control plan preparation and applicable measures. As a standard requirement, all disturbed surfaces associated with this work shall be restored to a stabilized condition; whether it involves restoration of existing pavement, hardscape, landscaping, or the application of soil binder on native soils.

GHG emissions resulting from construction activities were quantified and amortized over the life of the project using SCAQMD's recommended methodology. This process involved calculating the total GHG emissions for construction activities, then dividing that quantity by a 30-year project life, then adding that quantity to the annual operational phase GHG emissions. The annual and amortized construction emissions are presented in **Table 4.7-2**.

**Table 4.7-2 Summary of Construction Greenhouse Gas (GHG) Emissions**

| Year | Emissions (MT/yr) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Total $CO_2e$ |
| Phase 1 (2020) | 420.55 | 0.13 | 0.00 | 423.81 |
| Phase 1 (2021) | 1,742.12 | 0.21 | 0.00 | 1,747.49 |
| Phase 2 (2022) | 119.03 | 0.03 | 0.00 | 119.75 |
| Phase 2 (2023) | 50.31 | 0.01 | 0.00 | 50.61 |
| Phase 3 (2023) | 319.15 | 0.10 | 0.00 | 321.68 |
| Phase 3 (2024) | 898.09 | 0.26 | 0.00 | 904.49 |
| Phase 3 (2025) | 4,513.59 | 0.33 | 0.00 | 4,521.80 |
| Phase 3 (2026) | 4,340.28 | 0.34 | 0.00 | 4,348.88 |
| Total Annual Construction Emissions | 12,403.12 | 1.42 | 0.00 | 12,438.51 |
| Construction emissions amortized over 30 years | 413.44 | 0.05 | 0.00 | 414.62 |

## *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 and Distribution, and Solid Waste. Such sources are summarized below, and a comprehensive description provided in **Appendix I**:

### *Area Source Emissions*

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*

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits $CO_2$ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting[1]. GHGs are also emitted during the generation of

[1] The CalEEMod emissions inventory model does not include indirect emission related to street lighting. Indirect emissions related to street lighting are expected to be negligible and cannot be accurately quantified at this time as there is insufficient information as to the number and type of street lighting that would occur.

electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod default parameters were used.

California's Energy Efficiency Standards for Residential and Nonresidential Buildings are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. 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. Because CalEEMod was created before the implementation of the latest energy standards, 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 in order to reflect consistency with the 2019 Title 24 standard.

### *Mobile Source Emissions*

Project mobile source GHG emissions are primarily dependent on overall daily vehicle trip generation. Trip characteristics available from the Coral Mountain Specific Plan Traffic Impact Analysis (TIA) were utilized in this analysis. Trip lengths were determined based on the regional travel demand model. The Riverside County Transportation Analysis Model (RIVTAM) was used to estimate trip lengths for the residential and non-residential portions of the project. Based on RIVTAM, the residential portion of the project results in an average trip length of 5.55 miles and the non-residential portion of the project results in an average trip length of 15.17 miles.

The use of a travel demand model is supported by substantial evidence since the information contained in the model is specific to the region and for the land use type being proposed. Furthermore, the use of travel demand models is also a recommended practice that is being promoted by the Governor's Office of Planning and Research (OPR) in their updated CEQA guidelines with respect to Senate Bill 743. The procedure described by OPR in their SB 743 technical advisory is precisely the method that has been used to calculate trip lengths for purposes of this analysis.

### *Fleet Mix*

A vehicle fleet mix consistent with the California Department of Transportation (Caltrans) Intelligent Transportation Systems (ITS) Transportation Project-Level Carbon Monoxide Protocol was used in this analysis. It should be noted that this fleet mix is more appropriate than the CalEEMod default fleet mix, which includes classes of vehicles that are unlikely to access the Project site, rather than primarily passenger cars expected for the project, consistent with the Caltrans recommendations.

### *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. Project water use is based on information provided in the WSA/WSV (**Appendix M**).

*Solid Waste*

Residential land uses will result in the generation and disposal of solid waste. 65% 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.

***Proposed Project***

*In order to ensure a worst-case analysis of total GHG emissions for the project, total annual emissions for the project were calculated separately (as shown in **Table 4.7-3**), and then total GHG emissions from the maximum 16 days of special events were calculated (see **Table 4.7-5**), and the two totals were added together for the maximum annual GHG emissions for the project (See **Table 4.7-7**). Impacts without PDFs*

As shown on **Table 4.7-3**, the project GHG emissions without PDFs would be 16,725.03 MTCO2e per year.

**Table 4.7-3 Project GHG Emissions without PDFs**

| Emission Source | Emissions (MT/yr) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Total $CO_2e$ |
| Annual construction-related emissions amortized over 30 years | 413.44 | 0.05 | 0.00 | 414.62 |
| Area Source | 474.61 | 0.02 | 0.01 | 461.69 |
| Energy Source | 7,105.62 | 0.16 | 0.05 | 6,887.43 |
| Mobile Source | 7,759.01 | 0.22 | 0.00 | 7,506.45 |
| Waste | 155.55 | 9.19 | 0.00 | 372.55 |
| Water Usage | 1,072.86 | 1.41 | 0.04 | 1,082.29 |
| **Total $CO_2e$ (All Sources)** | **16,725.03** | | | |

*Impacts with PDFs*

As shown on **Table 4.7-4**, the project with PDFs would be 11,736.67 MTCO2e per year.

**Table 4.7-4 Project GHG Emissions with PDFs**

| Emission Source | Emissions (MT/yr) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Total $CO_2e$ |
| Annual construction-related emissions amortized over 30 years | 413.44 | 0.05 | 0.00 | 414.62 |
| Area Source | 7.20 | 0.01 | 0.00 | 7.13 |
| Energy Source | 4,042.10 | 0.13 | 0.04 | 3,923.79 |
| Mobile Source | 6,823.97 | 0.21 | 0.00 | 6,602.23 |
| Waste | 54.44 | 3.22 | 0.00 | 130.39 |
| Water Usage | 634.51 | 1.41 | 0.04 | 658.51 |
| **Total $CO_2e$ (All Sources)** | **11,736.67** | | | |

*Special Events*

The Project Applicant anticipates the potential occurrence of multi-day special events at this location involving attendance of no-to-exceed 2,500 guests per day, with the peak numbers arriving or departing on Saturdays (up to 16 event days per year). Emissions for special events have been calculated by determining the daily GHG emissions for special events and multiplying by 16.

*Impacts without PDFs*

As shown on **Table 4.7-5**, the project without PDFs would result in 546.89 MTCO2e per year.

**Table 4.7-5 Special Events GHG Emissions without PDFs**

| Year | Emissions (MT/yr) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Total $CO_2E$ |
| Area Source | 5.26 | 0.00 | 0.00 | 21.17 |
| Energy Source | 78.73 | 0.00 | 0.00 | 315.76 |
| Mobile Source | 35.80 | 0.00 | 0.00 | 143.27 |
| Waste | 1.72 | 0.10 | 0.00 | 17.08 |
| Water Usage | 11.89 | 0.02 | 0.00 | 49.62 |
| **Total Project $CO_2E$** | **546.89** | | | |

*Impacts with PDFs*

As shown on **Table 4.7-6**, the project with PDFs would result in 343.09 MTCO2e per year.

**Table 4.7-6 Special Events GHG Emissions with PDFs**

| Year | Emissions (MT/yr) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Total $CO_2E$ |
| Area Source | 0.08 | 0.00 | 0.00 | 0.33 |
| Energy Source | 44.79 | 0.00 | 0.00 | 179.89 |
| Mobile Source | 31.65 | 0.00 | 0.00 | 126.71 |
| Waste | 0.60 | 0.04 | 0.00 | 5.98 |
| Water Usage | 7.03 | 0.02 | 0.00 | 30.19 |
| **Total Project $CO_2E$** | **343.09** | | | |

## *Proposed Project with Special Events*

### *Impacts without PDFs*

As shown on **Table 4.7-7**, the project would result in 6.46 MTCO2e per SP per year compared to the threshold of 3.65 MTCO2e per SP per year.

**Table 4.7-7 Project with Special Events GHG Emissions without PDFs**

| Emission Source | Emissions (MT/yr) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Total $CO_2e$ |
| Special Events | 546.89 | | | |
| Proposed Project | 16,725.03 | | | |
| Total $CO_2e$ (All Sources) | 17,270.47 | | | |
| Service Population | 2,672 | | | |
| Total CO2e/Service Population | 6.46 | | | |
| Threshold | 3.65 | | | |
| Threshold Exceeded? | YES | | | |

Project implementation would produce GHG emissions totaling 6.46 MTCO2e per SP per year, which would exceed the SCAQMD screening threshold of 3.65 MTCO2e per SP per year, even after implementing all feasible emissions reduction measures as enforceable project design features, and therefore, would result in potentially significant impacts requiring mitigation measures. A mitigation approach involving the purchase of carbon credits from a California Air Resources Board (CARB)-approved carbon registry with independent third-party verification was evaluated to reduce impacts to less than significant levels. The quantification of necessary credits is based on the annual exceedance of the total project MTCO2e emissions, which in turn is used to calculate the MTCO2e per SP per year level. To reduce the total MTCO2e per SP per year to less than 3.65, the total project CO2e emissions must be

reduced by 2,400 MTCO2e per year. This yearly quantity would total 72,000 MTCO2e over a 30-year project life. Therefore, a total of approximately 72,000 MTCO2e credits would be needed off-set the estimated emissions to a level at or below the screening threshold. Examples of approved carbon credit registries include the American Carbon Registry, Climate Action Reserve, and Verra. It is estimated that the noted carbon credit quantities would reduce the net GHG emissions to 3.62 MTCO2e per SP per year, which would be less than the 3.65 MTCO2e per SP per year. The total mitigated values are shown in **Table 4.7-8**.

*Impacts with PDFs and Mitigation*

The annual GHG emissions associated with the operation of the proposed Project, is shown on **Table 4.7-8**, after implementation of all feasible emission reduction measures as enforceable PDFs and **MM GHG-1**. As shown, Project-related GHG emissions are reduced to 3.62 MTCO2e per SP per year which is less than the applicable threshold of 3.65 MTCO2e per SP per year. While implementation of **Mitigation Measure GHG-1**, would offset the GHG emissions generated by the project that are in excess of the applicable threshold, by reducing GHG emissions elsewhere through the purchase of carbon credits, it would not change the actual GHG emissions levels of the project itself. Moreover, as the use of carbon credits as mitigation for GHG emissions has not been widely adopted in the Coachella Valley area for residential and resort community projects, this analysis conservatively considers impacts associated with GHG emissions generated by the proposed project to be significant and unavoidable because the City cannot determine with certainty that the project's GHG emissions will be reduced to a less than significant level.

**Table 4.7-8 Project with Special Events GHG Emissions with Mitigation**

| Emission Source | Emissions (MT/yr) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Total $CO_2e$ |
| Special Events | 343.09 | | | |
| Proposed Project | 11,736.67 | | | |
| Total $CO_2e$ (All Sources) | 12,078.31 | | | |
| Annual GHG Reduction (MM GHG-1) | -2400 | | | |
| Total Project CO2e (with MM GHG-1) | 9,678.31 | | | |
| Service Population | 2,672 | | | |
| Total CO2e/Service Population | 3.62 | | | |
| Threshold | 3.65 | | | |
| Threshold Exceeded? | NO | | | |

## *b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases*

### *SB 32/2017 Scoping Plan Consistency*

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. **Table 4.7-9** summarizes the project's consistency with the 2017 Scoping Plan. As summarized, the project will not conflict with any of the provisions of the Scoping Plan and supports seven of the action categories.

**Table 4.7-9 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 | Consistent. |
| 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. | | Consistent. The Project would be designed and constructed to implement the 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. |
| 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. | | Consistent. The proposed Project would be designed and constructed to implement the energy efficiency measures, where applicable by including several measures designed 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. |
| **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), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, | 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. |
| At least 4.2 million zero emission and plug-in hybrid light-duty EV by 2030. | | 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 2030 targets. |

| Action | Responsible Parties | Consistency |
|---|---|---|
| Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. | OPR, Local Agencies | Consistent. 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. | | Consistent. 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. | | Consistent. 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 sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030. | | Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions. |
| 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." | | Consistent. This 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 | Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets). |

| Action | Responsible Parties | Consistency |
|---|---|---|
| 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 | Consistent. 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 | Consistent. 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, Caltrans, CEC, GO-Biz | Consistent. This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to Improve freight system efficiency. |
| 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. | | Consistent. The Project would not obstruct or interfere with agency efforts to 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. |
| Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%. | CARB | Consistent. 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%. |

| Action | Responsible Parties | Consistency |
|---|---|---|
| **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 | Consistent. The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions. |
| 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 | Consistent. The Project would implement waste reduction and recycling measures consistent with State and City requirements. The Project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383. |
| Implement the post-2020 Cap-and-Trade Program with declining annual caps. | CARB | Consistent. The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 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 | Consistent. The Project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives. In addition, the Project site has already been previously planned and approved for development. |
| Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity | | Consistent. The Project site is vacant disturbed property that has already been planned and approved for development, and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity. |

| Action | Responsible Parties | Consistency |
|---|---|---|
| Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments | | Consistent. Where appropriate, Project designs will incorporate wood or wood products. The Project would not obstruct or interfere 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 | | Consistent. The Project would not obstruct or interfere 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 | Consistent. The Project would not obstruct or interfere 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 | Consistent. The Project would not obstruct or interfere 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 | Consistent. The Project would not obstruct or interfere 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. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030.

### 4.7.5 Cumulative Impacts

GHG emissions are understood to be inherently cumulative in nature with global implications. 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. The GHG quantification and analysis conducted for this project resulted in a practicable strategy of project design features inherent to the project undertaking, and a mitigatory carbon credit purchase plan resulting in a GHG emissions per capita efficiency level meeting the established thresholds set forth for California. The GHG emissions standards and strategies to which the project is held, are those that have resulted in a measurable statewide reductions in per capita and total GHG emissions, reaching the target 1990 levels. Moreover, according to the CARB report on California Greenhouse Gas Emissions for 2000 to 2017, California's GHG emissions have followed a declining trend between 2007 and 2017. Future development within the City of La Quinta and region will be held to the same relative standard of analysis, environmental review, and compliance. In this regulatory context, project implementation is not expected to result cumulatively considerable contributions to GHG levels.

### 4.7.6 Mitigation Measures

**GHG-1:** Prior to the issuance of occupancy permits, the Project Applicant shall purchase a minimum of 72,000 MTCO2e credits (2,400 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 2,400 MTCO2e per year (72,000 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.

### 4.7.7 Level of Significance After Mitigation

The net annual GHG emissions associated with the operation of the proposed project can be reduced from 6.46 to 3.62 MTCO2e per SP per year, which is less than the applicable threshold of 3.65 MTCO2e per SP per year. 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, and because even with the purchase of carbon credits the project's actual GHG emissions exceed the applicable threshold (even though the emissions, net of carbon credits, do not), this analysis conservatively considers the project to have a significant and unavoidable impact concerning GHG emissions.

## 4.7.8 Resources

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 2017, Trends of Emissions and Other Indicators, 2019 Edition, California Air Resources Board; Release No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019
3. Coral Mountain Specific Plan Greenhouse Gas Analysis (GHGA), prepared by Urban Crossroads on November 12, 2020 and revised on March 1, 2021
4. Federal Clean Air Act (CWA)
5. Final 2016 Air Quality Management Plan (AQMP), by South Coast Air Quality Management District (SCAQMD), March 2017
6. Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP), by SCAQMD, August 2003; and sections of the SCAQMD Rule Book

# 4.8 Hazards and Hazardous Materials

## 4.8.1 Introduction

This section describes the existing setting and proposed improvements to the project site that could result in the use, transport or disposal of hazardous materials of on-site or off-site activities. This section also analyzes impacts associated with the project that may potentially affect public health and safety or degrade the environment. The analysis is based on the information contained in the *Coral Mountain Resort Specific Plan* regarding proposed land use, 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.

Prior to the preparation of the Draft EIR, a Notice of Preparation (NOP) was prepared. The Coral Mountain Resort NOP is included in **Appendix A** of this Draft EIR. Following the screening criterion related to hazards and hazardous materials in the NOP, threshold topic "e" does not require additional analysis in this Draft EIR.

*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:*

- The project is not located within an airport land use plan or private airstrip. The Jacqueline Cochran Regional Airport is located approximately 4.25 miles to the east of the proposed project. As a result, the project is located outside of the airport's influence and planning area. Flights approaching and departing the Jacqueline Cochran Regional Airport may fly over the City and the project site with an intermittent frequency. Therefore, neither will the project cause a safety hazard, nor will airport noise impact the project, and no impact will occur.

Issue areas identified as having no impact are further discussed in **Chapter 6.0, *Effects Found to have No Impact*** of this Draft EIR. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

## 4.8.2 Existing Conditions

### Hazardous Materials

The Code of Federal Regulations (CFR Title 40, Part 261) defines hazardous materials based on ignitability, reactivity, corrosivity, and/or toxicity properties. The State of California defines hazardous materials as substances that are toxic, ignitable or flammable, reactive and/or corrosive, which have

the capacity of causing harm or a health hazard during normal exposure or an accidental release. As a result, the use and management of hazardous or potentially hazardous substances is regulated under existing federal, state and local laws.

### *Hazardous Waste*

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

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 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.

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

In the City of La Quinta, hazardous materials are limited to small quantity generators (those generating less than 1,000 kilograms of hazardous waste per month), ranging from individual households to service stations and medical clinics. Household hazardous waste can be disposed of properly through Household Hazardous Waste disposal events, or at a network of “ABOP” facilities

operated by the Riverside County Waste Management Department. An ABOP – or Antifreeze, Batteries, Oil, Paint – facility is located in Palm Springs, at 1100 Vella Road, and accepts these materials, as well as electronic waste. Household Hazardous Waste disposal events are held periodically at varying locations throughout the County, including La Quinta. Adverse environmental impacts can occur when household hazardous materials are disposed of in unlined sanitary landfills, where these materials may leach through the soil and contaminate groundwater.

Development activities have the potential to encounter previously unknown hazardous materials contamination from historical use of a property. However, such contamination can be mitigated 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 Coral Mountain Resort project is located on approximately 386 acres of vacant land on the southwest corner of Avenue 58 and Madison Street in La Quinta. The project would result in 496 low density residential units; a resort hotel with up to 150 keys; 104 resort residential units; a 16.62-acre recreational surf facility, 57,000 square feet of resort commercial development; 60,000 square feet of neighborhood commercial uses; and open space recreational uses on approximately 23.6 acres.

### *Offsite improvements*

In addition to the proposed onsite development, project implementation will also include the installation of an off-site transformer bank at an existing Imperial Irrigation District (IID) substation, located at 81600 Avenue 58, and the extension of conduit from the substation to the project site under Avenue 58. Construction for the conduits and line extension would occur in the existing right-of-way.

#### ***Local Schools***

The project site is located within the boundary of the Coachella Valley Unified School District. The closest school is the Westside Elementary School, located approximately 1.30 miles northeast of the project site 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 4.25 miles east of the project. The project site is outside the Airport Land Use Compatibility Zone.

### *Urban/Wildland Interface*

The project site is located adjacent to both undeveloped natural mountain landscapes and developed residential communities. The natural open space area west and southwest of the project site is associated with Coral Mountain. The foothills of the Santa Rosa Mountains are located west and southwest of the project and are designated as a Conservation Area of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Disturbance within the conservation area is not proposed.

## 4.8.3 Regulatory Setting

Key federal, state, and local laws, regulations and policies that are relevant to hazards and hazardous materials 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 Coral Mountain Resort project.

### Federal Programs

#### *United States Environmental Protection Agency*

The Environmental Protection Agency (EPA) is a federal agency with the mission to protect human health and the environment by developing and enforcing regulations, providing grants, studying environmental issues, sponsoring partnerships, publishing information, and educating people about 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 maintains a list of hazardous materials and procedures when dealing with hazardous waste and materials. Various rules regulate the use, storage, transportation and disposal of hazardous materials.

A waste is determined to be hazardous if it is specifically listed on one of four lists (the F, K, P and U lists) found in title 40 of the Code of Federal Regulations (CFR) in Section 261 and discussed in further detail below:

- **The F-list** identifies wastes from common manufacturing and industrial processes as hazardous from non-specific sources (40 CFR Section 261.31). They can be divided into seven groups depending on the type of manufacturing or industrial operation that creates them. These groups include spent solvent wastes, electroplating and other metal finishing wastes,

dioxin-bearing wastes, chlorinated aliphatic hydrocarbons production, wood preserving wastes, petroleum refinery wastewater treatment sludges, and multisource leachate.

- **The K-list** identifies hazardous wastes from specific sectors of industry and manufacturing and are considered source-specific wastes. To qualify as a K-listed hazardous waste, a waste must fit into one of the following industries: wood preservation, organic chemicals manufacturing, pesticides manufacturing, petroleum refining, veterinary pharmaceuticals manufacturing, inorganic pigment manufacturing, inorganic chemical manufacturing, explosives manufacturing, iron and steel production, primary aluminum production, secondary lead processing, ink formulation, and coking (processing of coal to produce coke).
- **The P and U lists** designate as hazardous waste pure and commercial grade formulations of certain unused chemicals that are being disposed. For a waste to be considered a P- or U-listed waste it must meet the following three criteria: (1) the waste must contain one of the chemicals listed on the P or U list; (2) the chemical in the waste must be unused; and (3) the chemical in the waste must be in the form of a commercial chemical product. The P-list identifies acute hazardous wastes from discarded commercial chemical products, while the U-list identifies hazardous wastes from discarded commercial chemical products.

More recent EPA efforts and responsibilities for managing hazardous waste include the management of wastes from homeland security incidents. The Waste Management for Homeland Security Incidents Act requires EPA to provide technical support to federal, state, local, and tribal authorities on waste management and cleanup efforts resulting from natural disasters, terrorist attacks, major accidents, and disease outbreaks. 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.

### *Resource Conservation and Recovery Act*

The EPA has the authority and responsibility to regulate hazardous waste through 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. Amendments to RCRA, including the 1984 Federal Hazardous and Solid Waste Amendments, and those established in 1986, required EPA to increase enforcement of underground storage tanks for petroleum and other hazardous substances, focus on waste minimization programs, such as phasing out hazardous wastes from landfills, and finally mandating corrective measures regarding the release of hazardous waste.

More recent EPA efforts and responsibilities for managing hazardous waste include management of wastes from homeland security incidents. The Waste Management for Homeland Security Incidents Act requires EPA to provide technical support to federal, state, local, and tribal authorities on waste management and cleanup efforts resulting from natural disasters, terrorist attacks, major accidents,

and disease outbreaks. 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.

### *Hazardous Materials Transport Regulations*

The United States Department of Transportation (DOT) was established on October 15, 1996 by Congress. The U.S. DOT's purpose is to ensure the safest, most efficient and modern transportation system is provided to improve the quality of life of people and communities and increase the productivity and competitiveness of workers and businesses in the nation.

The Pipeline and Hazardous Materials Safety Administration's (PHMSA) Office of Hazardous Materials Safety is a component of the U.S. DOT that carries out a national safety program, including security matters, to protect against the risks to life and property inherent in the transportation of hazardous materials in commerce by all transportation modes. This is accomplished by developing, proposing and implementing regulatory policy initiatives and regulations governing the safe and secure transportation of hazardous materials. The PHMSA conducts safety inspections and investigations to ensure transportation safety and security by conducting compliance inspectors and incident and accident response and investigations.

### *Comprehensive Environmental Response, Compensation, and Liability Act*

The Comprehensive Environmental Response, Compensation, and Liability Act, otherwise known as CERCLA or Superfund, was established to provide a federal "Superfund" to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, the EPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup.

The EPA cleans up orphan sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, the EPA obtains private party cleanup through orders, consent decrees, and other small party settlements. The EPA also recovers costs from financially viable individuals and companies once a response action has been completed. Superfund site identification, monitoring, and response activities in states are coordinated through state environmental protection or waste management agencies. CERCLA was reauthorized and expanded in 1986.

### *Emergency Planning and Community Right-To-Know Act*

The Emergency Planning and Community Right-To-Know Act (EPCRA) was enacted in 1986 by Congress as national legislation on community safety. This law is designed to help local communities protect public health, safety, and the environment from chemical hazards. Congress requires each

state to appoint a State Emergency Response Commission (SERC) as a part of EPCRA. The SERCs are required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee (LEPC) for each district. The EPCRA requires industry to report on the storage, use and releases of hazardous substances to federal, state, and local governments.

### *Clean Water Act*

The Clean Water Act (CWA) was established in 1972 as the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. 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. 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.

### *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.

## State Programs

### *Hazardous Waste Control Law*

The Hazardous Waste Control Law (HWCL) is the primary hazardous waste management system in the State of California. The HWCL specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure their proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reused as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning, and has much broader requirement for permitting facilities that treat hazardous waste. It also regulates a number of types of waste management activities that are not covered by the RCRA.

### *Tanner Act*

Although there are numerous state policies dealing with hazardous waste materials, the most comprehensive is the Tanner Act (AB 2948) that was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in the State of California. The act also mandates that each county adopt a Hazardous Waste Management Plan. To be in compliance with the Tanner Act, local or regional hazardous management plans need to include provisions that define (1) the planning process for waste management, (2) the permit process for new and expanded facilities, and (3) the appeal process to state available for certain local decisions.

### *California Environmental Protection Agency*

As a branch under the EPA, 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 the following:

- Overseeing cleanups at improperly managed waste sites.
- Ensuring those who generate, handle, transport, store and dispose of hazardous waste do so properly.
- Enforcement actions against those who fail to manage hazardous waste appropriately.
- Exploring and promoting pollution prevention and encouraging reuse and recycling.
- Evaluating soil, water and air samples at sites and developing new analytical methods.
- Practicing other environmental sciences, including toxicology, risk assessment, and technology development.
- Involving the public in DTSC's decision-making.

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. The DTSC achieves this by regulating hazardous waste and discovering ways to reduce its production in California. Enforcement of regulations for the generation, transport, and disposal of hazardous materials are delegated to local jurisdictions, in agreements with the DTSC. The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA of 1976 and the California Health and Safety Code.

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*

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. A search of the EnviroStor database completed in March 2020 showed no listed or hazardous waste sites on the project site.

### *Government Code Section 65962.5 (Cortese List)*

The provisions of Government Code Section 65962.5 are commonly referred to as the Cortese List. The Cortese List is a planning document used by state and local agencies to provide information about hazardous materials release sites. Government Code Section 65962.5 requires CalEPA to develop an updated Cortese List annually, at minimum. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List. The project site is not on the Cortese List.

### *State Water Resources Control Board (SWRCB)*

SWRCB is responsible for 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. The project site is located in Region 7, Colorado River Basin.

### *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.

State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment.

### *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.

### *California Certified Unified Program Agencies*

The California Certified Unified Program Agencies (CUPA) is a collection of state and regional agencies in charge of regulating hazardous waste. They are responsible for the administration, permits, inspection and enforcement of various environmental and emergency management programs, including the Underground Storage Tank Program, the Aboveground Petroleum Storage Act Program, Hazardous Materials Release Response Plans, and Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs. The California Environmental Protection Agency (CalEPA) is responsible for administrating and certifying the CUPA's. Two state agencies that are also heavily involved with CUPA activities include the California Department of Toxic Substances Control (DTSC) and the State Water Resource Control Board (SWRCB).

## Regional and Local Programs

### *Regional Water Quality Control Board*

The State Water Resources Control Board (SWRCB) is responsible for 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 (RWQCB) throughout California. 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.

The City of La Quinta falls under the jurisdiction of the Colorado River Basin Regional Water Quality Control Board. The Colorado River Basin RWQCB 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.

### *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.

### *Riverside County Hazardous Materials Management Division*

The Riverside County DEH's Hazardous Materials Management Division was designated as the Riverside County Certified Unified Program Agency (CUPA). As CUPA for Riverside County, the Division manages the following elements of the Unified Program:

- Hazardous Waste Generators
- Hazardous Materials Business Plan Program (HMBP) and the Hazardous Materials Release Response Plan and Inventory Program
- Hazardous Materials Emergency Response Team
- Risk Management Prevention Program
- Underground Storage Tank (UST) Program
- Aboveground Petroleum Storage Act (APSA) Program

### *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.

### *Riverside County General Plan*

According to the Safety Element of the Riverside County General Plan, hazardous materials include the entire spectrum of such substances from pre-product materials to waste. Laws and regulations that govern hazardous materials, and how they are stored, transported, and handled distinguish between hazardous materials and hazardous waste. For regulatory purposes, hazardous materials are defined as manufactured hazardous items and materials, as well as the pre-product hazardous substances used to create them. These materials, both pre- and post-production, are subject to extensive management for safety requirements. The waste generated by, or resulting from, the production that process becomes hazardous waste, which must be safely disposed of in an appropriate manner.

The Riverside County General Plan emphasizes the County's susceptibility to natural hazards such as fires, in particular, the hillside terrain of Riverside County. Fire potential for Riverside County is typically greatest in the months of August, September and October, when dry vegetation is paired with the dry Santa Ana winds. To minimize the potential for disastrous loss of structures and life (human and wildlife), a coordinated program to manage development in the hazardous areas has been identified in the Safety Element of the County General Plan.

### *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 and analyzes an extensive list of the hazards faced by the County and the City. It assigns each hazard a severity rating, indicating the amount of damage that would be done to the City and the population should the hazard occur, as well as a probability rating, indicating the likelihood that the hazard may occur within the County. Both ratings are on a scale of 0 to 4, with 4 being the most severe or the most likely to occur. The City then ranks the hazards from 1 to 19, with 1 indicating a higher priority/likelihood, and 19 indicating a lower priority/likelihood.

Per the City EOP, hazardous material (HazMat) accidents are ranked 9 out of 19 on the hazards list. HazMat accidents involve the uncontrolled release of a hazardous substance(s) during storage or use from a fixed facility or mobile transport. Releases of hazardous materials can be especially damaging when they occur in highly populated areas or along transportation routes used simultaneously by commuters and hazardous materials transports. There is a higher risk of HazMat accidents within the City due to the multitude of transportation systems in the City.

### *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.

### *City of La Quinta Emergency Operations Center*

The City operates an Emergency Operations Center (EOC) in City Hall. Riverside County's EOCs, located in Indio and Riverside as well as its mobile command post, could also provide assistance to La Quinta in the event of an emergency. The City's emergency response effort is supported by agreements with the Riverside County Sheriff's Department, Riverside County Fire Department, American Medical Response and the American Red Cross. Included in the EOC's tools is the CodeRED emergency notification system, which allows the City to notify residents by phone of an imminent threat.

### *Community Emergency Response Team*

The City also relies on its Community Emergency Response Team (CERT) volunteers to assist with emergency response during disasters. CERT is composed of residents and business people who have completed the FEMA CERT training provided through the City of La Quinta Emergency Services Division and the Coachella Valley Emergency Managers Association. The volunteers are trained to help in their neighborhoods when an emergency occurs, and immediate help may not be available from first responders.

### *La Quinta General Plan*

Chapter IV of the La Quinta General Plan (LQGP) addresses the various environmental hazards within the City of La Quinta. 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.

The City's Emergency Services Division, Fire and Police Departments would be called upon in the event of a spill or similar emergency relating to hazardous materials within City limits.

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.

In the event of a spill or leak of hazardous materials, initial response would be made by the closest fire engine company, followed by response from a dedicated Hazardous Material Response Team. The Riverside County Fire Department operates a Hazardous Materials Team, which operates throughout the County and responds to incidents when necessary.

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.

## 4.8.4 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.

Threshold topic "e", involving public airports or public use airport, is not analyzed since NOP analysis concluded that there would be no impacts. See **Chapter 6.0**.

## Methodology

Available data to determine the potential for impacts associated with hazards and hazardous materials was assessed based upon the consideration of the project. Whether there is a potential for cumulative impacts associated with hazards and hazardous materials was assessed based upon the consideration of the project, the project site, and related projects.

## Project Design Features

Proposed building locations and design will be consistent with applicable state and local construction requirements and standards. Hazardous materials used during construction and operation of the site will be handled to manufacturer and industry standards. Additionally, the project will implement and adhere to federal, state, and regional regulatory standards. This is discussed in greater detail in the discussions below.

## Project Impacts

### *a/b. Create a significant hazard to the public or the environment due to routine transport, use, or disposal of hazardous materials, or release hazardous materials into the environment*

The project site is located in the southern portion of the City of La Quinta and is currently vacant and disturbed. Surrounding land uses include the residential communities to the north, east, and south, vacant land to the west, and Coral Mountain to the southwest. Avenue 58 delineates a portion of the project's northern boundary, and Madison Street delineates a large portion of the project's eastern boundary.

The approximately 386-acre project proposes to develop a mixed-use community consisting of residential, neighborhood commercial, tourist commercial, and recreational open space land uses. The site was previously farmed.

The transportation, use, and disposal of hazardous materials during project construction and operation is discussed below, as is the site's potential to release hazardous materials into the environment.

### *Construction*

Construction of the proposed project is expected to involve the temporary management and use of oils, fuels and other potentially flammable substances. The nature and quantities of these products

would be limited to what is necessary to carry out construction of the project. Some of these materials would be transported to the site periodically by vehicle and would be stored in designated controlled areas on a short-term basis. 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 that one acre, and administered by the RWQCB. Per the CGP, the project's SWPPP shall include comprehensive handling and management procedures for building materials, especially 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 should be stored indoors or under cover whenever possible or in areas with secondary containment. The designation of staging areas for activities such as fueling vehicles, mixing paints, plaster, mortar, and so on, 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. With such standard measures in place, less than significant impacts are anticipated during construction.

Offsite improvements include the installation of an off-site transformer bank at an existing Imperial Irrigation District (IID) substation, located at 81600 Avenue 58. Construction for the conduits and line

extension would occur in the existing right-of-way. Similar to onsite improvements, construction of the offsite improvement is expected to involve the temporary management and use of oils, fuels and other potentially flammable substances. Therefore, offsite construction activities would require the implementation of appropriate BMPs in order to reduce the risk of spills and leaks of hazardous materials used. Therefore, impacts are anticipated to be less than significant.

### *Operation*

The proposed project includes a hotel/resort, commercial, residential, and recreational and open space uses on approximately 386 acres of vacant land. The nature of these uses is not expected to involve, as a primary activity, the routine transport, use, or disposal of hazardous materials in quantities or in a manner that would pose a threat to the project and its surroundings or create a significant hazard through a foreseeable accident conditions involving the release of hazardous materials into the environment. The regular operation of the proposed project would not result in the use of hazardous materials in amounts that exceed what is typically required for resort, commercial and residential uses. 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 a manner typical of similar projects throughout the City, 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.

Based on the operation of existing wave facility (Surf Ranch Lemoore), the Wave Basin is anticipated to use approximately 216,000 gallons of sodium hypochlorite (NaClO) annually, or approximately 18,000 gallons monthly on the average. June, July, and August are months with the highest consumption with up to 20,000 gallons on the average. Sulfuric acid consumption of approximately 14,440 gallons per year, or 1,200 gallons monthly on the average is also anticipated. Chemicals will be stored on-site and fed into polyethylene tanks which are located inside a pre-engineered metal building, in an area with a 24-inch-high containment wall. Floors and the containment wall have a chemical resistant coating. The tanks include the following capacities:

- 4,500-gallon capacity for NaClO;
- 500-gallon capacity for polymers; and
- 500-gallon capacity for sulfuric acid.

Surplus NaClO and Polymers are received in caged intermediate bulk container (IBC) totes and stored within a secure outdoor yard space.

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 Wave Basin and all hotel 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 Wave Basin prior to construction would be the Riverside County Department of Environmental Health.

According to Riverside County Municipal Code Chapter 8.64, *Disclosure of Hazardous Materials and Formulation of Business Emergency Plans*, the County established a system for permitting businesses that handle hazardous materials in order to enforce minimum standards respecting such materials. According to Chapter 8.64, chlorine and muriatic acid stored in combined aggregate quantities greater than or equal to fifty-five (55) gallons, and/or greater than or equal to five hundred (500) pounds for pools are considered hazardous materials. 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. The proposed project will require the storage or handling of hazardous materials, as defined in Chapter 8.64 of the Riverside County Municipal Code, including pool disinfecting and cleaning supplies, and shall be required to follow the procedures established in the Municipal Code and Chapter 6.95 of the HSC. Adherence to federal, State, and regional regulatory standards will ensure impacts related to the release of hazardous materials associated with the Wave Basin and public pools are anticipated to be less than significant.

The operation of the off-site transformer bank at the existing IID substation is not anticipated to result in the routine transport, use, or disposal of hazardous materials. The potential release hazardous materials into the environment associated with the transformers will be overseen by IID, which has programs in place to manage such releases, as they operate multiple substations. The conduits and line extension will operate below grade and will not contain hazardous materials. Therefore, the use of hazardous materials associated with the off-site improvements will result in less than significant impacts.

As stated throughout this discussion, the materials required for the maintenance of landscaped areas (i.e., fertilizers, pesticides, etc.), the Wave Basin, 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.

### *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 closest school to the project site is Westside Elementary School, located approximately 1.30 miles northeast of the project. Offsite improvements include the construction and operation of a transformer bank at an existing IID substation located at 81600 Avenue 58. The substation is located approximately one mile southwest of Westside Elementary School. Therefore, the project's proposed onsite and offsite improvements will have no impact on schools as it relates to hazardous materials.

### *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 Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the state, local agencies and developers to comply with CEQA requirements to provide information about the location of hazardous materials release sites. Government Code section 65962.5 requires that a list of these sites be maintained and updated least annually. The State's Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List.

Pursuant to Government Code 65962.5 and its subsections, record searches on the project property were performed within multiple database platforms. The resources consulted included GeoTracker, EnviroStor and the EPA Enforcement and Compliance History Online (ECHO).

Two of the three databases, GeoTracker and ECHO, listed sites within one mile of the project. The results are described below:

The GeoTracker database listed one registered Leaking Underground Storage Tank (LUST) Cleanup Site within a one-mile radius of the project site. The registered LUST Site is listed as "KSL PGA West Weiskoff/Nicklaus," registered at 80202 Avenue 58, approximately 0.25 miles west of the project property. The potential contaminant of concern at this site was identified as gasoline; however, the site has a status of "Completed-Case Closed" as of October 1999. Therefore, the facility will not affect the project.

Similar to the GeoTracker database, the ECHO database highlighted one facility within a mile radius of the proposed project. This site is registered as Capistrano and located west of Monroe Street and

north of Avenue 58, approximately 0.75 miles northeast of the project site. This site is registered under the Clean Water Act (CWA) as a minor general permit covered facility. The permit expired in 2014, however, the property had remained in compliance for three consecutive years with no identified violations. Due to Capistrano's distance from the proposed project, and its status as "no violations", the registered site is not anticipated to affect the project site.

The search results in the EnviroStor database did not identify any records of any site within a mile of the project property, unlike the GeoTracker and ECHO databases. The EnviroStor database did not identify any LUST Cleanup Sites, Land Disposal Sites, Military Sites, DTSC Hazardous Waste Permits, DTSC Cleanup Sites, or Permitted Underground Storage Tanks on or around the project property.

As stated previously, both registered sites maintain statuses of "Completed – Case Closed" and "no violation". The project will not exacerbate risks or impacts associated with the registered sites, due to the project's nature and the sites' locations at least 0.75 mile from the proposed project. Therefore, hazardous waste sites will have no impact on the proposed project.

Portions of the project site previously operated as agricultural land. Agricultural activities typically include the storage and periodic application of pesticides, herbicides and fertilizers. 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. Historical aerial imagery from 1996 indicates that the site had been cleared of all agricultural remnants prior to 1996. At this time, no agricultural equipment or infrastructure are present onsite. The presence of fertilizer or related chemical storage related to farming activities do not exist onsite. Chemicals previously utilized during agricultural operations have likely dissipated to insignificant levels due to the inactivity of the site for over 20 years. Therefore, it is unlikely that significant chemicals associated with previous agricultural activities exist onsite.

### *f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan*

The Emergency Services Element of the 2035 La Quinta General Plan addresses multiple components of the City's public safety services, including police and fire service, emergency medical response and emergency preparedness. The City of La Quinta contracts for police services with the Riverside County Sheriff's Department. According to the La Quinta Police Department website, there are two police stations contracted with the City. These include the La Quinta Police station at 78495 Calle Tampico, and the Thermal Sheriff's Station (Riverside County Sheriff's Department) at 86625 Airport Boulevard in Thermal. The La Quinta Police station is approximately six driving miles northwest of the proposed site and covers an area of over 33 square miles and a population of over 40,660 residents. The

Thermal Sheriff's station is approximately 6.5 driving miles northeast of the project site and provides police services to the cities of La Quinta, Coachella and southern Coachella Valley communities.

Fire services in the City of La Quinta are provided by three fire stations in the City including: Fire Station #32 located at 78111 Avenue 52, Station #70 at 54001 Madison Street, and Station #93 at 44555 Adams Street. Station #70 is the closest station to the project property, lying approximately 2 miles north of the project site. Response times for fire services in the City are five minutes or less 90 percent of the time. Paramedic service is provided to the City of La Quinta and the project area by American Medical Response (AMR). Paramedic staff is located at Station #70. The Police and Fire Departments within the City rely on mutual aid agreements with neighboring jurisdictions to provide additional services when necessary.

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

Regional emergency evacuation routes for the Coachella Valley include the Interstate 10 freeway and Highway 111, which lie approximately 7.60 miles north and 5.75 miles northeast of the project, respectively. The City of La Quinta has developed and maintains an extensive arterial roadway network. The City road network has been built essentially along a north-south grid with interconnection with major arterials passing through adjacent jurisdictions. The project is adjacent to the City's major roadways, which includes Avenue 58 (north), Madison Street (east), and Avenue 60 (south). Project access from these roadways would occur at two points on Avenue 58, two points on Madison Street, and one point on Avenue 60. These roadways will provide public and emergency access into and out of the project property. Vehicles accessing the street system will not interfere with evacuation routes or plans, insofar as the project will not alter any existing street used for these purposes. During construction, a Traffic Control Plan will be required as a condition of approval to be implemented throughout all construction activities. This plan will reduce potential impacts that may arise due to conflicts with construction traffic.

Primary resort/residential project access will be provided on Madison Street via the Main Access; additional access for the resort/residential project will be provided on Avenue 60 via the South Access; primary commercial access will be provided at all three driveways located at the project on

Avenue 58, as well as at the main access on Avenue 60 for the resort and commercial areas within the site (see the Transportation discussion). All project access points onto public streets, except the access to the commercial project at the northeast corner, will be gated, as will the entrances to the residential portions of the project in Planning Area 2. Project access points will be reviewed by the Fire Department, to ensure adequate access for emergency vehicles. For gated projects, the Fire Department requires the installation of a Knox-Box Rapid Entry System or similar device to facilitate emergency access by fire fighters and other emergency responders. This requirement will be included as a condition of approval for the project, and assures that on-site emergency access impacts will be less than significant.

Project implementation is not expected to interfere with the critical facilities, emergency transportation and circulation, or emergency preparedness coordination. Prior to construction, both the Fire Department and Police Department will review each sub-area plan as it is brought forward, to ensure safety measures are addressed, including emergency access. The project will be reviewed by City, Police and Fire officials to ensure adequate fire service and safety as a result of project implementation. Impacts will be less than significant.

### *g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires*

The City of La Quinta is comprised of both urban and undeveloped uses. 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 occupied by vacant, undeveloped, and agricultural land uses, as well as the Santa Rosa Mountains, which are undeveloped, apart from the recreational uses (i.e. hiking trails) in this area. The undeveloped Santa Rosa Mountains in the southern portion of the City are characterized by steep topographic gradients that are typically conducive to spreading wildfires. 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 terrain, which is steep, rocky, and dry. Furthermore, the Santa Rosa Mountains are made up primarily of Granitic rock and sparse desert vegetation. The topographic character of the Santa Rosa Mountains is not conducive for the growth of dense vegetation; and as a result, the amount of fuel available for wildland fires is limited.

The project site, located on the southwest corner of Madison Street and Avenue 58, is currently vacant with scattered desert vegetation. Existing land uses that surround the project includes a mix of residential uses and vacant, undeveloped land. According to CALFIRE's Fire Hazard Severity Zones in State Responsible Areas Map, the project site is not located in a Moderate, High, or Very High Fire Hazard Severity Zone (VHFHSZ). This map indicates that the project is located in an incorporated Local Responsibility Area, while the area west of the project property is located within a Federal

Responsibility Area. Additionally, CALFIRE's Very High Fire Hazard Severity Zone (VHFHSZ) in Locally Responsible Areas (LRAs) Map indicates that the project is located in a Local, State/Federal non-VHFHSZ area.

With the foregoing, impacts of exposing people or structures to a significant risk involving wildland fires are expected to be less than significant.

## 4.8.5 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 project, in conjunction with development proposals on these properties. 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).

Implementation of regulatory compliance measures during construction and operation of a project would not combine with any of the related projects to cause a cumulatively significant impact. During construction, all projects would be required to implement best management practices established in the project-specific SWPPP. 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.

The site would include the operation of resort, residential, and commercial uses. The project also proposes the operation of a Wave Basin facility. Chemicals used for the maintenance of the Wave Basin facility will be stored on-site and fed into polyethylene tanks which are located inside a pre-engineered metal building. The Wave Basin and all hotel pools will 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. Additionally, the proposed project will require the storage or handling of hazardous materials, as defined in Chapter 8.64 of the Riverside County Municipal Code, including pool disinfecting and cleaning supplies, and will be required to follow the procedures established in the Municipal Code and Chapter 6.95 of the HSC. Other projects, operating currently or proposed in the future, are or will be subject to the same regulations. 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.

## 4.8.6 Mitigation Measure

Mitigation Measures are not required.

## 4.8.7 Level of Significance After Mitigation

Implementation of existing regulations and standards identified above, along with the adherence to federal, state, and regional regulatory standards will ensure project's potential impacts associated with hazards and hazardous materials would be less than significant. Mitigation Measures are not required.

## 4.8.8 Resources

1. GeoTracker, State Water Resources Control Board, https://geotracker.waterboards.ca.gov/ accessed July 2019.
2. EnviroStor, Department of Toxic Substance Control, https://www.envirostor.dtsc.ca.gov/public/, accessed July 2019.
3. Enforcement and Compliance History, Environmental Protection Agency, https://echo.epa.gov/facilities/facility-search/results, accessed July 2019.

# 4.9 Hydrology and Water Quality

## 4.9.1 Introduction

The purpose of this section is to analyze the hydrology and surface water quality context in which the proposed project will be implemented. The subject principles, descriptions and supporting analysis are based on multiple project-specific and general reference documents cited throughout this section, as these provide the relevant background information.

At the project-specific level, the analysis primarily relies on the site hydrology and surface drainage conditions described in the *Coral Mountain Resort Specific Plan Master Hydrology Report*, prepared by MSA Consulting, inc. in January of 2021; *Coral Mountain Tentative Tract Map 37815 Preliminary Hydrology Report*, prepared by MSA Consulting, inc. in April of 2020; the *Coral Mountain Resort Preliminary Water Quality Management Plan (WQMP)*, dated June 1, 2020; and the *Water Supply Assessment/Water Supply Verification, Coral Mountain Specific Plan*, prepared by MSA Consulting, Inc., March 2020, Revised September 2020, approved by CVWD in April 2020 and amended in September 2020.

General reference documents include the City of La Quinta Master Drainage Plan, dated March 2009; Oasis/Valley Floor Area Stormwater Master Plan, part of the Eastern Coachella Valley Stormwater Master Plan, dated April 2015; Federal *Clean Water Act* (CWA); Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panels 06065C2244H and 06065C2900H effective April 19, 2017, and 06065C2925H, effective March 6, 2018; *Water Quality Control Plan for the Colorado River Basin Region* (Basin Plan), January 2019; and *Whitewater River Region Water Quality Management Plan for Urban Runoff* and the associated *Whitewater River Watershed MS4 Permit*, effective June 20, 2013; *Indio Subbasin Sustainable Groundwater Management Act (SGMA) Plan*; *2018 Coachella Valley Integrated Regional Water Management and Stormwater Resources Plan, December 2018; CVWD's 2015 Urban Water Management Plan (UWMP);* and *2035 La Quinta General Plan*, Flooding and Hydrology Section of the Environmental Hazards Element (Chapter 4), February 2013.

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 Master Hydrology Report and Preliminary Hydrology Report cited above are provided in the Appendices of this Draft EIR (**Appendix J.3** and **J.1**). The Preliminary WQMP is provided in **Appendix J.2**. Please consult **Section 9.0** for a glossary of terms and acronyms used in this Draft EIR.

## 4.9.2 Existing Conditions

### Relevant Principles in Hydrology and Stormwater 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 naturally replenished, or recharged, by precipitation that seeps into the land's surface and by replenishment programs implemented by CVWD.

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 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, as the findings in this section explain, the regulatory mandates and engineering standards established at the federal, state, regional, and local level are established to prevent land development activities from incurring or causing such hydrologic changes (hydromodifications) or water quality impairments to local resources. Stormwater management and adherence to surface water quality standards are achieved through required measures and project design, such that physical disturbance, vegetation clearing, earth movement, grading, and construction activities are not permitted without demonstrating compliance with the local, regional, and state permitting authorities and the pertinent regulations aimed at preventing stormwater impacts.

## Regional Hydrologic Conditions

The project is located in the Whitewater River Watershed, which is an arid desert region encompassing approximately 1,645 square miles. Within this watershed, an area of approximately 367 square miles (22 percent) 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, which is 65 to 75% less annual precipitation than western portions of Riverside County and the coastal counties in Southern California. 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.

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.

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 is empowered with 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 managed by the City, and 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.

## Rainfall Intensity for Project Area

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 also 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 (SPHA). For hydrology purposes, the "controlling" 100-year storm event is one with the intensity and duration capable of generating the maximum stormwater volume, or being the worst-case scenario as a basis for properly sizing the storm drain facilities, including inlets, pipes, outlets, and retention basins.

The requirement for using the 100-year storm event as the basis for designing storm drain facilities is stated in Section 13.21.120 (A) of the La Quinta Municipal Code and in La Quinta Engineering Bulletin #06-16 (Hydrology and Hydraulic Report Criteria for Storm Drain Systems). In turn, the City's hydrology criteria refer to the National Oceanic and Atmospheric Administration Atlas 14 (NOAA Atlas 14) as the basis for determining 100-year storm event rainfall quantities and durations. Based on this source, the 100-year storm event for the project area is one that produces 1.44 inches for a 1-hour duration, 2.14 inches for a 3-hour duration, 2.76 inches for a 6-hour duration, and 4.41 inches in a 24-hour duration. As a standard requirement, these rainfall quantities have been factored into the Master Hydrology Report

for determining the corresponding stormwater volumes and necessary sizing of storm drain inlets, piles, outlets and retention facilities.

## Local Hydrologic Conditions and Existing Infrastructure

The existing hydrologic factors, such as topography, drainage, soils, and rainfall characteristics relevant to the project site and tributary areas have been accounted for in the *Coral Mountain Resort Specific Plan Master Hydrology Report* (Master Hydrology Report). This report studies the existing conditions and reviews the allowable land uses in each planning area of the project to determine the necessary stormwater management controls and their capacities to comply with the City's engineering standards and requirements. Future development across each planning area, other than the Tentative Tract Map and Site Development Permit that are part of the project, would be subject to preliminary and final hydrology reports based on a final site design and associated engineering plans. Such final design reports and plans would be subject to review and approval by the City engineer.

Existing ground conditions across the project site are physically defined by a leveled terrain with scattered vegetation coverage resulting from past site clearing and agricultural operations on most of the property that have since become inactive or fallow. Associated ground disturbance has also been caused by multiple dirt roads, hiking paths, and underground irrigation lines. These prior uses modified the on-site native terrain into a relatively graded condition that serves as the baseline for on-site hydrology considerations and determination of impacts. In the northern part of the site, the prevailing gradient and drainage trend occurs from northwest to southeast. In the center of the site, drainage generally occurs from west to east. In the southern portion of the site, drainage occurs generally from southwest to northeast. In this context, references to drainage pertain to temporary formation of stormwater surface flows, including sheet flow, caused directly by rain events. West of Madison Street, there are two existing earthen retention basins designed to accept stormwater runoff from an eastern part of the site and from off-site street runoff attributed to a portion of Madison Street. Aside from these earthen basins, the project site is absent of any private or public formal stormwater facilities, or any naturally occurring drainage courses, such as those attributed to rivers, streams or washes. The described project setting occurs on the east side of Coral Mountain and two engineered flood control dikes (Dike No. 2 and Dike No. 4). The off-site dikes form part of the regional flood control system operated by CVWD to retain alluvial fan drainage descending from the eastern slopes of the Santa Rosa Mountains. In this vicinity, the two dikes have established a physical separation between off-site mountain drainage and the rest of the valley floor. These dikes are an important factor in determining the flood zone designation for the project site. Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, panels 06065C2244H, 06065C2900H, and 06065C2925H, the project site has a Zone X designation, which is deemed to be an "area with reduced flood risk due to levee" and "area of minimal flood hazard" according to those panels.

The only form of off-site tributary drainage to the project property corresponds to a portion of vacant land and of the Coral Mountain feature found west of the project. The off-site tributary area is a combination of rock outcropping and open brush condition descending to a relatively flat vacant area.

Based on the US Department of Agriculture's Natural Resource Conservation Service, the project site has two representative hydrologic soil groups, the rating of which is used to estimate runoff potential based on the water infiltration capacity of such soils. Hydrologic Group A corresponds to soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. Approximately 97 acres (25 percent) of the 386-acre site have a dominant soil condition corresponding to Group A. Group B corresponds to soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine to moderately coarse texture. Approximately 285 acres (74 percent) of the 386-acre site have a dominant soil condition corresponding to Group B. The remaining 4 acres (1 percent) consist of unrated rock-outcropping. Based on this composition of soil ratings, 99 percent of the site has soils with moderate to high infiltration rating and low runoff potential. The 4 acres (1 percent) corresponding to rock-outcropping are characterized as having a low infiltration capacity and higher runoff potential.

From the aspect of water quality, silt and clay contents intermixed with the gravelly sands and fine sands that predominantly make up the project area have a naturally occurring potential to contribute suspended sediment and associated turbidity with stormwater runoff. The potential for sediment and turbidity discharge is related to the soil's ability to produce runoff and carry those impairments from the site. Considering that the runoff potential for the on-site soils is low, so is the potential for suspended sediment and turbidity to be discharged into the local or regional watershed from the existing soil conditions. Instances of runoff during storm events are understood to pond and evaporate at the low elevation points.

## 4.9.3 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.

It is worth noting that as defined in Section 13374 of the California Water Code (CWC), the term "Waste Discharge Requirements" (WDRs) is equivalent of the term "permits" and therefore pertains to a permitting process, written into general permits to regulate similar groups or activities. As discussed below, the relevant WDRs to the project occur in the form of general permits applicable during construction and after construction as part of the site operations. Compliance with WDRs is achieved through the appropriate permit registration process under the applicable National Pollutant Discharge Elimination System (NPDES) programs described 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.

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 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. The SWPPP is required to provide limits of temporary disturbance and will indicate the specific locations where stormwater Best Management Practices (BMPs) will be implemented. Stormwater 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. The SWPPP must be prepared by a registered Qualified SWPPP Developer (QSD) and implemented by a Qualified SWPPP Practitioner (QSP) 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 EPA promulgated enforceable regulations establishing MS4 Permit requirements under its NPDES Program. In California, EPA has delegated its NPDES permitting authority to the SWRCB, which issues and enforces NPDES MS4 Permits through its nine designated regions.

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 in the 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.

### *Indio 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 Thomas E. Levy Groundwater Replenishment Facility, and the Palm Desert Groundwater Replenishment Facility.

Artificial replenishment, or recharge, is recognized by the water districts as one of the most effective methods available for preserving local groundwater supplies, reversing aquifer overdraft and meeting

demand by domestic consumers. According to the CVWD web site on Groundwater Replenishment and Imported Water, local agencies have percolated over 650 billion gallons of water back into the aquifer 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*

The 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 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).

### *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.

### *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 municipal separate storm drains; control of the discharge to municipal separate storm drains from spills, dumping or disposal of materials other than stormwater; and reduction of 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 one hundred 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 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 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 (WQMP) to be implemented in accordance with the Whitewater River Watershed MS4 Permit.

## 4.9.4 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 project site would have a significant effect on hydrology and water quality if it is determined that the project would:

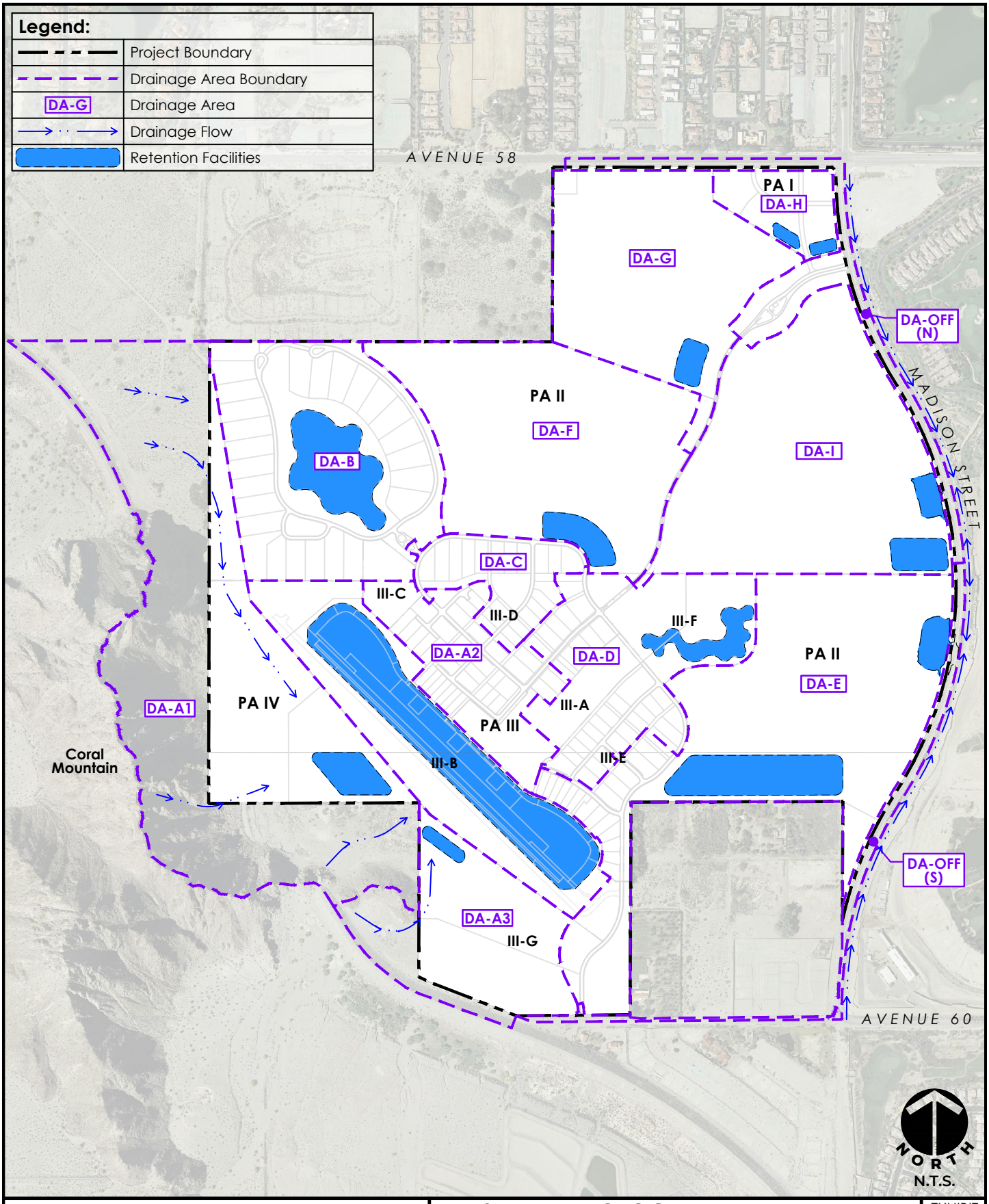
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management 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 and Project Design Features

### *Proposed Stormwater Infrastructure*

The relevant findings throughout this section rely in part on the *Coral Mountain Resort Specific Plan Master Hydrology Report* (Master Hydrology Report), which has been prepared to evaluate the existing hydrologic factors, such as topography, drainage, soils, and rainfall characteristics relevant to the project site and tributary areas. Based on the existing conditions and proposed land uses in each planning area of the Specific Plan, the Master Hydrology Report determined the most suitable configuration of tributary areas to calculate the necessary stormwater management controls and their capacities to comply with the City's engineering standards and requirements. As previously indicated, with the exception of the Tentative Tract Map and Site Development Permit that are part of the current project, future development across each planning area would be subject to a separate preliminary and final hydrology report based on a final site design and associated engineering plans. Such final design reports and plans would be subject to review and approval by the City engineer, in accordance with the analysis and recommendations of the Master Hydrology Report and the City's established engineering standards and requirements.

The Master Hydrology Report has divided the proposed site into multiple engineered drainage areas generally consistent with the project's planning areas to facilitate the implementation of final engineering design and sizing of stormwater facilities (inlets, pipes, outlets, and retention basins) according to the phases of development. The proposed stormwater management concept would introduce on-site retention facilities, surface and underground, sized to accept and infiltrate the stormwater volume resulting from the controlling 100-year storm event for the conditions of each project drainage area, as mandated by Section 13.21.120 (A) of the La Quinta Municipal Code and outlined in the La Quinta Engineering Bulletin #06-16. The retention criteria are equal across each drainage area, but would be designed in final form based on the final site plan considerations undertaken for those areas in accordance with the Specific Plan. For those planning/drainage areas where a site plan has not been determined, the existing pervious condition would be maintained. **Table 4.9-1** below summarizes the drainage area calculations and corresponding retention volumes accounted for in the Master Hydrology Report, which are depicted in **Exhibit 4.9-1**. It provides the drainage area identification, corresponding area calculation, expected impervious ground cover resulting from development, the required retention capacity to handle the controlling 100-year storm event runoff volume, and the retention volume capacity provided by the basin design. For each on-site drainage area, the project provides sufficient retention capacity to meet the local requirements for properly retaining the 100-year storm event.




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# MASTER HYDROLOGY DRAINAGE AREA EXHIBIT

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT 4.9-1

**Table 4.9-1 Summary of Drainage Areas and Retention Capacities**

| Drainage Area Identification | Area Calculation | Impervious Condition and Percentage of Drainage Area | Required Stormwater Retention Capacity to Manage the Controlling 100-Year Storm Event Runoff Volume | Retention Volume Capacity Provided by Basin Design | Does the Provided Retention Capacity Meet the Required Design Volume? |
|---|---|---|---|---|---|
| **A** | 162.745 Acres | 39.291 Acres (24%) | 803,730 Cubic Feet | 3,178,217 Cubic Feet 72.96 Acre-Feet | **Yes** |
| **B** | 41.586 Acres | 17.518 Acres (42%) | 182,917 Cubic Feet | 292,016 Cubic Feet 6.70 Acre-Feet | **Yes** |
| **C & F** | 55.002 Acres | 17.771 Acres (32%) | 219,690 Cubic Feet | 223,118 Cubic Feet 5.12 Acre-Feet | **Yes** |
| **D** | 28.403 Acres | 14.157 Acres (50%) | 134,950 Cubic Feet | 168,719 Cubic Feet 3.87 Acre-Feet | **Yes** |
| **E** | 61.802 Acres | 19.059 Acres (31%) | 246,363 Cubic Feet | 1,216,389 Cubic Feet 27.92 Acre-Feet | **Yes** |
| **G** | 35.742 Acres | 10.635 Acres (30%) | 141,025 Cubic Feet | 147,099 Cubic Feet 3.38 Acre-Feet | **Yes** |
| **H** | 7.118 Acres | 6.406 Acres (90%) | 56,379 Cubic Feet | 60,238 Cubic Feet 1.38 Acre-Feet | **Yes** |
| **I** | 51.629 Acres | 15.164 Acres (29%) | 202,969 Cubic Feet | 237,233 Cubic Feet 5.45 Acre-Feet | **Yes** |
| **Off-Site Portion of Madison Street (North)** | 11.704 Acres (Off-Site) | 5.754 Acres (49%) | 59,063 Cubic Feet | 126,903 Cubic Feet 2.91 Acre-Feet | **Yes** |
| **Off-Site Portion of Madison Street (South)** | 5.701 Acres (Off-Site) | 4.014 Acres (70%) | 40,668 Cubic Feet | 217,630 Cubic Feet 5.00 Acre-Feet | **Yes** |

This section focuses on physical hydrology, water quality, and associated permitting. The discussion of natural resources associated with local drainage conditions are analyzed in the ***Biological Resources*** Section of this Draft EIR (**Section 4.3**).

## *a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality*

As defined in Section 13374 of the CWC, the term "Waste Discharge Requirements" (WDRs) is equivalent to the term "permits" and therefore pertains to a process involving general permits to regulate similar groups or activities, such as construction or municipal, or as individual permits to regulate specific owners, operators or facilities. As discussed below, the relevant WDRs to the project occur in the form of general permits applicable during construction implementation and after construction as part of the MS4 water quality requirements. Compliance with WDRs is therefore achieved through the appropriate permit registration process under the applicable NPDES programs described below.

### *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.

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.

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. In the case of the proposed project, BMPs will be established in each SWPPP, and could include such measures as storm drain inlet protection, erosion control, 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. 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 the period 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. As proposed, the project does not involve any planned or allowable deviation from the established permit requirements, and the project will not have any significant impacts.

### *Post-Construction Water Quality Management Plan*

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 the project.

The project-specific WQMP addresses post construction stormwater runoff quantity and quality requirements through a documented strategy of site design and source controls 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 retention basins as the primary method of LID and MS4 compliance. Each retention facility is allocated and sized to contain project area runoff from the proposed impervious land cover consisting of structures, hardscape, and pavement. 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 goal. Concurrent with the hydrology report, grading, and engineering improvement plans, this document 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.

Wave pool maintenance during the life of the project will be conducted in accordance with the industry standards and the manufacturer's specifications for the handling of maintenance-related materials and associated equipment. Further discussion on the materials handling subject is provided in Section 4.8. The wave pool maintenance is not expected to involve draining operations. Any emergency-related temporary water pumping or conveyance procedures will be handled using on-site retention facilities without the reliance on any off-site discharge operation. The proposed site plan and physical improvements will prevent any point source or diffused source of discharge from the project property or any runoff amount being capable of entering the public storm drain system or the Coachella Valley Stormwater Channel, located approximately 7.5 miles to the east. 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 establish 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 Coachella Valley Groundwater Basin is the primary groundwater source for the project region, with Coachella Valley Water District (CVWD) being the domestic water purveyor serving the project area. The Coachella Valley Groundwater Basin has an estimated storage capacity of 40 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 underlain by the Indio Subbasin, which is also known as the Whitewater River Subbasin.

Groundwater is pumped by local wells and distributed for domestic purposes. To offset the amount of water pumped by local wells, the region's water agencies import water from the Colorado River to replenish the basin, recycle wastewater for irrigation, and incentivize conservation.

The Water Supply Assessment and Water Supply Verification (WSA/WSV) for Coral Mountain Specific Plan was prepared for and approved by CVWD on April 14, 2020, with an approved revision dated September 29, 2020. 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.

A complete analysis of the project's domestic water impacts is provided in **Section 4.15, *Utilities and Service Systems***. The findings of that section are summarized below. As shown in **Table 4.9-2**, at build out, the proposed project is expected to consume approximately 958.63-acre feet per year (AFY) based on the residential indoor demand, non-residential indoor demand, and outdoor demands of the project. The analysis in the WSA took into consideration the volume of water available in the aquifer, CVWD's Colorado River contract supply, water rights and water supply contracts, and CVWD's commitment to eliminate overdraft in its service area. Per the WSA, the project demand of 958.63 AFY, accounts for

approximately 0.49 percent of the total projected growth in water demand presented in the 2015 UWMP for 2040. The project will conform to the requirements of CVWD's programs and requirements pertaining to water management and conservation.

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. The project's outdoor water demand calculations assume implementation of these requirements in project landscaping plans. Compliance with these ordinances will ensure that the proposed project reduces water demand to meet target demands.

CVWD has committed sufficient resources to further implement the primary elements of the 2010 CVWMP Update and 2015 UWMP, which includes the full utilization of imported water supplies, purchase of additional water supplies, water conservation, and source substitution. Regarding substantial decreases to groundwater supplies, less than significant impacts are anticipated.

**Table 4.9-2 Coral Mountain Resort Estimated Project Water Service Demands for Residential, Commercial, and Other Uses as Approved by CVWD**

| Land Use | Demand in Acre Feet per Year (AFY) |
|---|---|
| Residential Indoor Demand | 97.22 |
| Non-Residential Indoor Demand | 59.94 |
| Outdoor Demand | 801.47 |
| **Total Project Demand** | **958.63** |

### *Groundwater Quality*

The project includes a storm drain design based on a Master Hydrology Report that would allow for retention of the stormwater volume resulting from the controlling 100-year storm event for each drainage management area. This required approach would meet the City's hydrologic requirements and water quality objectives under a required WQMP, which is required to incorporate non-structural and structural source controls to prevent pollutants from entering the storm drain system. The following measures are detailed in the Preliminary WQMP for this project. These measures are designed to prevent pollutants from entering surface waters and eventually impacting groundwater.

**Non-Structural Source Control Measures:**

- Education for Property Owners, Operators, Tenants, Occupants, or Employees
- Activity Restrictions
- Irrigation System and Landscape Maintenance
- Common Area Litter Control
- Street Sweeping Private Streets and Parking Lots

- Drainage Facility Inspection and Maintenance

**Structural Source Control Measures:**

- Storm Drain Inlet Stenciling and Signage
- Landscape and Irrigation System Design
- Protect Slopes and Channels
- Properly Designed Trash Storage Areas

The preliminary hydrology study and WQMP for the Tentative Tract Map and Site Development Permit portions of the project tier off the Master Report primarily in the criteria for stormwater retention basin quantities per drainage area based on the planned land uses. The WQMP will identify the required non-structural and structural pollution source control measures that work toward the protection of groundwater quality. 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 and enclosures and bins to prevent improper handling and disposal.

The required non-structural and structural source control measures, including associated maintenance, will be applicable during the life of the project.

The storm drain and basin system will be privately operated 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 prevent the discharge of untreated runoff into the storm drain system. The 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. The retention operations are therefore not expected to violate or interfere with the groundwater quality. Regarding ground water quality, less than significant impacts are anticipated.

### *Groundwater Recharge*

The nearest groundwater recharge facility to the project is the Thomas Levy Groundwater Replenishment Facility, located south of the project and separated from it by Dike No. 4. The Thomas E. Levy Groundwater Replenishment Facility was completed in 2009 as part of the district's ongoing effort to ensure that a reliable supply of groundwater will continue to be available across the Coachella Valley. The function of this facility is to percolate imported Colorado River water 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 eastern Coachella Valley will be 25 to 105 feet higher than it would have been had CVWD not built this facility.

The replenishment facility accepts imported water through a system of underground lines that outlet into the basins via riser structures. 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. The proposed development will not result in any physical modifications to the existing CVWD recharge facility, nor will it result in any stormwater runoff condition capable of interfering with the facility operation. Surface and underground retention, result in infiltration and therefore contributes to on-site groundwater recharge. Existing off-site tributary runoff is also incorporated into the on-site retention system, such that the project will not impede the existing naturally occurring infiltration. 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*

Existing conditions across the project site are characterized by leveled terrain with scattered vegetation coverage resulting from past site clearing and agricultural operations on most of the property. These prior uses modified the on-site native terrain into a relatively graded condition. In the northern part of

the site, the prevailing gradient and drainage trend occurs from northwest to southeast. In the center of the site, drainage generally occurs from west to east. In the southern portion of the site, drainage occurs generally from southwest to northeast. West of Madison Street, there are two existing earthen retention basins designed to accept stormwater runoff from an eastern part of the site and from off-site street runoff attributed to a portion of Madison Street.

Within the project area, the proposed land uses will result in an increase in impervious land cover through the introduction of structures, hardscape and streets. Without engineering controls, such land use changes would 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, the project will incorporate on-site infrastructure to intercept, convey, and retain stormwater runoff resulting from the controlling 100-year storm event. As described in the Master Hydrology Study and shown in **Exhibit 4-9**, the project includes a proposed storm drain system design in the area of the proposed Tentative Tract Map and Site Development Permit in which project stormwater runoff is conveyed via engineered swales, gutters, and/or sheet flow toward distributed drain inlets and subsequently storm drain lines connected to the receiving retention facilities located on-site and at the lowest elevation point of each drainage management area, being the southeastern portions respectively. Phase 2 and Phase 3 development will be held to the same standards. Each component of the storm drain system that comes into operation will be subject to maintenance measures during the life of the project to ensure effectiveness. By providing the appropriate stormwater conveyance controls leading to on-site retention, the project will prevent siltation and erosion.

The project is also required to manage any off-site tributary area entering the project, including an off-site portion of hillside west of the project, and off-site street runoff from a portion of Madison Street to the east. The project is required to accept and provide sufficient capacity to integrate this off-site runoff into the on-site storm drain system. The estimated impervious cover resulting from land development of the allowable uses per the Specific Plan has been factored into the master hydrology report to determine the necessary facility sizing to meet the City's requirements, as summarized in **Table 4.9.1**. For the areas affected by the Tentative Tract Map and Site Development Permit, which represent final design plans for these areas, the site specific hydrology study includes a system of storm drain capture inlets, engineered conveyances, and retention basins sized and located to meet City and regional requirements to prevent erosion and siltation.

For every drainage area associated with project implementation, the retention facilities will meet the City's requirements and will have varying amounts of surplus capacity. By conveying project runoff along engineered flow lines (pipes, surface swales, curb and gutter) instances of substantial erosion or siltation will be prevented. The on-site pervious areas of the project 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 WQMP agreement that will be

required of this project prior to issuance of a grading permit. Therefore, 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;*

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. The project site is covered by three FEMA FIRM panels: 06065C2244H and 06065C2900H effective April 19, 2017, and 06065C2925H, effective March 6, 2018. Based on these sources, the project area is covered by Zone X, an "area with reduced flood risk due to levee". The levee system being referenced includes Dike No. 2 and Dike No. 4 located west and upgradient of the project site.

The Master Hydrology Report for this project has produced a calculation of stormwater runoff volume production from the proposed land uses in each planning area based on the controlling 100-year storm event. The Master Report calculations take into consideration the increase in impervious ground cover through the proposed structures, hardscape, and paving associated with each drainage area. The impervious acreage and percentage respective to each drainage management area for the project are summarized in **Table 4.9-1** of this section. **Table 4.9-1** also draws from the Master Hydrology Report to summarize the expected quantity of controlling stormwater runoff volume from each drainage area, which serves as the criteria to adequately size the proposed retention facilities.

The expected retention capacity ensures that the stormwater volume produced by the controlling 100-year storm event is safely conveyed into adequately sized storm drain facilities (catch basins, pipes, and retention basins) to prevent flooding conditions capable of affecting on- and off-site uses. The second function of this system is to allows for such volume to be infiltrated on-site instead of being discharged off-site. By achieving both functions, the provided facilities will prevent increased runoff discharge conditions capable of resulting in flooding on- or off-site. **Table 4.9-1** of this section demonstrates that sufficient retention will be provided for each drainage area to ensure compliance with the local requirements and protect on- and off-site property from flood conditions. As a result, the traditional impacts of land development, being an increase in total stormwater runoff volume, runoff velocity, and peak discharge, and other hydromodifications capable of resulting in flooding, on- or off-site, will be prevented in this project through on-site retention and infiltration of runoff.

The drainage designs for the SDP and TTM are based on the preliminary hydrology report submitted for the TTM. The preliminary hydrology report will be refined based on final engineering design associated with the Final Map, and in compliance with the City's established engineering standards. Drainage Area A occupies the westerly portion of the project, and includes PA IV lands, as well as portions of PA III proposed for subdivision in the TTM, and development approval in the SDP. As shown in Exhibit 4.9-1, drainage subarea A2, which encompasses the southern half of the resort residential units and a portion of the hotel area, will drain toward the wave basin. Storm runoff (approximately 18.4 acre-feet) from

this drainage sub-area is directed to the wave basin which provides over 73 acre-feet of retention. Shallow basins are proposed to retain 10-year storm flows from off-site drainage which enters the project site and Drainage Area A along the toe of slope of Coral Mountain. During the final design process, first flush storm flows from Planning Area III will be captured and conveyed to an underground storage area prior to being discharged into the lagoon. Drainage Area B covers the single family lots on the northwest portion of the TTM, which includes a lake feature at its center. Runoff within this drainage area, estimated at 4.2 acre-feet, will be conveyed to the proposed lake feature. Drainage Area C, which encompasses the northwestern portion of the resort residential area, generates an estimated 1 acre-foot of storm flows that will be conveyed via a system of catch basins and pipes and controlled surface flows and retained in a retention basin located in a proposed lake feature in Drainage Area F. Drainage Area D includes the majority of the hotel site, and the eastern portion of the resort residential area shown in the TTM. This runoff, estimated at 3.1 acre-feet, will be conveyed, via a system of catch basins and pipes and controlled surface flows, to and retained in the proposed lake located in Drainage Area F. Drainage Areas E through I, which are located in PA I and II and proposed currently only for large lot subdivisions, will be subdivided at a later date, at which time each map will be required to provide hydrology studies. The design of these drainage systems will be required to comply with the City's requirements, including the retention of the 100-year storm, based on the designs of each of these subsequent maps. The City's standards and requirements assure that these future improvement plans will result in less than significant impacts relating to surface runoff and its potential to cause flooding either on- or off-site.

As a standard requirement under the City's Engineering Bulletin #06-16, the hydrology and storm drain design must account for flood protection of structures from the 100-year storm. Off-site flows from the tributary hillside areas to the west are also handled by the project through retention facilities to be constructed on-site. As such, the proposed storm drainage and flood control improvements are not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Therefore, the impact is less than significant.

### *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*

West of Madison Street, there are two existing earthen retention basins designed to accept stormwater sheet flow runoff from the eastern part of the site and from off-site street runoff attributed to a portion of Madison Street. The street runoff is accepted via two existing catch basins also on the west side of Madison Street. The two existing retention basins have a combined capacity of approximately 7.9 acre-feet (344,000 cubic feet).Runoff from the project, including all incremental increases resulting from the conversion of pervious to impervious land cover, will be intercepted, conveyed, and retained on-site in accordance with the City's engineering requirements as described in subsection (ii) above. The on-site

retention will therefore prevent any contribution of runoff quantities or additional sources of pollution. The existing retention capacity of the existing system has been incorporated into the Master Hydrology Report, such that it must be factored into the site design considerations to prevent this capacity from being diminished in any way. Less than significant impacts are anticipated.

The City of La Quinta and CVWD are co-permittees of the Whitewater River MS4 and are responsible for the planning, maintenance, and compliance associated with stormwater drainage systems. Within the City limits there are regional and local MS4 facilities, including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drain pipes designed for collecting and carrying stormwater.

The project site is located in a western portion of the Oasis/Valley Floor Stormwater Master Plan area, which was prepared as part of the Eastern Coachella Valley Stormwater Master Plan Project (Master Plan). In the Master Plan, Dike No. 4 is described as existing stormwater infrastructure established the United States Bureau of Reclamation (USBR) to protect the valley floor areas north of Avenue 65 from the regional flooding. The plan indicates that Dikes No. 2 and No. 4 are certified by FEMA. The Oasis/Valley Floor Area Stormwater Master Plan does not identify any improvements or new facilities associated with Dike No. 4. The nearest proposed regional channel occurs at the intersection of Jackson Street and Avenue 62, approximately 2.3 miles southeast of the project site.

The proposed development will incorporate on-site storm drain system improvements designed to capture and infiltrate stormwater runoff through retention facilities corresponding to each on-site drainage management area. Pertaining to runoff pollution, the on-site storm drain system's detention system will capture project area runoff in accordance with a WQMP, preventing uncontrolled release into any public MS4 facilities. 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?*

The project site is not located in an area with mapped flood flows, such as FEMA-designated floodways, nor are there any naturally occurring drainage courses. The site exhibits a relatively flat condition having resulted from prior agricultural land uses. The only known surface flows are those directly resulting from rain events and following the shallow elevation gradients. The project allocates space for stormwater retention facilities sized based on a Master Hydrology Report that factor on- and off-site tributary conditions, as described in subsections (ii) and (iii) above. Flood flows are not present on or around the project site, such that impedance, obstruction, or redirection would result from project implementation. Less than significant impacts are anticipated.

### *d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation*

According to the previously cited FEMA FIRM panels, the entire project site is located in a Zone X designation, which applies to areas with "reduced flood risk due to levee". The levees include Dike No. 2 and Dike No. 4 located west and upgradient of the project site. These flood control facilities are maintained by CVWD as part of their 590-square mile flood protection coverage area. As such, the proposed development will not occur in a Special Flood Hazard Area (SFHA), where the risk of inundation is considered to be higher. The proposed storm drain system will meet the local MS4 and City requirements by including the properly sized conveyance systems and meeting the design criteria of existing retention facilities, such that it meets the local hydrologic requirements.

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. Although the project is not located in any mapped seiche zones, such as those associated with large bodies of water, the proposed development will include a recreational wave feature. The Wave Machine will be capable of creating mechanical waves in excess of 6 feet tall and the dissipation of that energy is calculated into the sloped edges. The facility will include sufficient freeboard, such that no water will escape the edges of the machine limits. According to the project's Professional Civil Engineer, Michael S. Rowe, there is no naturally occurring seismic or atmospheric event capable of generating seiche waves matching or exceeding the wave generation levels factored into the facility design. All structural elements of the wave facility will be certified with structural engineering calculations during the building permit process to account for the anticipated seismic activity at this location and ensure the ability to safely withstand seismic wave forces. Through this design, water oscillations generated by seismic events will also be properly handled and contained to prevent releases of water or potential inundation impacts. Less than significant impacts are anticipated.

Risk Release of Pollutants: 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. The proposed Wave Basin will include adequate levels of chemical treatment and filtration to meet public health requirements but such treated water will not include hazardous levels of any chemicals, and will be fully maintained within the Wave Basin itself. Moreover, project operations will involve the use of pollution prevention source control measures under the Final WQMP. These measures include restrictions to prevent contact between potential pollutants and stormwater facilities, including inlets, conveyances, and retention areas. As summarized in **Table 4.9-1** and subsection cii of this section, the Wave Basin and all proposed on-site retention basins are designed with sufficient capacity and freeboard to adequately contain the

controlling 100-year storm event, thus preventing ponding and 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 above, the project proponent is required to implement a project-specific 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. The WQMP, as described above, includes guidelines for facility maintenance, pool water drainage, and other operations aimed at complying with local surface water quality requirements. The WQMP will incorporate grading, hydrology, and other plans to document the site design, source controls, and treatment controls with a required operation and maintenance program to comply with water quality objectives. Moreover, the project's storm water retention facilities will ensure that urban runoff is recharged into the ground via infiltration.

The findings of the WSA/WSV 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. This is based on the volume of water available in the aquifer, CVWD's Colorado River contract supply, water rights and 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 the primary elements of the 2010 CVWMP Update and 2015 UWMP, which includes the full utilization of imported water supplies, purchase of additional water supplies, water conservation, and source substitution. The groundwater basin has a storage capacity of approximately 28.8 million AF, simulating the benefit of a very large reservoir and is capable of meeting the water demands of the Coachella Valley for extended normal and drought periods. 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.

## 4.9.5 Cumulative Impacts

The proposed project will be required to implement stormwater management through the implementation of NPDES permit standards. Flooding resulting from the increase in impervious surfaces created by the project will be controlled through a system of 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. 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 to retain the 100 year storm on-site.

## 4.9.6 Mitigation Measures

No mitigation measures are required.

## 4.9.7 Level of Significance After Mitigation

No significant impacts have been identified and no mitigation measures are necessary.

## 4.9.8 Resources


1. *Coral Mountain Resort Specific Plan Master Hydrology Report*, MSA Consulting, January of 2021
2. Coral Mountain Project-Specific Preliminary Water Quality Management Plan, MSA Consulting, June 1, 2020
3. *Water Supply Assessment/Water Supply Verification, Coral Mountain Specific Plan*, MSA Consulting. Approved in its revised form on September 29, 2020.
4. City of La Quinta Master Drainage Plan, March 2009, available at https://www.laquintaca.gov/home/showpublisheddocument/8523/635338594527270000
5. City of La Quinta General Plan 2017, Flooding and Hydrology Section of the Environmental Hazards Element (Chapter 4), February 2013, available at https://www.laquintaca.gov/home/showpublisheddocument/33565/636340814687270000
6. Oasis/Valley Floor Area Stormwater Master Plan, part of the Eastern Coachella Valley Stormwater Master Plan, April 2015, available at http://www.cvwd.org/374/Eastern-Coachella-Valley-Stormwater-Mast
7. Federal Clean Water Act (CWA), Environmental Protection Agency, available at https://www.epa.gov/laws-regulations/summary-clean-water-act
8. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panels 06065C2244H and 06065C2900H effective April 19, 2017, and 06065C2925H, effective March 6, 2018, available at https://msc.fema.gov/portal/home
9. Indio Subbasin Sustainable Groundwater Management Act (SGMA) Plan, available at http://www.indiosubbasinsgma.org/

10. Water Quality Control Plan for the Colorado River Basin Region (Basin Plan), January 2019, available at https://www.waterboards.ca.gov/coloradoriver/water_issues/programs/basin_planning/docs/2020/rb7bp_e2019.pdf

11. Whitewater River Region Water Quality Management Plan for Urban Runoff and the associated Whitewater River Watershed MS4 Permit, effective June 20, 2013, available at https://content.rcflood.org/downloads/NPDES/Documents/WW_SWMP_WQMP/Jan2015_App_B_MS4Permit.pdf

12. 2018 Coachella Valley Integrated Regional Water Management and Stormwater Resources Plan, December 2018, available at https://dwa.org/wp-content/uploads/bsk-pdf-manager/integrated-regional-water-management-plan/2019/06/2019_04_03_CVRWMG-Final2018IRWMSWR-Plan_160437-compressed.pdf

# 4.10 Land Use and Planning

## 4.10.1 Introduction

This section of the Draft EIR addresses potential impacts associated with land use and planning that may occur with implementation of the proposed project ("project"). The project history related to land use, existing conditions, and development within the project site are described in this section along with potential impacts relating to development of the proposed project. The *Coral Mountain Resort Specific Plan*, the *City of La Quinta General Plan*, and the *La Quinta Municipal Code* were utilized in the analysis of this land use and planning section.

Prior to the preparation of the Draft EIR, a Notice of Preparation (NOP) was prepared. The Coral Mountain Resort NOP is included in **Appendix A** of this Draft EIR. Following the analysis related to land use and planning in the NOP, threshold topic "a" does not require additional analysis in this Draft EIR.

*Would the project physically divide an established community?*

Issue areas found to have no impact are further discussed in **Section 6.0, *Effects Found to have No Impact*,** of this Draft EIR. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

## 4.10.2 Existing Conditions

The project site is located south of Avenue 58, east and west of Madison Street, and north of Avenue 60, in the City of La Quinta. The Specific Plan area is located west of Madison Street and encompasses approximately 386 acres of vacant land. The area east of Madison Street is currently being developed as Andalusia Country Club and no changes to the proposed land uses for this area are being proposed as a result of the project. The Specific Plan Amendment, Amendment V to SP 03-097, will continue to develop as currently allowed, and will have no impact on land use and planning, as it is consistent with the General Plan and included in its land use map and capacity calculations.

### Surrounding Land Uses

The project site is surrounded by developed residential communities and vacant land and open space to the north, east, and south, vacant land and single-family residences to the south, natural open space to the west, and Coral Mountain to the southwest. **Table 4.10-1, *Surrounding Land Uses***, shows the land uses and land use designations of the properties north, south, east, and west of the project property, as established by the City of La Quinta.

**Table 4.10-1 Surrounding Land Uses**

| Land Use | Jurisdiction | General Plan[1] | Zoning[2] | Existing Use |
|---|---|---|---|---|
| North | La Quinta | LDR/MHDR/OS-R | RL/RMH/GC | Avenue 58, Vacant Land, Single Family Residences, Golf Course |
| South | La Quinta | LDR/OS-N | RL/OS | Avenue 60, Single Family Residences, Natural Open Space |
| East | La Quinta | LDR/GC/OS-R | RL/CN/GC | Madison Street, Single Family Residences, Golf Course, Vacant Land |
| West | La Quinta | OS-N | OS | Natural Open Space |

Note: 1. LDR = Low Density Residential; MHDR = Medium/High Density Residential; OS-R = Open Space Recreation; OS-N = Open Space Natural; GC = General Commercial.
2. RL = Low Density Residential; RMH = Medium High Density Residential; CN = Neighborhood Commercial; GC = Golf Course, OS = Open Space.

## Project Site History

The project property was originally included as part of the "Rancho La Quinta Specific Plan", first approved in 1988 by Riverside County. The Specific Plan area was later annexed to the City of La Quinta. The area south of Avenue 58 and north of Avenue 60 became known as the "Andalusia at Coral Mountain Specific Plan 03-067" and included areas east and west of Madison Street. Since then, the property has gone through various entitlement activities and four specific plan amendments as part of the Andalusia at Coral Mountain Specific Plan (SP 03-067).

The eastern portion of the previous iteration of the Specific Plan is being developed with the Andalusia Country Club while the western half has remained vacant. Approval of the Coral Mountain Resort Specific Plan will establish a new master plan and development standards for the property west of Madison Street to allow creation of a resort and master-planned community. Concurrently, Amendment V of Specific Plan 03-067 is being processed to remove the western portion such that only the Andalusia Country Club east of Madison Street will remain in SP 03-067. This will create two separate and distinct communities, "Coral Mountain Resort", west of Madison Street, and "Andalusia Country Club", east of Madison Street.

## Proposed Project

As previously stated, with the approval of Amendment V of Specific Plan 03-067, the development portion of the project site would encompass the approximately 386-acre project area west of Madison Street. The Specific Plan proposes a variety of land uses consisting of low density residential on approximately 232.3 acres, general commercial uses on approximately 7.7 acres, tourist commercial uses on 120.8 acres, and open space uses on approximately 23.6 acres.

In order to allow the development envisioned in the Specific Plan, the project includes a General Plan Amendment (GPA 2019-0002) and a Zone Change (ZC 2019-0004). Other components of the project

include the above-described Specific Plan Amendment, a Specific Plan (SP 2020-0002), a Tentative Tract Map (TTM 2019-0005), a Site Development Permit (SDP 2021-0001), and a Development Agreement (DA 2021-0002). The GPA will amend the current General Plan land use designations to reflect the land use designations required for implementation of Specific Plan 2020-0002, and include General Commercial, Low Density Residential, Open Space – Recreation, and Tourist Commercial. The ZC will change the existing zoning of the Specific Plan area to Neighborhood Commercial, Low Density Residential, Parks and Recreation, and Tourist Commercial. The Specific Plan (SP 2020-0002) will function as the master plan governing the allowable land uses, development standards and design guidelines for the project. The proposed Tentative Tract Map will subdivide the subject property into separate legal lots to facilitate development of the proposed uses, and the proposed SDP will allow development of the site plan, architectural designs and landscape plans for the artificial wave basin. The DA will vest the applicant's right to develop the Coral Mountain Resort project site pursuant to these entitlements, address short-term rentals within all planning areas of the project, ensure that the project has a net positive fiscal impact on the City despite the lack of property tax revenue to the City through 2035, and ensure the timely completion of infrastructure to serve the project and surrounding area.

## Existing Land Use Designations

The land use designations currently established for the project property include General Commercial (CG), Low Density Residential (LDR), and Open Space Recreation (OS-R). Relevant portions of the definitions for the existing designations, as defined by the La Quinta General Plan, are summarized below:

### *General Commercial*

The General Commercial designation applies to the majority of commercial land in the City of La Quinta. Various commercial uses can occur within this designation, ranging from supermarkets and drugstores in a neighborhood shopping center, to major national retailers in large buildings. General Commercial uses also include professional offices, service businesses, restaurants, hotels or motels, research and development and warehousing or similar low impact quasi-industrial projects.

### *Low Density Residential*

The Low Density Residential designation allows up to 4 dwelling units per acre, and is appropriate for attached or detached single family residential developments. 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.

### *Recreational Open Space*

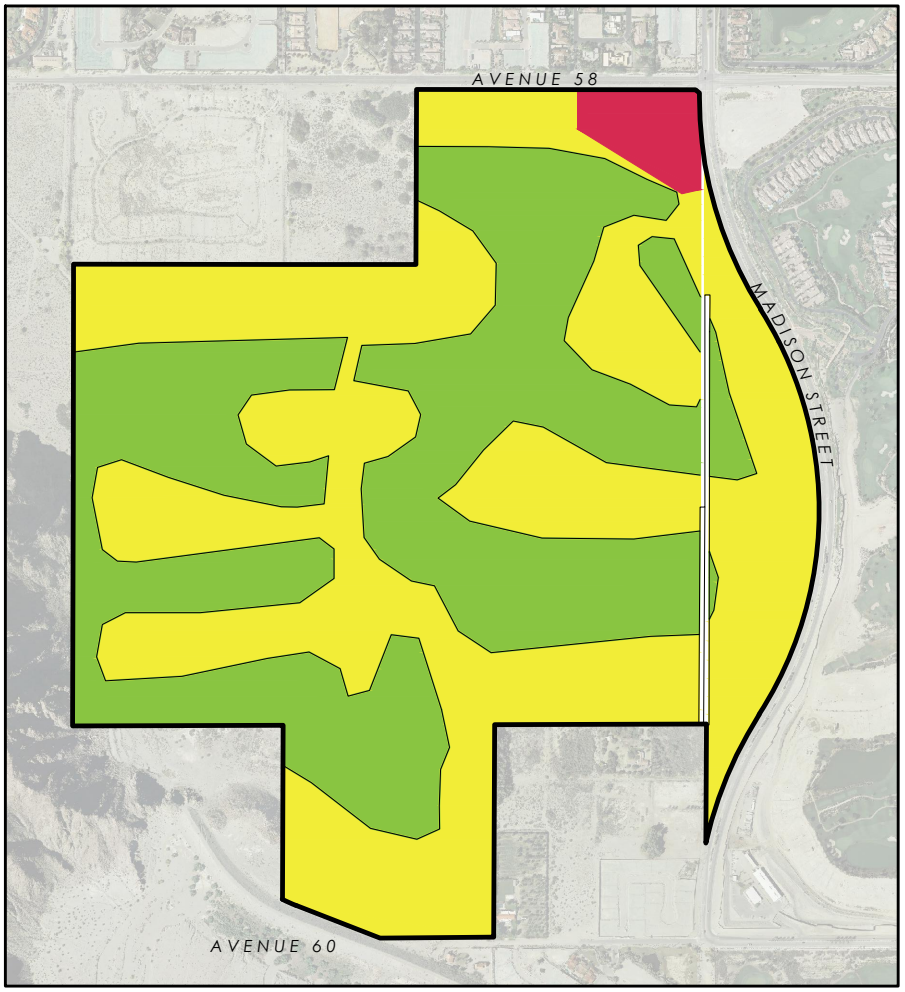
The Recreational Open Space designation applies to parks, recreation facilities (such as driving ranges, club houses and athletic facilities), and public and private golf courses.

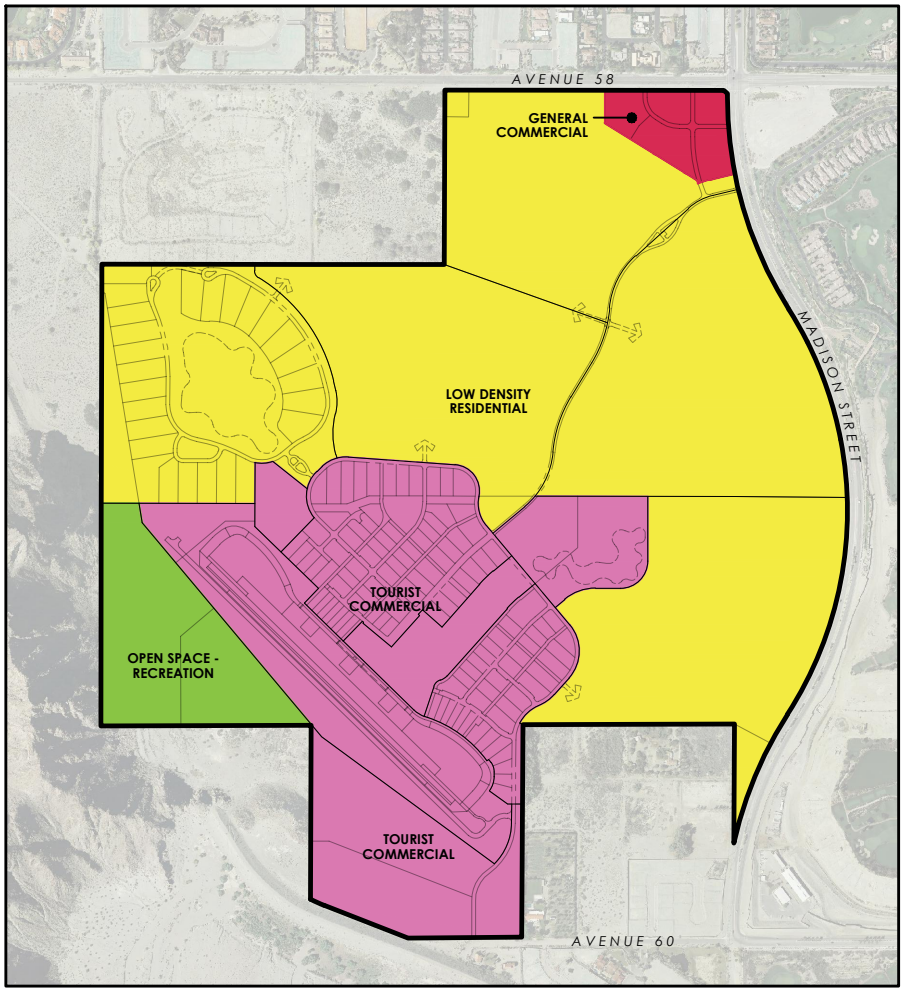
## Proposed Land Use Designations

GPA 2019-0002 will amend the current General Plan land use designations to reflect the land use designations required for implementation of Specific Plan 2020-0002, and include General Commercial, Low Density Residential, Recreational Open Space, and Tourist Commercial. **Exhibit 4.10-1*, Existing and Proposed Land Use Designations***, illustrates the existing and proposed land use designations on the 386-acre project site. The land uses are described above, except for the Tourist Commercial designation which is described below.

### *Tourist Commercial*

The Tourist Commercial land use designation is specifically focused on 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.




| Existing Land Use Legend: | Area |
|---|---|
| General Commercial | ±8.4 ac. |
| Low Density Residential | ±204.2 ac. |
| Open Space (Recreation) | ±171.9 ac. |
| Total | ±384.5 ac. |

*Note: Acreages reflected are approximate, based on the cities' Existing General Plan Land Use.*

| Proposed Land Use Legend: | Area |
|---|---|
| General Commercial | 7.7 ac. |
| Low Density Residential | 232.3 ac. |
| Tourist Commercial | 120.8 ac. |
| Open Space (Recreation) | 23.6 ac. |
| Total | 384.4 ac. |

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# EXISTING & PROPOSED LAND USE

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

4.10-1

## Existing Zoning Designations

The existing zoning designations for the project property include Neighborhood Commercial (CN), Low Density Residential (RL), and Golf Course (GC). Relevant portions of the definitions for the existing designations, as defined by the La Quinta Municipal Code, are summarized below:

### *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.

### *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.

### *Golf Course (GC)*

GC districts provide for the protection and preservation of golf course open space areas in the City.

## Proposed Zoning Designations

The proposed Zone Change (ZC 2019-0004) will revise the existing zoning of the project area from the existing CN, RL, and GC designations to include CN, RL, Tourist Commercial (CT), and Parks and Recreation (PR). **Exhibit 4.10-2*, Existing and Proposed Zoning Designations***, illustrates the existing and proposed zoning designations on the project site. The zones are described above, except for the Tourist Commercial and Parks and Recreation zones, which are described below.

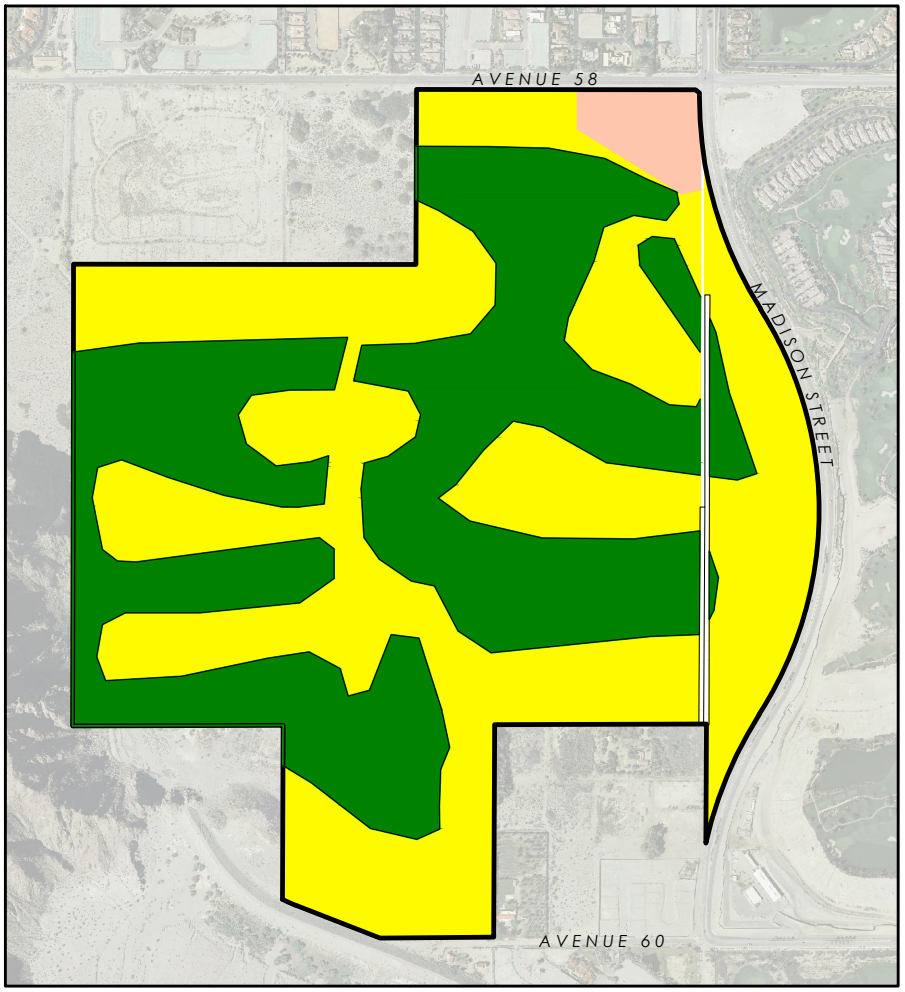
### *Tourist Commercial (CT)*

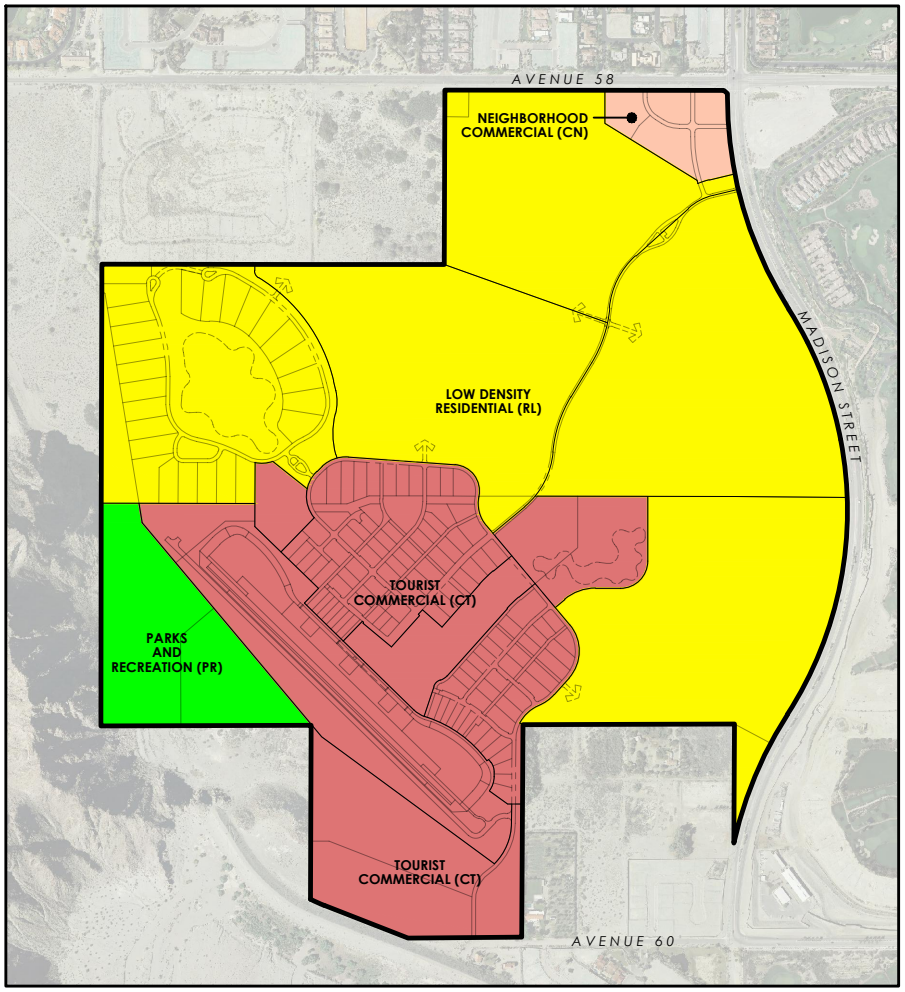
CT districts are intended to provide for the development and regulation of a narrow range of specialized commercial uses oriented to tourist and resort activity, located in areas designated on the general plan. Representative land uses include destination resort hotels, conference-oriented hotels and motels, eating and drinking establishments, accessory retail and personal service shops and recreational uses.

### *Parks and Recreation (PR)*

PR districts are intended to provide for the development and preservation of public and private parks and associated recreation facilities within open space areas. PR districts apply to parks, recreation

facilities (such as driving ranges, club houses and athletic facilities), trails and public and private golf courses, with approval of a Conditional Use Permit.




| Existing Zoning Legend: | Area |
|---|---|
| Neighborhood Commercial | ±8.4 ac. |
| Low Density Residential | ±204.2 ac. |
| Golf Course | ±171.9 ac. |
| Total | ±384.5 ac. |

Note: Acreages reflected are approximate, based on the cities' Existing Zoning.

| Proposed Zoning Legend: | Area |
|---|---|
| Neighborhood Commercial (CN) | 7.7 ac. |
| Low Density Residential (RL) | 232.3 ac. |
| Tourist Commercial (CT) | 120.8 ac. |
| Parks and Recreation (PR) | 23.6 ac. |
| Total | 384.4 ac. |

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# EXISTING & PROPOSED ZONING

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

4.10-2

## 4.10.3 Regulatory Setting

### 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).

### 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 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 of the City's vision for its build out. The Land Use Element includes the Land Use Map, 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 appropriate places as designated in the general plan, and regulates such land uses and structures in order to serve the needs of residential neighborhoods, commerce, recreation, open space, and other purposes.

Per La Quinta Zoning Code, 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.

## 4.10.4 Project Impacts

### Thresholds of Significance

The thresholds for this section are derived from Appendix G of the CEQA Guidelines, and are used to determine the level of potential effect. The significance criteria are based on the recommendations set forth in Section 15064 of the CEQA Guidelines. For analysis purposes, the proposed project would have a significant effect on land use and planning if it is determined that the project will:

a. Physically divide an established community?
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Threshold topic "a" is not analyzed further since screening criterion related to surrounding established communities concluded that there would be no impacts or less than significant impacts. See 4.10.1, *Introduction,* of this ***Land Use and Planning*** Section.

## 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 site. The analysis in this Section focusses on the General Plan Amendment, Zone Change, and the Coral Mountain Resort Specific Plan. The Specific Plan details the proposed land use of the project and is intended to act as zoning for future development within the Specific Plan boundary. The establishment of site-specific development standards, land use regulations, and programs are set forth in the Specific Plan to guide the development of the property 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. The Specific Plan implements all applicable elements of the General Plan and includes detailed information about the site's master plan and infrastructure improvements.

## Project Design Features

The project proposes the development of a mixed-use project consisting of residential, commercial, resort, and open space uses on approximately 386 acres. The proposed project areas and their associated components are listed below:

### *Planning Area I – Neighborhood Commercial*

- 60,000 square feet of publicly accessible neighborhood commercial building space

### *Planning Area II – Low Density Residential*

- 496 single family attached and detached dwellings and affiliated amenities permitted within Low Density Residential land use designations.
    - Low Density Residential product types may include estate compounds, single-family detached/attached units, alley loaded homes, and clustered products.

### *Planning Area III – Tourist Commercial*

- 104 resort residential units

  - Resort residential product types may include single family detached units, townhomes, and stacked flats.
- 150-key resort with customary resort amenities
  - The Resort Hotel will provide a hospitality component, with amenities such as a restaurant and bar, retail shop, meeting space, swimming pool, fitness center, spa and lodging.
  - Lodging options will provide a range of traditional hotel rooms, suites and casitas.
- 57,000 square feet of resort-serving commercial and recreational building space
  - Residents and guests of the property will have exclusive use of resort commercial.
- The Wave Basin
  16.62-acre artificial surf Wave Basin
  - Residents and guests of the property will have exclusive use of the Wave Basin
  - Equipment and service space for the Wave Basin includes
    - Two approximately 6,000-square-foot wench areas, each having:
      - 1,900-square-foot wench buildings
      - 2,800-square-foot shade structures
    - 37,500-square-foot Service Yard, including:
      - 2,400-square-foot Maintenance Workshop
      - 2,400-square-foot Water Treatment building
      - 0.5-million-gallon (MG) Water Tank
  - The project applicant anticipates the potential occurrence of special events at this location involving attendance of not-to-exceed 2,500 guests per day, for up to 4 days (up to 4 events per year).
- 26.5 acres of graded area, south of the Wave Basin
  - Providing unprogrammed gathering and staging space for temporary equipment, portable toilets, shade structures, tenting for inclement weather, and catering equipment.

### *Planning Area IV – Open Space Recreation*

- Approximately 24 acres of natural open space for low-impact active and passive recreation activities.
  - Include hiking, biking, and ropes courses.

### *Offsite Improvements*

Project implementation will also include the installation of an off-site transformer bank at the existing Imperial Irrigation District (IID) substation, located at 81600 Avenue 58. Construction for the conduits and line extension would occur in the existing right-of-way.

### *Entitlements*

The project includes:

- **General Plan Amendment (GPA):** The GPA will amend the current General Plan land use designations from General Commercial, Low Density Residential, Open Space – Recreation, to Neighborhood Commercial, Low Density Residential, Tourist Commercial, and Open Space – Recreation (See **Exhibit 4.10-1*, Existing and Proposed Land Use Designations***).
- **Zone Change (ZC):** The ZC will revise the existing zoning of the Specific Plan Area from Neighborhood Commercial, Low Density Residential, and Golf Course, to Neighborhood Commercial (CN), Low Density Residential (RL), Parks and Recreation (PR), and Tourist Commercial (CT) (See **Exhibit 4.10-2*, Existing and Proposed Zoning Designations***).
- **Specific Plan (SP):** The Coral Mountain Resort Specific Plan will be adopted as the master plan governing the allowable land uses, development standards and design guidelines for the project.
- **Tentative Tract Map (TTM)**: The TTM subdivides the property into smaller lots for development. The TTM will subdivide all of Planning Area III (PA III), The Wave Resort, and the western corner of PA II into lots suitable for the development of the uses permitted for these areas in the Specific Plan. Future TTMs may be filed with each phase of development as necessary to implement the balance of the project.
- **Site Development Plan (SDP)**: The SDP is required by the City for final approval of landscape design, architectural design, and site plan to establish the location, architectural design and landscape plan for the Wave Basin along with associated mechanical equipment and improvements (Planning Area III-B). Future SDPs will be filed with each phase of development as necessary to implement the balance of the project.
- **Development Agreement (DA)**: The proposed Development Agreement would vest the applicant's right to develop the Coral Mountain Resort Specific Plan area pursuant to the entitlements described above, address short-term rentals within all planning areas of the project, ensure that the project has a net positive fiscal impact on the City despite the lack of property tax revenue to the City through 2035, and ensure the timely completion of infrastructure to serve the project and surrounding area, and ensure that the project design features and mitigation measures identified in this EIR are enforceable by the City as project requirements.

Future entitlements for the project-specific components will also include:

- **Conditional Use Permit (CUP)**: Allowable uses that require a CUP shall be processed in accordance with Section 9.210.020 of the La Quinta Municipal Code.
- **Temporary Use Permit (TUP)**: TUPs are required by the City to accommodate special, unique, or limited duration activities that might otherwise be outside the provisions of normal zoning. These could include temporary clubhouse(s), special events or other uses and activities. Temporary uses are anticipated and allowed by the Specific Plan.

Project design features and their compliance with the City's General Plan and Municipal Code are analyzed in the subsequent discussion of project impacts.

## Project Impacts

### *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-density residential, commercial, open space/recreational and resort uses on a currently vacant site. The existing General Plan land use designations include Low Density Residential, General Commercial and Open Space Recreational. The current zoning designations for the project site include Low Density Residential (RL), Neighborhood Commercial (CN), and Golf Course (GC). 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 from General Commercial, Low Density Residential, Open Space – Recreation, to Neighborhood Commercial, Low Density Residential, Tourist Commercial, and Open Space – Recreation. The ZC will revise the existing zoning of the Specific Plan Area from Neighborhood Commercial, Low Density Residential, and Golf Course, to Neighborhood Commercial (CN), Low Density Residential (RL), Parks and Recreation (PR), and Tourist Commercial (CT). **Table 4.10-2** and **4.10-3** (below) and **Exhibits 4.10-1** (***Existing and Proposed Land Use***) and **Exhibit 4.10-2** (***Existing and Proposed Zoning***) displays the existing and proposed land use designations and zoning, respectively. Discussion of project consistency with the City General Plan and Zoning designations is provided below.

**Table 4.10-2 Existing and Proposed Land Use**

| Existing Land Use | Proposed Land Use |
|---|---|
| Low Density Residential | Low Density Residential |
| Open Space – Recreational | Open Space – Recreational |
| General Commercial | General Commercial |
| | Tourist Commercial (Resort) |

**Table 4.10-3 Existing and Proposed Zoning**

| Existing Zoning | Proposed Land Use |
|---|---|
| Low Density Residential (RL) | Low Density Residential (RL) |
| Neighborhood Commercial (CN) | Neighborhood Commercial (CN) |
| Golf Course (GC) | Tourist Commercial (CT) |
| | Parks and Recreation (PR) |

Along with the GPA and ZC, the project is requesting approval of a Specific Plan, a Tentative Tract Map (TTM), Site Development Permit (SDP), and Development Agreement (DA). The Specific Plan is a regulatory document which, if adopted by the City Council of La Quinta, serves as the site-specific zoning

document for the project, including the distribution of land uses, location and sizing of supporting infrastructure, as well as development standards and regulations for uses within the project. The Coral Mountain Resort Specific Plan, if adopted, would act as the master plan governing the allowable land uses, development standards and design guidelines for the project. The TTM subdivides the property into smaller lots for development. The TTM will subdivide all of Planning Area III, the Wave Resort, and the western corner of PA II into lots suitable for the development of the uses permitted for these areas in the Specific Plan. The SDP provides landscape design, architectural design, and site plan to establish the location, architectural design and landscape plan for the Wave Basin along with associated mechanical equipment and improvements (Planning Area III-B). The DA establishes an agreement between the developer and the City that allows the project to be developed while securing benefits for the City and the public as described in more detail above.

## La Quinta General Plan Consistency Analysis

As shown in **Table 4.10-2** and **Exhibit 4.10-1**, the existing General Plan land use designations at the project site include Low Density Residential, General Commercial and Open Space Recreational. Low Density residential allows for single family residential developments, whether attached or detached. General Commercial allows for commercial uses ranging from supermarkets and drugstores in a neighborhood shopping center, to major national retailers in large buildings, to offices, service businesses, restaurants, hotels or motels, research and development and warehouses. Open Space Recreation uses allow for parks, driving ranges, club houses, athletic facilities, and public and private golf courses.

The project proposes a GPA to change the land use designations to Low Density Residential, Open Space Recreation, General Commercial and Tourist Commercial. The Low Density Residential, Open Space Recreation and General Commercial 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. The number of residential units allowed by the proposed project will be consistent with those allowed under the current General Plan and SP 03-067, resulting in similar low intensity residential development. The General Commercial land use designation and Neighborhood Commercial zoning designation occur in the same area as currently allowed in the General Plan and Zoning maps. However, the project proposes to include approximately 120.8 acres of Tourist Commercial at the site. Tourist Commercial land use designations are intended for tourism-related land uses, such as resort hotels, hotels and motels, and resort commercial development.

An analysis of applicable goals, policies and programs contained in the General Plan was conducted. The findings of that analysis are summarized below.

### *Land Use*

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

- *Goal LU-2:* High quality design that complements and enhances the City.
- *Policy LU-2.1:* Changes and variations from the Zoning Ordinance in a Specific Plan will be offset by high quality design, amenities and mix of land uses.
- *Goal LU-5:* A broad range of housing types and choices for all residents of the City.
- *Policy LU-5.2:* Consider changes in market demand in residential product type to meet the needs of current and future residents.
- *Goal LU-6:* A balanced and varied economic base which provides a broad range of goods and services to the City's residents and the region.
- *Policy LU-6.2:* Maintain commercial development standards in the Zoning Ordinance including setbacks, height, pad elevations and other design and performance standards that assure a high quality of development.
- *Policy LU-6.3:* Support and encourage the expansion of the resort industry as a key component of the City's economic base.

*Consistency*: The site components (neighborhood commercial, low density residential, resort residential, resort hotel, resort amenities, recreational amenities, and open space) are compatible with surrounding residential, open space, and neighborhood commercial uses and designations. Lands to the north of the project and south of Avenue are designated Low Density Residential and Medium Density Residential. Development of these lands would be governed by the City's zoning standards, and would consist of attached or detached single family residential developments (two to four units per acre for Low Density Residential), and medium density neighborhoods (four to eight units per acre). This development is expected to be consistent with and similar to the uses proposed within the project because the project proposes a maximum of 496 low density residential housing units on approximately 232.3 acres, as well as a maximum of 104 resort residential units, on approximately 40.5 acres, which would be similar to the density and intensity of development allowed under the General Plan. The project is separated from adjacent uses by surrounding arterial streets and physical topographic barriers, such as Coral Mountain. Off-site development includes the connection to an existing Imperial Irrigation District (IID) substation to provide electricity to the project site. The off-site improvements would not impact land use of the off-site areas.

The Coral Mountain Resort Specific Plan includes detailed design guidelines in Section 4 of the SP to guide high-quality development throughout the Specific Plan area. The project includes both neighborhood commercial and tourist commercial land uses which will generate revenue and create employment opportunities. The proposed project would increase services associated with tourism and neighborhood commercial uses.

The project proposes housing of varying types and sizes with access to resort and recreational amenities, thus enhancing housing choices for potential buyers. Planning Areas II and III will offer a broad range of

housing options on the site. Planning Area II, designated as Low Density Residential, anticipates detached or attached residential dwelling units with densities ranging from 0.8-4 dwelling units per acre. Planning Area III proposes the development of resort residential dwelling units with densities ranging from 2.5-2.8 dwelling units per acre.

Consistent with *Policy LU-5.2, Goal LU-6,* and *Policy LU-6.3*, the implementation of the Tourist Commercial land use designation and the associated development of a recreational facility and hotel will promote the continued growth of the tourism and resort industries in La Quinta by providing resort, recreational, commercial, and residential land uses on the 386-acre property. Additionally, the residential uses will incrementally increase demand for commercial goods and services in the region, thus enhancing the economy.

### *Circulation*

- *Goal CIR-1*: A transportation and circulation network that efficiently, safely and economically moves people, vehicles, and goods using facilities that meet the current demands and projected needs of the City.
- *Policy CIR-1.12*: As a means of reducing vehicular traffic on major roadways and to reduce vehicle miles traveled by traffic originating in the City, the city shall pursue development of a land use pattern that maximizes interactions between adjacent or nearby land uses.
- *Goal CIR-2*: A circulation system that promotes and enhances transit, alternative vehicle, bicycle and pedestrian networks.
- *Policy CIR-2.2*: Encourage reduction of greenhouse gas (GHG) emissions by reducing vehicle miles traveled and vehicle hours of delay by increasing or encouraging the use of alternative modes and transportation technologies, and implement and manage a hierarchy of Complete Street multimodal transportation infrastructure and programs to deliver improved mobility and reduce GHG emissions.
- *Policy CIR-2.3*: Develop and encourage the use of continuous and convenient pedestrian and bicycle routes and multi-use paths and places of employment, recreation, shopping, schools, and other high activity areas with potential for increased pedestrian, bicycle, golf cart/NEV modes of travel.

*Consistency*: The project proposes a private circulation system to provide safe and efficient passage for pedestrians and motorists throughout the site. The project proposes a multi-modal circulation system, aiming to decrease automobile dependency by providing transportation facilities for a variety of user groups including motorists, cyclists, pedestrians, and drivers of electric vehicles. The project proposes a private circulation system that will safely accommodate both vehicles and pedestrians with shared low-speed, low-volume internal streets. The multi-modal transportation system will consist of off-street bicycle and pedestrian paths/routes, sidewalks in higher traffic areas, enhanced pedestrian/bicycle

crosswalks, pedestrian and multi-use paths and streets, traffic calming methods, short street segments with frequent caution zones and stopping points, golf cart and other alternative forms of personal transportation.

### *Livable Community*

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

*Consistency*: The project includes elements to address the goal of the Livable Community Element, which is intended to assist the City in developing a more united community through resource conservation, built environment enhancement, promotion of alternative forms of transportation, and improvement of community health. The project and Specific Plan are consistent with this goal by promoting a high-quality mix of uses that will contribute to the built environment, promote walkability in the resort center of the project, and provide opportunities for active recreation.

### *Economic Development*

- *Goal ED-1*: A balanced and varied economic base which provides fiscal stability to the City, and a broad range of goods and services to its residents and the region.
- *Policy ED-1.1*: The Land Use Element shall maintain a balance of land use designations to address economic needs, meet market demand, and assure a wide range of development opportunities.
- *Goal ED-2*: The continued growth of the tourism and resort industries in the City.

*Consistency*: The project proposes a resort with up to 150 hotel keys, a water-based active recreation amenity, and resort residences that will expand tourism opportunities and promote fiscal stability. Additionally, the residential use will incrementally increase demand for commercial goods and services in the region, thus enhancing the economy. The project promotes the continued growth of the tourism and resort industries in La Quinta by providing resort, recreational, commercial, and residential land uses on the 386-acre property.

### *Parks, Recreation and Trails*

- *Goal PR-1*: A comprehensive system of parks, and recreational facilities and services that meet the active and passive needs of all residents and visitors.
- *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.

*Consistency*: The project designates areas set aside for recreational open space uses, as well as a water-based active recreational amenity that will provide recreational opportunities currently not available in the City. Additional open space will be scattered throughout PA II. Planning Area IV proposes approximately 23.6 acres of land zoned for Parks and Recreation (PR). This Planning Area will include active and passive recreational activities such as hiking trails, biking routes, and a ropes course/zipline.

### *Housing*

- *Goal H-1*: Provide housing opportunities that meet the diverse needs of the City's existing and projected population.
- *Policy H-1.1*: Identify adequate sites to accommodate a range of product types, densities, and prices to address the housing needs of all household types, lifestyles, and income levels.
- *Goal H-4*: Conserve and improve the quality of existing La Quinta neighborhoods and individual properties.
- *Goal H-6*: Provide a regulatory framework that facilitates and encourages energy and water conservation through sustainable site planning, project design, and green technologies and building materials.

*Consistency*: The project proposes the development of up to 600 attached and detached dwelling units with densities ranging from 0.8-4 dwelling units per acre, thus contributing to the City's market rate housing stock. The project will complement the surrounding residential communities. Development of resort, neighborhood commercial, recreational open space, and residential uses will add value and amenities to neighboring communities and the City. The project promotes water conservation through the use of drought tolerant plant materials and water efficient irrigation techniques. The project will comply with all City and water district regulations and building codes for water conservation, energy efficiency, and building standards. The project will also comply with all applicable green building requirements.

### *Water Resources*

- *Goal WR-1*: The efficient use and conservation of the City's water resources.
- *Policy WR-1.1*: Support the Coachella Valley Water District (CVWD) in its efforts to supply adequate domestic water to residents and businesses.
- *Policy WR-1.3*: Support CVWD in its efforts to expand tertiary treated (i.e. reclaimed) water distribution.

*Consistency*: The project promotes water conservation through the use of drought tolerant plant materials and water efficient irrigation techniques. The project will comply with all City and Coachella Valley Water District (CVWD) regulations and building codes for water conservation. Additionally,

recycled water will be used for common area irrigation for landscaping. The Wave Basin provides a recreational amenity to support the proposed resort and residential uses, and does so with substantially less water demand than required for alternatives amenities, such as an 18-hole golf course. This is discussed in more detail in **Section 4.9, *Hydrology and Water Quality,*** of this Draft EIR.

### *Open Space and Conservation*

- *Goals OS-1*: Preservation, conservation and management of the City's open space lands and scenic resources for enhanced recreational, environmental, and economic purposes.
- *Policy OS-1.1*: Identify and map lands suitable for preservation as passive and active open space.
- *Policy OS-1.2*: Continue to develop a comprehensive multi-purpose trails network to link open space areas.

*Consistency*: The project includes significant open space amenities, including the protection of Coral Mountain through an Environmentally Sensitive Area. The project incorporates connections to the public sidewalk and public trail system for convenient walking, jogging, and biking activities. Planning Area IV proposes approximately 23.6 acres of Open Space Recreation land uses, in which low-impact active and passive activities, such as hiking, biking and ropes courses are permitted. PA IV will be retained largely as natural desert land. The perimeter pedestrian improvements will connect to the surrounding community. However, the project will not connect to existing trails or open space areas, outside of the project boundary, because there are no existing public trails in the immediate vicinity of the project.

### *Noise*

- *Goal N-1*: A healthful noise environment which complements the City's residential and resort character.
- *Policy N-1.1*: Noise standards in the City shall be consistent with the Community Noise and Land Use Compatibility scale described in the Noise Element.
- *Policy N-1.2*: New residential development located adjacent to any roadway identified in Table IV-4 (in the Noise Element of the GP) as having a buildout noise level in excess of 65 dBA shall continue to be required to submit a noise impact analysis in conjunction with the first Planning Department application, which demonstrates compliance with the City's noise standards.
- *Policy N-1.3*: New non-residential development located adjacent to existing residential development, sensitive receptors or residentially designated land, shall be required to submit a noise impact analysis in conjunction with the first Planning Department application, which

demonstrates that it will not significantly impact the adjacent residential development or residential land.

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

*Consistency*: The project establishes residential, resort residential, resort, recreational, and neighborhood commercial uses with compatible noise levels in an existing residential area. These uses maintain and enhance the City's residential and resort character and will be subject to the City's noise ordinance. Noise levels on Avenue 58 and Madison Street are not excessive due to the low traffic volumes, and the project will be buffered by a perimeter community wall. A Noise Impact Analysis was completed for the project site which determined that short-term construction impacts, and long-term project operational impacts will be less than significant with the implementation of mitigation measures during project construction. The potentially significant noise impacts and measures to mitigate those impacts are analyzed in more detail in **Section 4.11, *Noise,*** as well as in the Noise Impact Analysis (**Appendix L**).

### *Soils and Geology*

- *Goal GEO-1*: Protection of the residents' health and safety, and of their property from geologic and seismic hazards.
- *Policy GEO-1.2*: The City shall continue to require that development in areas subject to rockfall, landslide, liquefaction and/or other geotechnical hazards described in the Soils and Geology Element, prepare a detailed geotechnical analysis that includes mitigation measures intended to reduce potential hazards to less than significant levels.
- *Policy GEO-1.4*: The City shall require that all new structures be built in accordance with the latest adopted version of the Building Code.

*Consistency*: A project-specific geotechnical investigation was conducted for the proposed project. The Geotechnical Investigation evaluated the engineering properties of the subsurface materials and provided engineering recommendations and design criteria for the site preparation, foundation design, and the design of various site improvements. Mitigation for the project is outlined in **Section 4.6, *Geology and Soils***, of this Draft EIR.

### *Flooding and Hydrology*

- *Goal FH-1:* Protection of the health, safety, and welfare of the community from flooding and hydrological hazards.

- *Policy FH-1.3*: The City shall continue to implement development standards that provide for a reduction in runoff from developed lands and are consistent with local and regional stormwater management plans.

*Consistency*: During construction and operation, project implementation 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.

During the life of the project, water quality standards and waste discharge requirements will be met through the compliance of the NPDES permit program for post-construction conditions. The project proponent must 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, all of which are programs under the NPDES and CWA framework. For the on-site conditions, stormwater will be accepted in retention facilities that may include traditional surface retention basins, underground retention facilities, the wave and lake system for storage. These improvements shall be sized sufficiently to contain the stormwater volume resulting from the controlling 100-year storm event.

The wave facility will be subject to adequate water treatment and filtration measures to meet or exceed the local public health requirements. Occasional water pool drainage for maintenance operations will be conveyed to one of the on-site retention basins, therefore preventing off-site discharge. The project's potential flooding and hydrology impacts, including potential impacts to water quality, are analyzed in more detail in **Section 4.9, *Hydrology and Water Quality,*** of this Draft EIR.

### *Hazardous Materials*

- *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.

*Consistency*: The project will implement best management practices during construction and operation of the proposed project. During construction, the implementation of a Storm Water Pollution Prevention Plan (SWPPP) will be required at the site, in compliance with Construction General Permit (CGP) (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ). Per the CGP, the project's SWPPP shall include comprehensive handling and management procedures for building materials, especially 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 shall be stored indoors or under cover whenever possible or in areas with secondary containment. The designation of staging areas for activities such as fueling vehicles, mixing paints, plaster, mortar, and so on, is also required to be determined in the SWPPP.

Project implementation includes the operation of residential, commercial, recreational, and resort uses. The nature of these uses is not expected to involve, as a primary activity, the routine transport, use, or disposal of hazardous materials. Except as described below, the handling, application, and storage of cleaning agents, building maintenance products, paints, solvents and other related substances would not be present in sufficient quantities to pose a significant hazard to public health and safety, or the environment.

The proposed Wave basin will use water disinfecting and cleaning materials in large quantities for the operation and maintenance of the surf water feature. The proposed project will require the storage or handling of hazardous materials, as defined in Chapter 8.64 of the Riverside County Municipal Code including pool disinfecting and cleaning supplies, and shall be required to follow the procedures established in the Municipal Code and Chapter 6.95 of the Health and Safety Code (HSC). The project's potential impacts relating to hazardous materials are analyzed in more detail in **Section 4.8, *Hazards and Hazardous Materials,*** of this Draft EIR.

### *Emergency Services*

- *Goal ES-1:* An effective and comprehensive response to all emergency service needs.
- *Policy ES-1.2:* New development proposals shall continue to be routed to the Fire Department to assure that project access and design provide for maximum fire and life safety.

*Consistency*: The Fire Department will review the proposed project access points, to ensure adequate access for emergency vehicles. For gated projects, the Fire Department requires the installation of a Knox-Box Rapid Entry System or similar device to facilitate emergency access by fire fighters and other emergency responders.

Prior to construction, both the Fire Department and Police Department will review the project site plan, and individual sub-area plans as they are brought forward, to ensure safety measures are addressed, including emergency access. The project will be reviewed by City, Police and Fire officials to ensure adequate fire service and safety as a result of project implementation. The project's potential impacts relating to the provision of emergency services are analyzed in more detail in **Section 4.13, *Public Services,*** of this Draft EIR.

### *Water, Sewer and Other Utilities*

- *Goal UTL-1*: Domestic water facilities and services which adequately serve the existing and long-term needs of the City.
- *Policy UTL-1.1:* The City should coordinate with CVWD to assure that sufficient water supplies are available to sustain current and future development.
- *Policy UTL-1.2:* The City should encourage the conservation of water.

- *Goal UTL-2:* Sanitary sewer facilities and services which adequately serve the existing and long-term needs of the City.
- *Policy UTL-2.1:* All new development should be required to connect to sanitary sewer service.

*Consistency*: CVWD provides water and sanitary sewer services to the City of La Quinta. The project proposes to connect to existing water and sewer facilities. A Water Supply Assessment/Water Supply Verification (WSA/WSV) was prepared for the proposed project to analyze water use and availability for project operation. The project specific WSA/WSV was approved by CVWD. The project's potential impacts relating to utilities are analyzed in more detail in **Section 4.15, *Utilities and Service Systems,*** of this Draft EIR.

### *Specific Plan Consistency with the General Plan*

The Coral Mountain Resort Specific Plan includes the construction and operation of a mixed-use development consisting of Low Density Residential, Neighborhood Commercial, Tourist Commercial (Resort), and Open Space Recreation land uses. The Specific Plan's consistency with the City General Plan is further discussed in Chapter 6 of the Specific Plan (General Plan Consistency). This Chapter of the Specific Plan outlines the various goals and policies within each relevant General Plan Element, and explains the SP's consistency within each goal or policy.

## Zoning Consistency

The existing zoning for the project is Neighborhood Commercial (CN), Low Density Residential (RL), and Golf Course (GC). CN zones allow small-scale commercial uses (i.e. food, drugs, sundries, and personal services) to support neighborhood areas. RL zones provide for low density neighborhoods, and GC zones permit golf courses in open space areas within the City.

The project proposes a Zone Change to change the land use designations to RL, CN, Tourist Commercial (CT), and Parks and Recreation (PR). The proposed Specific Plan would supersede the current zoning designations on the project site and act as a developmental guide for the project. The proposed Specific Plan will set forth the planning areas, land use policies, development standards, and design guidelines for the proposed project. The Coral Mountain Resort Specific Plan will address minimum development densities as shown in **Tables 4.10-4** through **4.10-7**, below. All development on the project site shall adhere to the standards and requirements set forth in the Specific Plan. The Specific Plan's development standards vary from the standards of the Zoning Ordinance, as shown below in **Tables 4.10-4** through **4.10-7**. However, as shown in the tables, the variations are not substantial, when compared to the existing standards within the La Quinta Municipal Code. Title 9, *Zoning*, of the La Quinta Municipal Code was consulted in order to compare the development standards proposed for the Coral Mountain Resort project with the existing standards established for the City of La Quinta. Title 9 and development standards associated with Residential Districts, Nonresidential Districts, and Special Purpose Districts

(which include open space zones) were utilized to determine whether project development would result in significant impacts.

*PA I: Neighborhood Commercial*

**Table 4.10-4 PA I Development Standards**

| Neighborhood Commercial | Max/Min | Municpal Code[5] |
|---|---|---|
| Max. Structure Height | 35 ft[1,2] | 35 |
| Max. No. of Stories | 2 | 2 |
| Min. Front Setback | 10 ft | 10 ft |
| Min. Rear Setback | 10 ft | 10 ft |
| Min. Parking | 1/250 ft GFA. | 1/250 ft GFA |
| Max. Building Floor Area in PA I | 60,000 SF | 25 %[6] |
| Min. Building Setback to Avenue 58 | 25 ft | 30 ft |
| Min. Building Setback to Madison Street | 25 ft | 30 ft |
| Min. Setback from Interior Property Line[3] | 0 ft | 0 ft |
| Min. Building/Landscape Setback from Residential PA[4] | 40 ft/20 ft | 40 ft/20 ft |
| Max. Wall Height | 6 ft | 6 ft |
| Max. Light Pole Height | 25 ft | 8 ft |

Notes:

1. Height is limited to 22' within 150' of the Madison & Avenue 58 R.O.W.
2. Architectural and roof projections, such as chimneys, spires, finials and similar features not providing habitable or otherwise unusable space shall be permitted to extend up to fifteen feet above the maximum structure height.
3. Mechanical equipment to have a minimum 3- foot setback from interior property lines.
4. Landscape setback occurs within the building setback.
5. This column compares the project's proposed development standards in PA I, compared to the development standards in CN Zones as established in Section 9.90.040 (Table 9-6) of the La Quinta Municipal Code.
6. 25 % of Planning Area I is 1.9 acres (7.7 acres x 25%). The property proposes a building floor area of 60,000 square feet, which is approximately 1.4 acres of the site.

As demonstrated in **Table 4.10-4**, the proposed project would not result in a significant change to the City's established Municipal Code development standards in Neighborhood Commercial zones. Per **Table 4.10-4**, the project's Neighborhood Commercial use would allow 25-foot light poles, which is an increase of 17 feet in height compared to the 8-foot pole height allowed by the Municipal Code. The 25-foot poles in the Neighborhood Commercial area would allow for the illumination of parking and pedestrian areas for security purposes in the evening hours. They will be similar to those found in parking lots of shopping centers, which consist of low-lit, downward-oriented fixtures that avoid spillage on adjacent properties.

*PA II: Low Density Residential*

**Table 4.10-5 PA II Development Standards**

| Low Density Residential | Detached Product | Attached Product | Accessory Building[1] | Municipal Code [8] |
|---|---|---|---|---|
| Min. Lot Size | 3,600 sf | 3,600 sf | --[9] | 7,200 sf |
| Max. Structure Height | 32 ft [2,3] | 32 ft [2,3] | 28 ft [2,3] | 28 ft |
| Max. No. Of Stories | 2 | 2 | 2 | 2 |
| Min. Area Per Unit [4] | 1,400 sf | 1,000 sf | 250 sf | 1,400 sf |
| Min. Front Setback [5] | 10 ft | 10 ft | Garage – 10 ft<br>Other Structures -3 ft. | 20 ft |
| Min. Rear Setback | 5 ft | 5 ft | 2 ft | 20 ft |
| Min. Front/Side Facing Attached Garage (Carport) Setback [8] | 15 ft / 3 ft [5] | 15 ft / 3 ft [5] | -- | 25 ft |
| Min. Interior/Corner Side Yard Setback | 5 ft / 5 ft | 5 ft [6] / 5 ft | 5 ft [6] / 5 ft | 5 ft/10 ft |
| Min. Building To Building Setback [7] | 0 ft | 0 ft | 0 ft | -- |
| Max. Wall Height | 6 ft | 6 ft | 6 ft | 6 ft |
| Max. Parking Required | 2 garage spaces plus 0.5 guest space | 2 garage spaces plus 0.5 guest space | -- | 2 garage spaces plus 0.5 guest spaces |

Notes:

1. Detached garages/carports, casitas, carriage house units
2. Height is limited to 22' within 150' of the Madison & Avenue 58 R.O.W.
3. Excluding chimneys, porticos other incidental architectural features etc. may exceed max. structure height by up to 5 feet.
4. AC units, trellis elements, pools, and spas are allowed to encroach into side and rear setback areas within 3' of property line.
5. 0' setback allowed for products, such as duplexes or zero lot line units, that share a common wall.
6. Subject to applicable building code requirements
7. Min. garage and accessory structure setbacks reduced to 0 ft for alley loaded and cluster products.
8. This column compares the project's proposed development standards in PA II, compared to the development standards in RL Zones as established in Section 9.50 (Table 9-2 in Section 9.50.030) of the La Quinta Municipal Code.
9. -- = Not Applicable

As demonstrated in **Table 4.10-5**, the proposed project would not result in a significant change to the City's established Municipal Code development standards for Low Density Residential zones, and to the extent there are variations, such variations will occur internal to the project site and are not anticipated to have any off-site impacts. Per **Table 4.10-5,** the minimum lot size allowed in PA II is 3,600 square feet, compared to 7,200 square feet allowed by the Municipal Code. The project proposes a reduced residential lot size in the planning area to allow for the project's open space uses, recreational, and resort amenities (i.e., resort commercial uses and the Wave Basin feature), which will be accessible to the residents of the project. The reduced lot size was established to allow for the open space, recreational,

and resort uses proposed for the project, and to concentrate the more dense residential and resort areas in the center of the site while maintaining larger lots adjacent to the perimeter of the site to remain consistent with the surrounding developments.

*PA III: Tourist Commercial*

**Table 4.10-6 PA III Development Standards**

| Tourist Commercial | III-A | III-B | III-C | III-D | III-E | III-F | III-G | Municipal Code [9] |
|---|---|---|---|---|---|---|---|---|
| Min. Lot Size (sf) | 20,000 | 20,000 | 20,000 | 3,600 | 3,600 | 20,000 | 20,000 | -- |
| Max. Lot Coverage | 50% | 10% | 70% | 70% | 70% | 50% | 70% | 25% |
| Min. Lot Frontage (ft) | 25’ | 25’ | 25’ | 30’ | 30’ | 25’ | 25’ | 10 ft |
| Min. Livable Area[1] (sf) | -- | -- | -- | 1,400 | 1,400 | -- | -- | 1,400 |
| Min. Accessory Building Area [2] (sf) | -- | -- | -- | 300 | 300 | -- | -- | -- |
| Min. Front Setback | 10’ | 0’ | 10’ | 10’ | 10’ | 10’ | 10’ | 10’ |
| Min. Setback from Walk Streets Or Sidewalks [3] | 5’ | 0’ | 5’ | 5’ | 5’ | 5’ | -- | -- |
| Min. Setback from Wave Basin (ft) | 0’ | -- | 0’ | 0’ | 0’ | -- | 0’ | -- |
| Min. Front Facing Garage/Carport Setback | -- | -- | -- | 12’ | 12’ | -- | -- | -- |
| Min. Side Facing Garage/Carport Setback | -- | -- | -- | 12’ | 12’ | -- | -- | -- |
| Min. Rear Setback [4] | -- | -- | -- | 5’ | 5’ | -- | 25’ | 0’ |
| Min. Interior/Corner Side Setback [4,5,6] | -- | -- | -- | 3’/3’ | 3’/3’ | -- | -- | -- |
| Min. Setback from Low-Density Residential District (ft) | -- | 50’ | 15’ | -- | -- | -- | 50’ | 30’ |
| Max. Height [7,8 9] (stories/ft) | 40/4 | 45/4 | 40/3 | 30/3 | 30/3 | 40/3 | 30/2 | 40/3 |
| Min. Bldg. Separation[9] | 6’ | 0’ | 15’ | 6’ | 6’ | 6’ | 0’ | 10’ |
| Max Pole Light Height | 25’ | 80’ | 25’ | -- | -- | 40’ | 40’ | 8’ |
| Max. Wall Height | 6’ | 6’ | 6’ | 6’ | 6’ | 6’ | 6’ | 6’ |
| Min. Parking Provided | 1.1 per key | 25 employee spaces | 1 per 500 sf | 1 per bedroom | 1 per bedroom | 1 per 500 sf | 1 per 1,000 sf | 1 per 300 sf GFA |
| Min. Parking Dimension | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ | 9’ x 19’ |

Notes:
1. Excluding garages, casitas or carriage units
2. Detached garages/carports, casitas, carriage house units
3. Where walk street occurs at rear or side property line, walk street setback shall govern.
4. AC units and other mechanical equipment may encroach within setback up to 3' from property line.
5. 0' setback allowed for products, such as duplexes or zero lot line units, that share a common wall.
6. Excluding chimneys, porticos and other incidental architectural features.
7. Including rooftop deck and terraces (e.g. railings, parapets, furniture, shade structures, umbrellas, stairs, access lifts, elevator housings, etc.).
8. Subject to applicable building code requirements.
9. This column compares the project's proposed development standards in PA II, compared to the development standards in CT Zones as established in Section 9.90 (Table 9-6 in Section 9.90.040) of the La Quinta Municipal Code.

Additional Notes: III-A = Resort; III-B = The Wave; III-C = Wave Club; III-D = Resort Residential West; III-E = Resort Residential East; III-F = The Farm; III-G = Back of House. -- = Not Applicable

As demonstrated in **Table 4.10-6**, the proposed project would not result in a significant change to the City's established Municipal Code development standards in Tourist Commercial zones, and to the extent there are variations, those variations are internal to the project site would be approved by the City Council as part of the overall Specific Plan and Zone Change, thus avoiding any conflicts or inconsistencies between the Project and applicable zoning. Per **Table 4.10-6**, the project's Tourist Commercial use would allow 25-foot light poles in PA III-A and III-C, 40-foot light poles in PA III-F and III-G, and 80-foot light poles in PA III-B. Currently, the Municipal Code allows 8-foot pole heights in this use. Similar to the Neighborhood Commercial zone, the 25-foot and 40-foot light poles in the Tourist Commercial area would allow for the illumination of parking and pedestrian areas for security purposes in the evening hours. They will be similar to those found in parking lots of shopping centers, which consist of low-lit, downward-oriented fixtures that avoid spillage on adjacent properties. The 80-foot light poles in PA III-B are proposed to surround the 16.62-acre Wave Basin feature. The light fixtures will be downward-facing, and oriented to illuminate the Wave Basin. The fixtures will be located and oriented to avoid spillage onto adjacent properties (see **Section 4.1, *Aesthetics,*** of this Draft EIR for analysis of the light fixtures proposed in PA III).

*PA IV: Open Space Recreation/Parks and Recreation*

**Table 4.10-7 PA IV Development Standards**

| Parks and Recreation | Max./Min. | Municipal Code[1] |
|---|---|---|
| Min. Building Site | -- | --[2] |
| Min. Lot Frontage | -- | -- |
| Max. Structure Height | 12 ft | 28 ft |
| Max. Height - Ropes Course/Zipline | 50 ft | -- |
| Max. Height – Other Recreational Equipment | 20 ft | -- |
| Max. Building Coverage in PA IV | 5,000 sf | -- |
| Max. Number of Stories | 1 | 2 |
| Min. Setback from Property Line | 10 ft | 0 ft |

Notes:

1. This column compares the project's proposed development standards in PA II, compared to the development standards in PR Zones as established in Section 9.130 (Table 9-9 in Section 9.130.010) of the La Quinta Municipal Code.
2. -- = Not Applicable

As demonstrated in **Table 4.10-7**, the proposed project would not result in a significant change to the City's established Municipal Code development standards in Open Space zones.

### *Specific Plan Consistency with Zoning Code*

The Coral Mountain Resort Specific Plan sets forth the planning areas, land use policies, development standards, and design guidelines for the proposed project. The Specific Plan, if adopted by the City Council of La Quinta, acts as a regulatory document which serves as the site-specific zoning document for the project, including the distribution of land uses, location and sizing of supporting infrastructure, as well as development standards and regulations for uses within the project. All development on the project site shall adhere to the standards and requirements set forth in the Specific Plan, and as demonstrated above, those standards will not substantially differ from the Zoning Ordinance.

### *Off-Site Improvements*

Off-site improvements include the installation of an off-site transformer bank at the Imperial Irrigation District (IID) Avenue 58 Substation, located at 81600 Avenue 58. The off-site improvements will extend a distribution line along Avenue 58. Conduit systems will also be installed along Avenue 58 as part of the proposed upgrades. Construction for the conduits and line extension would occur in the existing right of way and within the existing IID yard.

The existing IID substation is designated in the City of La Quinta's Major Community Facilities land use and zoning designation. This land use designation is assigned to existing and planned municipal, educational, or public facilities, including utility facilities and buildings. The proposed connection to the existing IID substation is consistent with the existing General Plan and Zoning designations. The off-site

improvements will not change the existing designations; therefore, off-site development impacts are anticipated to be minimal.

### *Surrounding Areas*

Properties in proximity to the project consist of a mix of developed and undeveloped lands. General Plan land uses surrounding the project include Low Density Residential to the north, east, and south, General Commercial to the northeast, Medium Density Residential to the north and southeast, Open Space Recreation to the north, east, and southeast, Open Space Natural to the west and south, and Major Community Facilities approximately 500 feet south (CVWD percolation ponds). The current zoning designations in the surrounding area include Low Density Residential (RL) to the north, east and south, Medium High Density Residential (RMH) to the north and southeast, Neighborhood Commercial (CN) to the northeast, Golf Course (GC) to the north, northeast, east, and southeast, Open Space (OS) to the south, Parks and Recreation (PR) to the west and south. RL properties south-adjacent to 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 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 presented in this discussion, the project will be consistent with the goals and policies of the La Quinta General Plan. The Specific Plan will result in changes to development standards, but as demonstrated above, those changes will not be substantial. Impacts will be less than significant.

## 4.10.5 Cumulative Impacts

The geographic scope for the analysis of cumulative impacts on land use consists of each project area and the immediate vicinity around each of these sites 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 site would be consistent and compatible with existing and planned land uses surrounding the project site, 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 Coral Mountain Resort Specific Plan, the project would be consistent with applicable goals and policies in the City's General Plan and Zoning Code. The project will provide neighborhood commercial uses in proximity to existing and proposed residential communities in the southern portion of the City. Residential homes in the project site will be consistent with the existing gated-residential communities in the surrounding area, including Andalusia Country

Club to the east. 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.

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 effect 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 impacts.

## 4.10.6 Mitigation Measures

No mitigation measures are required.

## 4.10.7 Level of Significance After Mitigation

No significant impacts have been identified and no mitigation measures are necessary.

## 4.10.8 Resources

1. La Quinta General Plan, Chapter II, Land Use Element, accessed 2020.
2. La Quinta Municipal Code, Title 9, Zoning, accessed 2020.

# 4.11 Noise

## 4.11.1 Introduction

This section describes the existing acoustic setting at the project site and in the vicinity and evaluates the potential noise exposure that could result from build-out of the Coral Mountain Resort project. Information for this section was obtained from the *Coral Mountain Specific Plan Noise Impact Analysis ("*Noise Study*")*, prepared by Urban Crossroads, Inc., March 2021 (**Appendix K.1**), *The Wave at Coral Mountain Noise Memorandum (*"Noise Memo"*)*, prepared by Urban Crossroads, Inc. April 2021 (**Appendix K.2**), and Chapter IV, Environmental Hazards, Noise Element of the La Quinta General Plan, as well as the City's Municipal Code. Prior to the preparation of the Draft EIR, a Notice of Preparation (NOP) was prepared using Appendix G, Environmental Checklist Form, in the California Environmental Quality Act (CEQA) Guidelines. Appendix G assesses the potential impacts associated with noise at the project property. The Coral Mountain Resort NOP is included in **Appendix A** of this Draft EIR. Following the screening criterion related to noise in the NOP, the following does not require additional analysis in this Draft EIR.

*For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels:*

- The project site is located approximately 19 miles southeast of Palm Springs International Airport, and 4.25 miles west of the Jacqueline Cochran Regional Airport. Therefore, the project site is not located within two miles of a public airport or the vicinity of a private airstrip, and as such, no impact related to the exposure of people residing or working in the project area to excessive airport related noise levels is anticipated.

Issue areas identified as having no impacts are further discussed in **Chapter 6.0, *Effects Found to have No Impact*** of this Draft EIR. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

## 4.11.2 Existing Conditions

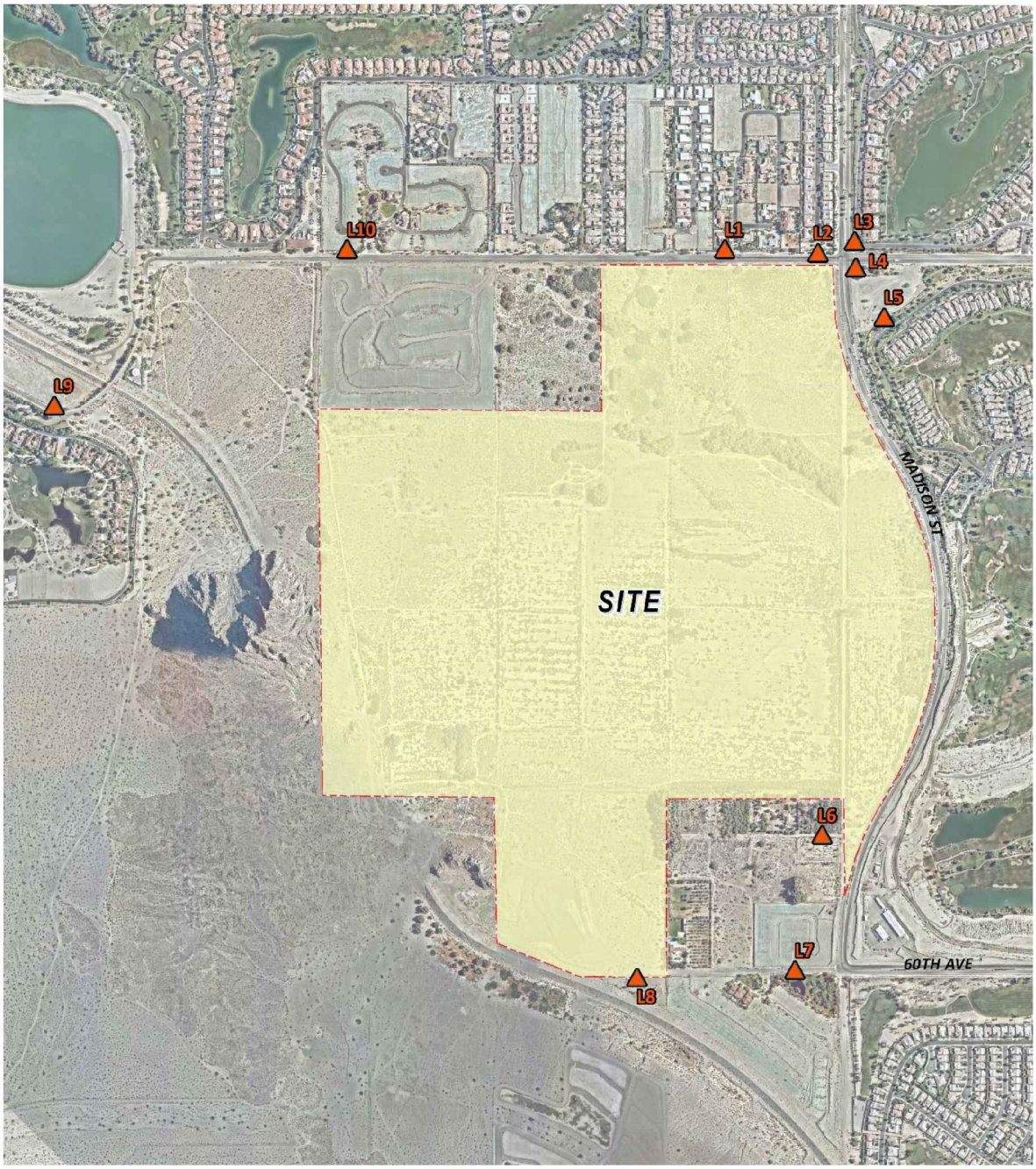
### Existing Noise Environment

The development area of the project encompasses approximately 386 acres of the overall 929-acre project area, located in the southeastern portion of the City of La Quinta. The local area is characterized as a developing area with a number of golf course and residential communities to the north, west, east, south and southeast, the Santa Rosa Mountains to the west and south, and open

space and the Coachella Valley Water District (CVWD) Thomas E. Levy Groundwater Replenishment Facility to the south.

To assess the existing noise level environment, ten 24-hour noise level measurements were taken at sensitive receiver locations near the project. The receiver locations were selected to describe and document the existing noise environment within the project study area (indicated in **Exhibit 4.11-1**, ***Noise Measurement Locations***). To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, October 16th, 2019.

The noise measurements focus on the average or equivalent sound levels (Leq). The equivalent sound level (Leq) 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 levels at each noise level measurement location determined that daytime energy average noise levels (dBA Leq) ranged from 43.8 dBA Leq to 62.5 dBA Leq; while the nighttime noise level ranged from 39.9 dBA Leq to 60.7 dBA Leq. The lowest noise level measurements occurred at the western end of Avenue 60 (L8 in **Exhibit 4.11-1**); while the highest measurements occurred on Avenue 58, near the Madison Street intersection (L2 in **Exhibit 4.11-1**). This is discussed in greater detail in Section 4.11.4, *Existing Noise Level Measurements*, of this Noise Section.




**LEGEND:**

▲ Measurement Locations

N

NORTH

N.T.S.

URBAN CROSSROADS

**MSA CONSULTING, INC.**
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING
34200 Bob Hope Drive, Rancho Mirage, CA 92270
760.320.9811 **msaconsultinginc.com**

# NOISE MEASUREMENT LOCATIONS

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

*4.11-1*

### Proposed Project

The proposed project includes a Specific Plan, Tentative Tract Map, and Site Development Permit leading to the development of a mix of uses including 496 low density residential units on approximately 232.3 acres, an artificial Wave basin is proposed on approximately 16.62 acres, a full-service resort hotel (up to 150 keys), 104 resort residential units, 57,000 square feet of resort commercial uses on approximately 120.8 acres, 60,000 square feet of neighborhood commercial uses on 7.7 acres, and open space recreational uses on 23.6 acres.

## 4.11.3 Regulatory Setting

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, 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 regulation of stationary sources is left to local agencies.

### Federal

#### *Noise Control Act of 1972*

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

1. Publicize noise emission standards for interstate commerce;
2. Assist state and local abatement efforts; and
3. Promote noise education and research.

The Federal Office of Noise Abatement and Control (ONAC) originally was tasked with implementing the Noise Control Act. However, it was eventually eliminated, leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies. The Federal Aviation Agency (FAA) is responsible to regulate noise from aircraft and airports. The Federal Highway Administration (FHWA) is responsible to regulate noise from the interstate highway system. The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers.

#### *National Institute for Occupational Safety and Health*

The National Institute for Occupational Safety and Health (NIOSH) prepared the Criteria for Recommended Standard: Occupational Noise Exposure which established a construction-related noise level threshold. A division of the U.S. Department of Health and Human Services, NOISH

identifies a noise level threshold based on the duration of exposure to the source. The construction-related threshold starts at 85 dBA for more than eight hours per day, and for every 3 dBA increase, the exposure time is cut in half. This results in noise level thresholds of 88 dBA for more than four hours per day, 92 dBA for more than one hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day.

### *Occupational Safety and Health Administration*

The Occupational Safety and Health Administration (OSHA) requires hearing protection be provided by employers in workplaces where the noise levels may, over long periods of exposure to high noise levels, endanger the hearing of their employees. Standard 29 (Labor) of the Code of Federal Regulations (CFR), Part 1910 indicates the noise levels under which a hearing conservation program is required to be provided to workers exposed to high noise levels.

## State

### *State of California Noise Requirements*

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which must be prepared per guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. The City of La Quinta Noise Element is included in the City's General Plan. In addition, CEQA requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

### *California Department of Health Services Office of Noise Control*

The California Department of Health Services Office of Noise Control (ONC) was established in 1973 to develop regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix". The matrix allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

### *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. 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. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

## Regional and Local

### *Riverside County General Plan*

Since the City of La Quinta does not identify specific construction vibration level standards, the County of Riverside General Plan Noise Element Policy N 16.3 vibration standards were use 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, the County of Riverside identifies a vibration perception threshold of 0.01 in/sec. The County of Riverside vibration standard of 0.01 in/sec in RMS velocity levels was used in the analysis of project-generated construction vibration to assess the human perception of vibration levels.

### *City of La Quinta General Plan*

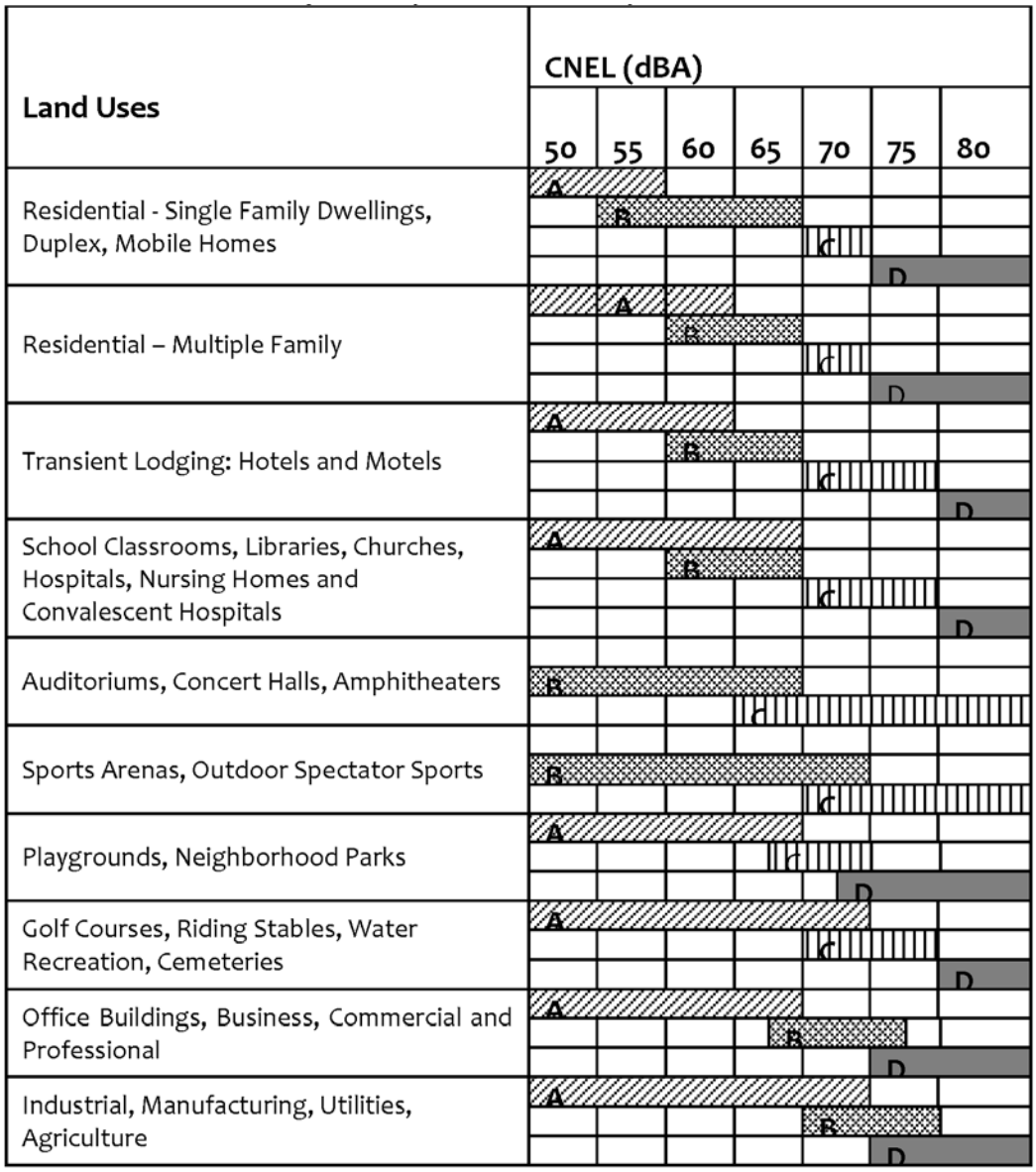
The City of La Quinta has adopted an Environmental Hazards Element (Chapter IV), Noise, of the General Plan which identifies areas where noise levels are expected to reach unacceptable levels, and provides policies and programs which will assure that noise levels do not negatively impact the community. The Noise Element specifies the maximum exterior and interior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. To minimize noise impacts to noise-sensitive land uses, the Element has established Policy N-1.1 to identify noise standards consistent with the Land Use Compatibility for Community Noise Environments for various land uses. The City's Noise Element also provides several policies to minimize noise impacts from transportation, such as Policy N-1.2, which requires a noise study and any necessary mitigation measures for new developments along roadways where the noise levels are in excess of 65 dBA CNEL.

The noise criteria identified in the City of La Quinta Noise Element are guidelines to evaluate the land use compatibility of transportation related noise. The compatibility criteria provide the City with a planning tool 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 as **Table 4.11-1**. 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 uses are considered normally acceptable with exterior noise levels below 65 dBA CNEL and

conditionally acceptable with exterior noise levels below 70 dBA CNEL. For conditionally acceptable land use, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.

**Table 4.11-1 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.

Based on the City of La Quinta land use compatibility guidelines and Policy N-1.2, the project-specific Noise Study was prepared to satisfy the 65 dBA CNEL exterior noise level criteria in outdoor living areas, and an interior noise standard of 45 dBA CNEL consistent with the State of California Building Code.

### *La Quinta Municipal Code*

The La Quinta Municipal Code established standards to mitigate noise impacts from construction activities. To control noise impacts associated with the construction of the proposed project, the City has established limits to the hours of operation. These are summarized in **Table 4.11-2, *Construction Hours***, below.

**Table 4.11-2 Construction Hours**

| Jurisdiction | Municipal Code Section | Permitted Hours of Construction Activity | | Construction Noise Level Standards |
|---|---|---|---|---|
| La Quinta | 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 and holidays | | |

"n/a" = The City of La Quinta does not specify specific construction noise level standards.

## 4.11.4 Project Impact Analysis

### Thresholds of Significance

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

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Generation of excessive ground-borne vibration or ground-borne 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 are adjusted to reflect only those frequencies which are audible to the human ear**. Table 4.11-3, *Typical Noise Levels*,** presents a summary of the typical noise levels and their subjective loudness and effects.

**Table 4.11-3 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: Coral Mountain Specific Plan Noise Impact Analysis, Exhibit 2-A, Urban Crossroads, March 2021 (**Appendix K.1**).*

### *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 4.11-1** (above), 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.

### *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 (Leq). Equivalent sound levels

are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). Leq 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 (7:00 p.m. to 10:00 p.m.) and nighttime (sleeping) hours (10:00 p.m. and 7:00 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 of La Quinta relies on the 24-hour CNEL level to assess land use compatibility.

### *Sound Propagation*

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the following factors:

#### *Geometric Spreading*

Sound from a stationary point source propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Unlike a point source, a line source's sound levels attenuate at a rate of 3 dB for each doubling of distance.

#### *Ground Absorption*

The propagation path of noise from a highway to a receptor is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receptor such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source.

#### *Atmospheric Effects*

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

### *Shielding*

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residences.

## *Noise Control*

Noise control is the process of obtaining an acceptable noise environment for an observation point or receptor by controlling the noise source, transmission path, receptor, or all three. This concept is known as the source-path-receptor concept. In general, noise control measures can be applied to these three elements.

## *Noise Barrier Attenuation*

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the path of the noise source.

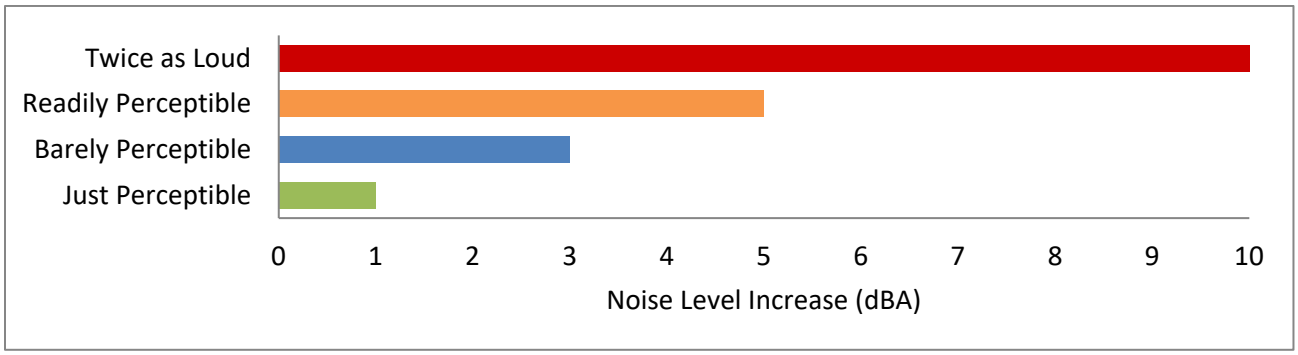
## *Land Use Compatibility with Noise*

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived livability of a neighborhood or community, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and local government agencies to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized.

### *Community Response to Noise*

Surveys have shown that about 10 percent of the people exposed to traffic noise of 60 dBA will report being highly annoyed with the noise, and each increase of one dBA is associated with approximately 2 percent more people being highly annoyed. When traffic noise exceeds 60 dBA or aircraft noise exceeds 55 dBA, people may begin to complain. Despite this variability in behavior on an individual level, the population can be expected to exhibit responses to changes in noise levels as shown in **Table 4.11-4, *Noise Level Increase Perception***. An increase or decrease of 1 dBA cannot be perceived except in carefully controlled laboratory experiments; a change of 3 dBA is considered "barely perceptible;" and changes of 5 dBA are considered "readily perceptible."

**Table 4.11-4 Noise Level Increase Perception**




*Source: Coral Mountain Specific Plan Noise Impact Analysis, Exhibit 2-B, Urban Crossroads, March 2021 (**Appendix K.1**).*

### *Exposure to High Noise Levels*

The Occupational Safety and Health Administration (OSHA) sets legal limits on noise exposure in the workplace. The permissible exposure limit (PEL) for a worker over an eight-hour day is 90 dBA. The OSHA standard uses a 5-dBA exchange rate. This means that when the noise level is increased by 5-dBA, the amount of time a person can be exposed to a certain noise level to receive the same dose is cut in half. The National Institute for Occupational Safety and Health (NIOSH) has recommended that all worker exposures to noise should be controlled below a level equivalent to 85 dBA for eight hours to minimize occupational noise induced hearing loss. NIOSH also recommends a 3-dBA exchange rate so that every increase by 3-dBA doubles the amount of the noise and halves the recommended amount of exposure time.

Further, periodic exposure to high noise levels in short duration, such as construction, is typically considered an annoyance and not impactful to human health. It would take several years of exposure to high noise levels to result in hearing impairment.

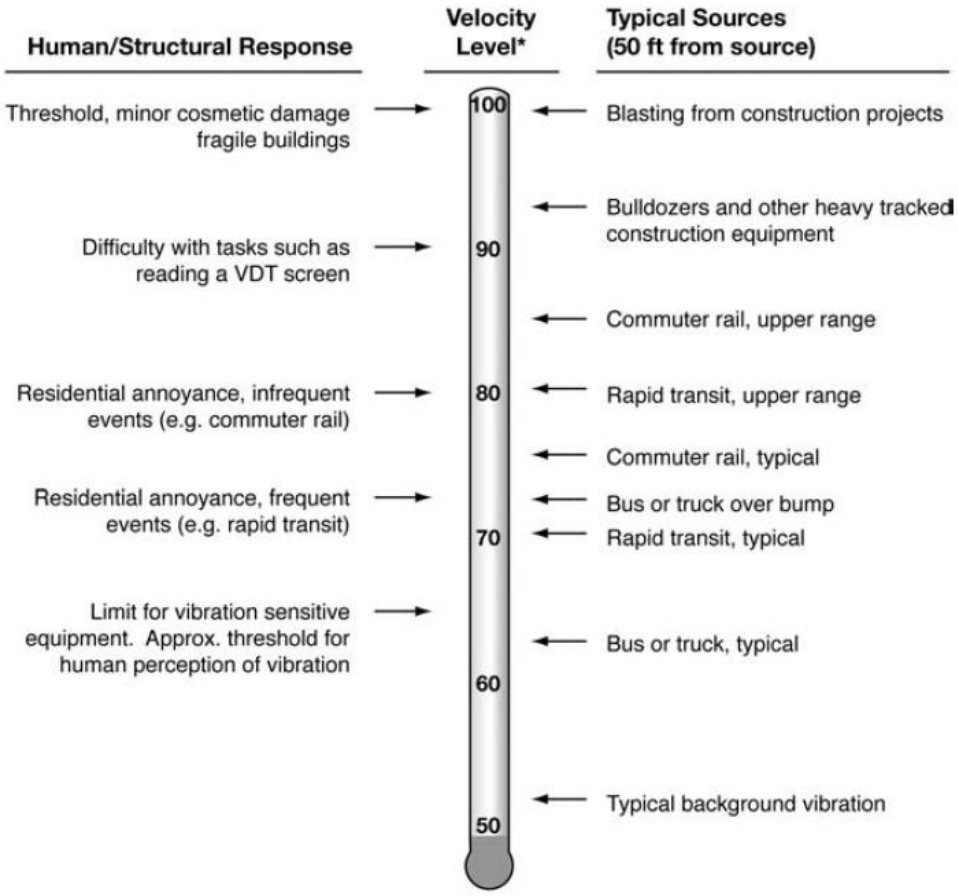
## Vibration

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

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. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. **Table 4.11-5, *Typical Levels of Ground-Borne Vibration***, shows common vibration sources and the human and structural response to ground-borne vibration.

**Table 4.11-5 Typical Levels of Ground-Borne Vibration**




** RMS Vibration Velocity Level in VdB relative to $10^{-6}$ inches/second*

*Source: Federal Transit Administration (FTA) Transit Noise Impact and Vibration Assessment.*

## ***Noise Impact Analysis***

A project-specific Noise Impact Analysis (referred to as "Noise Study" herein), provided by Urban Crossroads, Inc. in May 2020 (Amended in March 2021), was conducted to determine the noise exposure and the necessary noise mitigation for the development of the proposed project. In order to determine project-related construction noise impacts, the Noise Study evaluated construction of the project in three phases. The phases are described below.

- Phase 1 (2021) includes the resort (wave basin, hotel uses, and 57,000 square feet of resort commercial uses), 104 attached dwelling units, 26 detached dwelling units, and 10,000 square feet of retail.
- Phase 2 (2023) adds 25,000 square feet of retail.
- Phase 3 (2026) adds 470 detached dwelling units and 25,000 square feet of retail.

To assess the off-site transportation CNEL noise level impacts associated with development of the proposed project, noise contours were developed based on the project-specific Traffic Impact Analysis, also prepared by Urban Crossroads, Inc. (**Appendix L.1**). 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 the following traffic scenarios:

Existing Without/With Project:

This scenario refers to the 2019 noise conditions, without and with the development of the full project (Phase 3). The Existing With Project scenario will not actually occur since the project would not be fully constructed and operational until Phase 3 (2026) conditions. The Existing Without Project serves as the baseline for analysis.

Existing plus Ambient (EA) Without / With Project:

This scenario refers to the 2019 noise conditions plus the estimated 7 years of background growth in ambient traffic conditions without and with the development of the full project (Phase 3).

Existing plus Ambient plus Cumulative (EAC) 2021 Without / With Project:

This scenario refers to the existing plus ambient plus cumulative noise conditions in 2021 without and with the proposed project Phase 1. Project Phase 1 includes the 12-acre wave basin facility (12.12-acre water body, 16.62 basin footprint), a 150-key hotel, 104 multifamily attached dwelling units, 57,000 square feet of resort commercial ancillary uses, 26 single family detached dwelling units, and 10,000 square feet of retail.

Existing plus Ambient plus Cumulative (EAC) 2023 Without / With Project:

This scenario refers to the existing plus ambient plus cumulative noise conditions in 2023 without and with the proposed project Phase 2. In addition, to project Phase 1, project Phase 2 includes an additional 25,000 square feet of retail for a total of 12-acre wave basin facility (water body footprint = 12.14 acres), a 150-key hotel, 104 multifamily attached dwelling units, 57,000 square feet of resort commercial uses, 26 single family detached dwelling units, and 35,000 square feet of retail.

Existing plus Ambient plus Cumulative (EAC) 2026 Without / With Project:

This scenario refers to the existing plus ambient plus cumulative noise conditions in 2026 without and with the proposed project at buildout. In addition, to project Phase 1 and 2, project Phase 3 includes an additional 25,000 square feet of retail and 470 single family detached dwelling units for a total of 12-acre wave basin facility, a 150-key hotel, 104 multifamily attached dwelling units, 57,000 square feet of resort commercial uses, 496 single family detached dwelling units, 60,000 square feet of retail.

Existing plus Ambient plus Cumulative (EAC) 2026 Special Events:

This scenario refers to the existing plus ambient plus cumulative plus special events noise conditions in 2026 at project buildout. The applicant anticipates the potential occurrence of special events at

this location involving attendance of not-to-exceed 2,500 guests per day arriving or departing on Saturdays (up to 4 events per year).

General Plan (GP) 2040 Without / With Project:

This scenario refers to the future General Plan buildout conditions at Year 2040 without and with the proposed project. This scenario represents buildout of the General Plan land use and includes all cumulative projects identified in the project-specific Traffic Impact Analysis.

## *Significance Criteria*

The Noise Study utilized various resources to determine significance criteria for project-related construction and operational activities.

### *Noise-Sensitive Receivers*

Per the project-specific Noise Study, noise level increases resulting from the project were evaluated at the closest sensitive receiver locations. Under the CEQA Guidelines, consideration must 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. This approach recognizes that there is no single noise increase that renders the noise impact significant. There is no completely satisfactory way to measure the subjective effects of noise or of the corresponding human reactions of annoyance and dissatisfaction. This is primarily due to the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, 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 to be used for the assessment of the project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as CNEL.

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 may be exceeded. Therefore, for this analysis, FICON identifies a readily perceptible 5 dBA or greater project-related noise level increase as a significant impact when the noise criteria for a given land use is exceeded. 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 if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. **Table 4.11-6** provides a summary of the potential noise impact significance criteria, based on guidance from FICON.

**Table 4.11-6 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.

Substantial Temporary or Periodic Noise Level Increases

Caltrans Traffic Noise Analysis Protocol's 12 dBA Leq substantial noise level increase threshold is used in this analysis 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 Leq, 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 Leq 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 is adopted from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual. 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 Leq as a reasonable threshold for noise sensitive residential land use.

*Criteria for Recommended Standard: Occupational Noise Exposure,* provided by NOISH, was also utilized in the preparation of the Noise Study. NOISH identifies a noise level threshold based on the duration of exposure to the source, as described above. For the purpose of this analysis the lower, more conservative threshold of 85 dBA Leq is used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time, they are expressed as Leq noise

levels. Therefore, the noise level threshold of 85 dBA Leq over a period of eight hours or more is used to evaluate the potential project-related construction noise level impacts at the nearby sensitive receiver locations.

### *Construction Vibration Standards*

The project-specific 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 4.11-7, *Vibration Source Levels for Construction Equipmen*t**.

**Table 4.11-7 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 |

*Source: Coral Mountain Specific Plan Noise Impact Analysis, Table 6-6, Urban Crossroads, March 2021 (Appendix K.1).*

The City of La Quinta 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***

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development.

Off-Site Traffic Noise

- When the noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.):
    - o are less than 60 dBA CNEL and the project creates a 5 dBA CNEL or greater Project-related noise level increase; or
    - o range from 60 to 65 dBA CNEL and the project creates a 3 dBA CNEL or greater Project-related noise level increase; or
    - o already exceed 65 dBA CNEL, and the project creates a community noise level increase of greater than 1.5 dBA CNEL (FICON, 1992).

On-Site Traffic Noise

- If the on-site exterior noise levels exceed 65 dBA CNEL at the private outdoor living areas of residential homes, or common outdoor areas at hotel uses. Interior noise levels shall not exceed 45 dBA CNEL for residential homes and the hotel building (La Quinta Municipal Code, Ordinance 550, Section 9.100.210 (B) & General Plan Noise Element Policy N-1.2).

Operational Noise

- If project-related operational (stationary-source) noise levels:
    - exceed the exterior 65 dBA $L_{eq}$ daytime or 50 dBA $L_{eq}$ nighttime noise level standards for residential and hotel land uses (City of La Quinta Municipal Code, Ordinance 550, Section 9.100.210 (B) & (C));
- If the existing ambient noise levels at the nearby noise-sensitive receivers near the Project site:
    - are less than 60 dBA $L_{eq}$ and the project creates a 5 dBA $L_{eq}$ or greater project-related noise level increase; or
    - range from 60 to 65 dBA $L_{eq}$ and the project creates 3 dBA $L_{eq}$ or greater project-related noise level increase; or
    - already exceed 65 dBA $L_{eq}$, and the project creates a community noise level increase of greater than 1.5 dBA $L_{eq}$ (FICON, 1992).

Construction Noise & Vibration

- If project-related construction activities create noise levels which exceed the 85 dBA $L_{eq}$ acceptable noise level threshold at the nearby sensitive receiver locations (NIOSH, Criteria for Recommended Standard: Occupational Noise Exposure).
- If short-term project generated construction vibration levels exceed the County of Riverside vibration standard of 0.01 in/sec RMS at sensitive receiver locations (County of Riverside General Plan Noise Element, Policy N 16.3).

The significance criteria outlined above is summarized in **Table 4.11-8, *Significance Criteria Summary***.

**Table 4.11-8 Significance Criteria Summary**

| Analysis | Receiving Land Use | Condition(s) | Significance Criteria | |
|---|---|---|---|---|
| | | | Daytime | Nighttime |
| Off-Site Traffic Noise[1] | Noise-Sensitive | 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 | |
| On-Site Traffic Noise | | Exterior Noise Level Criteria | 65 dBA CNEL | |
| | | Interior Noise Level Standard | 45 dBA CNEL | |
| Operational Noise[3] | | Exterior Noise Level Standards | See Table 3-1. | |
| | | if ambient is < 60 dBA $L_{eq}$ | ≥ 5 dBA $L_{eq}$ Project increase | |
| | | if ambient is 60 - 65 dBA $L_{eq}$ | ≥ 3 dBA $L_{eq}$ Project increase | |
| | | if ambient is > 65 dBA $L_{eq}$ | ≥ 1.5 dBA $L_{eq}$ Project increase | |
| Construction[4] | | Noise Level Threshold | 85 dBA $L_{eq}$ | n/a |
| | | Vibration Level Threshold | 0.01 in/sec RMS | n/a |

[1] Source: FICON, 1992.
[2] Sources: City of La Quinta General Plan Noise Element & California Building Code.
[3] Sources: City of La Quinta Municipal Code, Section 6.08.050 (Appendix 3.1) and FICON guidance.
[4] Sources: NIOSH, Criteria for Recommended Standard: Occupational Noise Exposure and 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

## Existing Noise Level Measurements

To assess the existing noise level environment, ten 24-hour noise level measurements were taken at sensitive receiver locations near the project. The receiver locations were selected to describe and document the existing noise environment within the project study area (**Exhibit 4.11-1**, ***Noise Measurement Locations***). To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, October 16th, 2019.

### *Measurement Procedure and Criteria*

In order to describe the existing noise environment, Urban Crossroads measured hourly noise levels during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013.

### *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. See **Exhibit 4.11-2.**

### *Sensitive Receiver Locations*

For the purpose of the project-specific Noise Study, ten 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, whichever is closer to the project site.

The nearest receptor where an individual can stay for a 24-hour period is represented by R7 at approximately 37 feet south of the project site 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 4.11-2** displays the receiver locations used in the Noise Study and explained below. As demonstrated in **Exhibit 4.11-2,** the offsite project receivers are indicated as R1 through R10, and the onsite project receiver locations are indicated as P1 through P10.

R1: Located approximately 154 feet north of the project site, R1 represents existing residential homes north of 58th Avenue. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the existing residential homes located north of the project site at roughly 181 feet, on the north side of 58$^{th}$ Avenue. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing residential homes northeast of the intersection at 58th Avenue and Madison Street at approximately 231 feet from the project site. A 24-hour noise measurement near this location, L3, is used to describe the existing ambient noise environment.

R4: Location R4 represents the existing residential homes southeast of the intersection at 58th Avenue and Madison Street at approximately 185 feet from the project site. A 24-hour noise measurement near this location, L4, is used to describe the existing ambient noise environment.

R5: Location R5 represents the existing residential homes on the east side of Madison Street at approximately 352 feet from the project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

R6: Location R6 represents the existing residential home located north of Calle Conchita about 134 feet from the project site. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

R7: Location R7 represents the existing residential homes located north of Avenue 60 about 37 feet from the project site. A 24-hour noise measurement was taken near this location, L7, to describe the existing ambient noise environment.

R8: Location R8 represents the existing residential homes located south of Avenue 60 about 38 feet from the project site. A 24-hour noise measurement was taken near this location, L8, to describe the existing ambient noise environment.

R9: Location R9 represents the existing residential homes located about 1,451 feet west of the project site along Quarry Ranch Road. A 24-hour noise measurement was taken near this location, L9, to describe the existing ambient noise environment.

R10: Location R10 represents the existing residential homes located about 1,378 feet northwest of the project site north of 58th Avenue. A 24-hour noise measurement was taken near this location, L10, to describe the existing ambient noise environment.

In addition, the unmitigated exterior noise levels at the property line located approximately 200 feet east of the Wave Basin are estimated at 59.3 dBA $L_{eq}$, which is below the City's daytime noise limit of 65 bDA. There are currently no outdoor living areas or receivers near this location.

### *Existing Noise Measurement Results*

As previously discussed in Section 4.11.2, *Existing Conditions*, of this Noise Section, the noise measurements presented in the project-specific Noise Study focus on the average or equivalent sound levels (Leq). **Table 4.11-9, *24-Hour Ambient Noise Level Measurements***, identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location shown in **Exhibit 4.11-1, *Noise Measurement Locations***. **Table 4.11-9** 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.

**Table 4.11-9 24-Hour Ambient Noise Level Measurements**

| Location[1] | Description | Energy Average Noise Level (dBA $L_{eq}$)[2] | | CNEL |
|---|---|---|---|---|
| | | Daytime | Nighttime | |
| L1 | Located on 58th Ave. in front of entrance to Coral Mountain and west of Salida del Sol. | 54.2 | 51.5 | 58.5 |
| L2 | Located on 58th Ave. south of home at 57925 Barristo Cir. | 62.5 | 60.7 | 67.6 |
| L3 | Located northeast of Madison St. and 58th Ave. adjacent to wall enclosing golf course. | 61.2 | 55.6 | 63.6 |
| L4 | Located on the southeast corner of 58th Ave, and Madison St. | 54.5 | 53.2 | 60.1 |
| L5 | Located south of 58th Ave. outside northwest corner of the Andalusia Country Club. | 59.7 | 56.1 | 63.3 |
| L6 | Located on Calle Conchita southeast of home at 80900 Calle Conchita. | 58.7 | 55.8 | 63.0 |
| L7 | Located on 60th Ave. north of gated entrance to single family homes. | 57.9 | 56.1 | 63.1 |
| L8 | Located towards the western end of 60th Ave. south of home at 80800 60th Ave. | 43.8 | 39.9 | 47.3 |
| L9 | Located on Jefferson St. north of Quarry Ln. | 51.7 | 48.9 | 56.0 |
| L10 | Located on 58th Ave. slightly east of 58th Ave. and Stone Creek Way intersection. | 61.9 | 54.2 | 63.3 |

[1] See Exhibit 5-A for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

## Construction Noise Standards

The City's General Plan and Municipal Code do not establish numeric maximum acceptable construction source noise levels at potentially affected receivers. Therefore, the FTA noise level threshold of 85 dBA $L_{eq}$ is used as a reasonable threshold to evaluate the potential project-related construction noise level impacts at the nearby sensitive receiver locations.

### *Construction Activities*

Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators. Noise generated by the construction equipment operating simultaneously can reach high levels when combined. The number and mix of construction equipment are expected to occur in the following stages:

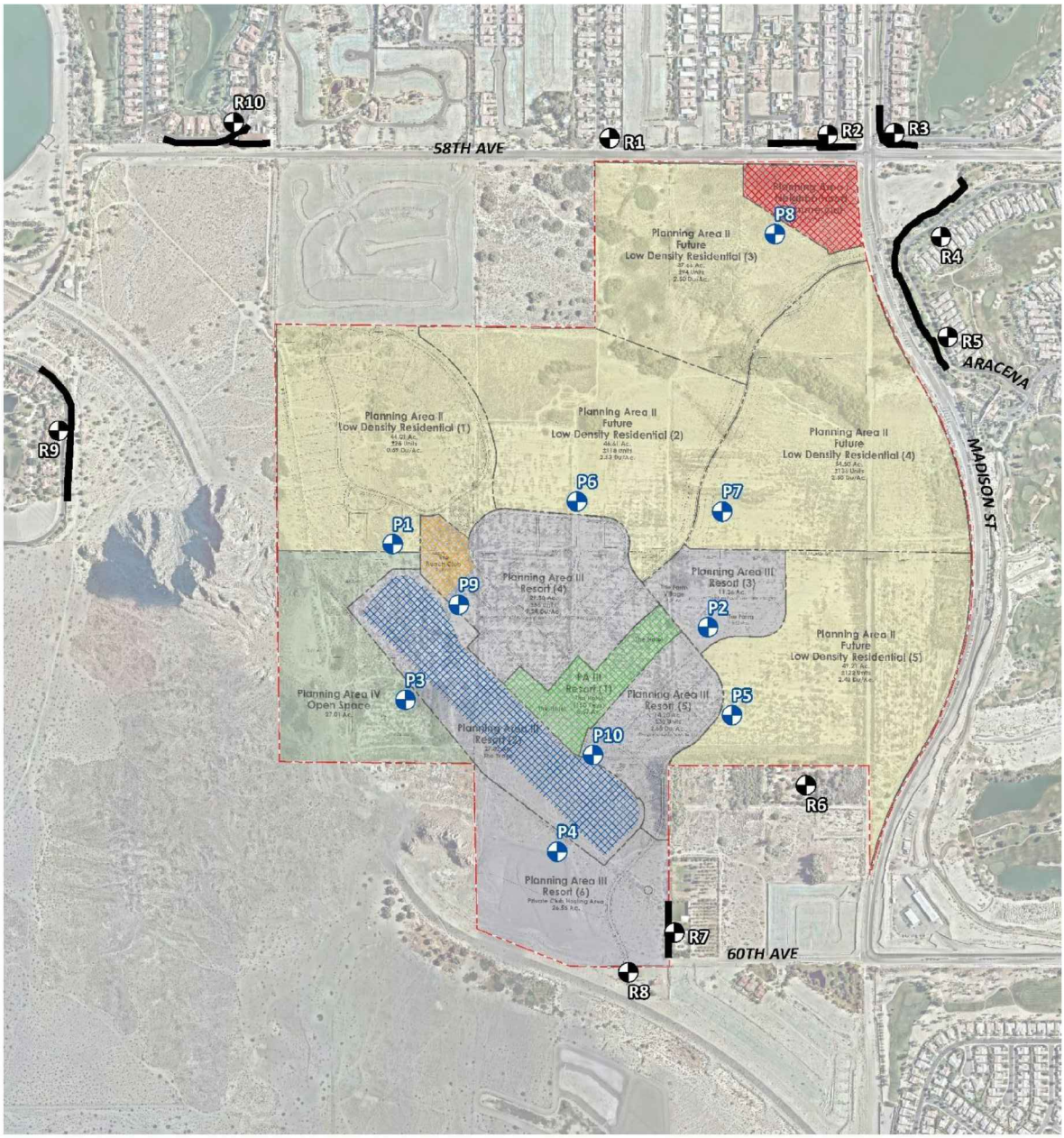
- Site Preparation
- Grading and Horizontal Development
- Building Construction
- Paving
- Architectural Coating

The construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads to describe the typical construction activity noise levels for each stage of project construction. The construction reference noise level measurements represent a list of typical construction activity noise levels. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 80 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver and would be further reduced to 68 dBA at 200 feet from the source to the receiver.

### *Construction Reference Noise Levels*

Noise generated by the project construction equipment will include a combination of dozers, graders, scrapers, trucks, power tools, rock mixers, and portable generators. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 80 dBA when measured at 50 feet.

Construction impacts to offsite and onsite receivers were analyzed in the project-specific Noise Study.




**LEGEND:**

- Project Receiver Locations
- Receiver Locations
- Existing 6-Foot High Barrier
- Surf Lagoon/Wave Machine
- Outdoor/Pool/Spa Activity
- Outdoor Activity
- Neighborhood Commercial

NORTH
N.T.S.

URBAN CROSSROADS

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# NOISE SOURCE AND RECIEVER LOCATIONS

## CORAL MOUNTAIN RESORT
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*4.11-2*

## Future Traffic Noise Environment

The following models were used in the project-specific Noise Study to estimate and analyze the future traffic noise environment. Methods and procedures are consistent with Office of Planning and Research (OPR) land use/noise compatibility standards, all transportation related noise levels are presented in terms of the 24-hour CNEL's.

### *Federal Highway Administration Traffic Noise Prediction Model*

The estimated roadway noise impacts from 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 K.1**.

### *Traffic Noise Prediction Model Inputs*

Consistent with the project-specific Traffic Impact Analysis, also prepared by Urban Crossroads, Inc., the Noise Study provides off-site roadway segment analysis for the models described above under Section 6.1.1 (*Off-Site Traffic Noise Prediction Model Inputs*) of the Noise Study.

#### *Off-Site*

**Table 4.11-10, *Off-Site Roadway Parameters,*** identifies the 29 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 daily traffic (ADT) volumes used for this study are presented on **Table 4.11-11, *Average Daily Traffic Volumes***. **Table 4.11-12** provides the time of day (daytime, evening, and nighttime) vehicle splits, and **Table 4.11-13** 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 4.11-10 Off-Site Roadway Parameters

| ID | Roadway | Segment | Location | Adjacent Land Use[1] | Distance From Centerline To Nearest Adjacent Land Use (Feet)[2] | Vehicle Speed (mph)[3] |
|---|---|---|---|---|---|---|
| 1 | Jefferson St. | n/o Avenue 50 | City of La Quinta | GC/LDR | 64' | 55 |
| 2 | Jefferson St. | n/o Avenue 52 | City of La Quinta | LDR/MHR/OS/GC | 64' | 55 |
| 3 | Jefferson St. | n/o Avenue 54 | City of La Quinta | MHR/OS | 64' | 55 |
| 4 | Madison St. | n/o Avenue 50 | City of La Quinta | Festival District | 54' | 50 |
| 5 | Madison St. | n/o Avenue 52 | City of La Quinta | LDR | 54' | 50 |
| 6 | Madison St. | n/o Avenue 54 | City of La Quinta | LDR | 54' | 50 |
| 7 | Madison St. | n/o Airport Bl. | City of La Quinta | LDR/OS | 54' | 50 |
| 8 | Madison St. | n/o Avenue 58 | City of La Quinta | LDR/OS | 54' | 50 |
| 9 | Madison St. | n/o Avenue 60 | City of La Quinta | LDR/GC | 51' | 45 |
| 10 | Monroe St. | n/o Avenue 50 | City of Indio | LDR | 64' | 50 |
| 11 | Monroe St. | n/o Avenue 52 | City of Indio | LDR | 64' | 50 |
| 12 | Monroe St. | n/o Avenue 54 | City of La Quinta | LDR | 54' | 50 |
| 13 | Monroe St. | n/o Airport Bl. | City of La Quinta | LDR | 54' | 50 |
| 14 | Monroe St. | n/o Avenue 58 | City of La Quinta | LDR/GC | 54' | 50 |
| 15 | Monroe St. | n/o Avenue 60 | City of La Quinta | LDR/GC | 54' | 50 |
| 16 | Avenue 50 | w/o Jefferson St. | City of La Quinta | LDR/GC | 54' | 50 |
| 17 | Avenue 50 | w/o Madison St. | City of La Quinta | LDR/GC | 54' | 50 |
| 18 | Avenue 50 | e/o Monroe St. | City of Indio | LDR | 64' | 50 |
| 19 | Avenue 52 | w/o Monroe St. | City of La Quinta | GC/OS | 54' | 50 |
| 20 | Avenue 54 | w/o Madison St. | City of La Quinta | LDR/MHR/GC/OS | 54' | 50 |
| 21 | Avenue 54 | w/o Monroe St. | City of La Quinta | LDR/MHR/OS | 54' | 50 |
| 22 | Airport Bl. | w/o Monroe St. | City of La Quinta | LDR/OS | 54' | 50 |
| 23 | Avenue 58 | w/o Madison St. | City of La Quinta | LDR/MHR | 51' | 45 |
| 24 | Avenue 58 | w/o Monroe St. | City of La Quinta | LDR/MCF | 51' | 45 |
| 25 | Avenue 58 | w/o Jackson St. | Riverside County | LDR | 59' | 50 |
| 26 | Avenue 58 | e/o Jackson St. | Riverside County | LDR | 59' | 50 |
| 27 | Avenue 60 | w/o Madison St. | City of La Quinta | LDR | 40' | 40 |
| 28 | Avenue 60 | w/o Monroe St. | City of La Quinta | LDR/MHR/OS | 51' | 45 |
| 29 | Avenue 60 | e/o Monroe St. | Riverside County | LDR/MHR | 64' | 50 |

## Table 4.11-11 Average Daily Traffic Volumes

| ID | Roadway | Segment | Average Daily Traffic (1,000's)[1] | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing 2019 | | EA | | EAC 2021 | | EAC 2023 | | EAC 2026 | | EACSE 2026 | | General Plan | |
| | | | No Project | With Project | No Project | With Project | No Project | With Project | No Project | With Project | No Project | With Project | No Project | With Project | No Project | With Project |
| 1 | Jefferson St. | n/o Avenue 50 | 22.8 | 23.3 | 28.2 | 28.7 | 32.0 | 32.1 | 33.8 | 33.9 | 36.5 | 37.0 | 36.5 | 37.0 | 51.5 | 52.0 |
| 2 | Jefferson St. | n/o Avenue 52 | 16.2 | 16.9 | 19.4 | 20.1 | 22.9 | 23.0 | 24.0 | 24.1 | 25.8 | 26.5 | 25.8 | 26.5 | 34.3 | 35.0 |
| 3 | Jefferson St. | n/o Avenue 54 | 12.7 | 13.6 | 16.3 | 17.2 | 18.4 | 18.6 | 19.8 | 20.0 | 21.7 | 22.5 | 21.7 | 22.6 | 32.2 | 33.0 |
| 4 | Madison St. | n/o Avenue 50 | 5.9 | 6.4 | 9.0 | 9.5 | 8.2 | 8.3 | 9.1 | 9.2 | 10.8 | 11.3 | 10.8 | 11.3 | 22.5 | 23.0 |
| 5 | Madison St. | n/o Avenue 52 | 6.9 | 7.7 | 11.3 | 12.1 | 9.4 | 9.5 | 10.9 | 11.0 | 13.3 | 14.0 | 13.3 | 14.0 | 32.3 | 33.0 |
| 6 | Madison St. | n/o Avenue 54 | 4.5 | 5.8 | 7.5 | 8.8 | 7.5 | 7.8 | 8.6 | 8.9 | 10.4 | 11.7 | 10.4 | 11.8 | 23.7 | 25.0 |
| 7 | Madison St. | n/o Airport Bl. | 9.4 | 11.9 | 15.2 | 17.7 | 13.8 | 14.4 | 15.3 | 16.0 | 18.2 | 20.7 | 18.2 | 21.0 | 42.5 | 45.0 |
| 8 | Madison St. | n/o Avenue 58 | 6.7 | 9.7 | 10.7 | 13.7 | 11.3 | 12.1 | 12.3 | 13.3 | 14.3 | 17.4 | 14.3 | 18.0 | 31.0 | 34.0 |
| 9 | Madison St. | n/o Avenue 60 | 2.8 | 3.9 | 5.1 | 6.2 | 4.7 | 5.0 | 5.4 | 5.8 | 6.6 | 7.6 | 6.6 | 7.9 | 19.0 | 20.0 |
| 10 | Monroe St. | n/o Avenue 50 | 9.6 | 10.1 | 10.2 | 10.7 | 12.8 | 12.9 | 13.2 | 13.3 | 13.8 | 14.3 | 13.8 | 14.3 | 15.1 | 15.6 |
| 11 | Monroe St. | n/o Avenue 52 | 7.5 | 8.2 | 9.7 | 10.4 | 10.7 | 10.8 | 11.7 | 11.8 | 13.1 | 13.8 | 13.1 | 13.8 | 19.3 | 20.0 |
| 12 | Monroe St. | n/o Avenue 54 | 5.1 | 5.9 | 8.9 | 9.7 | 8.5 | 8.6 | 10.3 | 10.4 | 12.9 | 13.6 | 12.9 | 13.6 | 31.3 | 32.0 |
| 13 | Monroe St. | n/o Airport Bl. | 3.9 | 4.6 | 7.6 | 8.3 | 6.8 | 6.9 | 9.2 | 9.3 | 12.6 | 13.3 | 12.6 | 13.3 | 34.3 | 35.0 |
| 14 | Monroe St. | n/o Avenue 58 | 3.4 | 4.4 | 6.1 | 7.1 | 6.7 | 6.9 | 9.0 | 9.3 | 12.0 | 13.1 | 12.0 | 13.2 | 24.9 | 26.0 |
| 15 | Monroe St. | n/o Avenue 60 | 2.7 | 2.9 | 5.2 | 5.4 | 6.4 | 6.4 | 9.2 | 9.2 | 12.6 | 12.8 | 12.6 | 12.9 | 26.8 | 27.0 |
| 16 | Avenue 50 | w/o Jefferson St. | 12.9 | 13.4 | 13.0 | 13.5 | 16.7 | 16.8 | 16.8 | 16.9 | 17.0 | 17.5 | 17.0 | 17.5 | 17.2 | 17.7 |
| 17 | Avenue 50 | w/o Madison St. | 11.2 | 11.4 | 14.6 | 14.8 | 14.6 | 14.6 | 15.7 | 15.7 | 17.4 | 17.6 | 17.4 | 17.7 | 27.8 | 28.0 |
| 18 | Avenue 50 | e/o Monroe St. | 9.3 | 9.5 | 11.9 | 12.1 | 11.1 | 11.1 | 11.9 | 11.9 | 13.3 | 13.5 | 13.3 | 13.6 | 20.8 | 21.0 |
| 19 | Avenue 52 | w/o Monroe St. | 7.9 | 8.3 | 11.2 | 11.6 | 11.5 | 11.6 | 12.6 | 12.7 | 14.2 | 14.6 | 14.2 | 14.6 | 25.7 | 26.0 |
| 20 | Avenue 54 | w/o Madison St. | 8.6 | 9.5 | 12.8 | 13.7 | 10.9 | 11.1 | 12.4 | 12.6 | 14.7 | 15.5 | 14.7 | 15.6 | 30.2 | 31.0 |
| 21 | Avenue 54 | w/o Monroe St. | 5.3 | 5.6 | 7.7 | 8.0 | 6.5 | 6.6 | 7.7 | 7.8 | 9.3 | 9.7 | 9.3 | 9.7 | 17.7 | 18.0 |
| 22 | Airport Bl. | w/o Monroe St. | 2.0 | 2.3 | 4.0 | 4.3 | 2.9 | 3.0 | 3.5 | 3.6 | 4.4 | 4.8 | 4.4 | 4.8 | 16.7 | 17.0 |
| 23 | Avenue 58 | w/o Madison St. | 1.6 | 2.2 | 2.8 | 3.4 | 4.8 | 5.1 | 5.0 | 5.5 | 5.7 | 6.2 | 5.7 | 6.7 | 11.9 | 12.5 |
| 24 | Avenue 58 | w/o Monroe St. | 2.3 | 4.1 | 3.8 | 5.6 | 4.8 | 5.3 | 5.2 | 5.8 | 5.9 | 7.8 | 5.9 | 8.2 | 12.2 | 14.0 |
| 25 | Avenue 58 | w/o Jackson St. | 1.8 | 2.7 | 3.8 | 4.7 | 2.7 | 2.9 | 3.6 | 3.8 | 4.9 | 5.7 | 4.9 | 5.8 | 18.2 | 19.0 |

| ID | Roadway | Segment | Average Daily Traffic (1,000's)[1] | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing 2019 | | EA | | EAC 2021 | | EAC 2023 | | EAC 2026 | | EACSE 2026 | | General Plan | |
| | | | No Project | With Project | No Project | With Project | No Project | With Project | No Project | With Project | No Project | With Project | No Project | With Project | No Project | With Project |
| 26 | Avenue 58 | e/o Jackson St. | 1.4 | 2.0 | 2.6 | 3.2 | 2.1 | 2.3 | 2.5 | 2.7 | 3.3 | 3.9 | 3.3 | 4.0 | 9.4 | 10.0 |
| 27 | Avenue 60 | w/o Madison St. | 0.1 | 1.3 | 0.6 | 1.8 | 0.7 | 0.9 | 0.8 | 1.0 | 1.1 | 2.3 | 1.1 | 2.3 | 20.8 | 22.0 |
| 28 | Avenue 60 | w/o Monroe St. | 3.2 | 4.5 | 6.0 | 7.3 | 4.7 | 5.1 | 5.4 | 5.9 | 6.9 | 8.2 | 6.9 | 8.5 | 22.7 | 24.0 |
| 29 | Avenue 60 | e/o Monroe St. | 1.2 | 1.9 | 2.5 | 3.2 | 4.4 | 4.6 | 4.8 | 5.1 | 5.7 | 6.4 | 5.7 | 6.6 | 14.3 | 15.0 |

[1] Source: Coral Mountain Specific Plan Traffic Impact Analysis, Urban Crossroads, Inc.
"EA" = Existing plus Ambient Growth; "EAC" = EA plus Cumulative; "EACSE"= EAC Special Event

**Table 4.11-12 Time of Day Vehicle Splits**

| Vehicle Type | Time of Day Splits[1] | | | Total of Time of Day Splits |
|---|---|---|---|---|
| | Daytime | Evening | Nighttime | |
| Autos | 77.50% | 12.90% | 9.60% | 100.00% |
| Medium Trucks | 84.80% | 4.90% | 10.30% | 100.00% |
| Heavy Trucks | 86.50% | 2.70% | 10.80% | 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 4.11-13 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] Source: Typical Southern California vehicle mix and the County of Riverside Office of Industrial Hygiene.

*On-Site*

The onsite roadway parameters, including the ADT volumes used for the Noise Study is presented in the **Table 4.11-14,** 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 City of La Quinta General Plan Circulation Element and project-specific Traffic Impact Analysis. For the purposes of the calculations in the Noise Study, soft site conditions were used to analyze the on-site traffic noise impacts for the project study area.

**Table 4.11-14 On-Site Roadway Parameters**

| Roadway | Lanes | Classification[1] | Average Daily Traffic Volume[1] | Speed Limit (mph)[2] | Site Conditions |
|---|---|---|---|---|---|
| Avenue 58 | 4 | Secondary Arterial | 12,500 | 45 | Soft |
| Madison Street | 4 | Secondary Arterial | 20,000 | 45 | Soft |
| Avenue 60 | 2 | Collector | 22,000 | 40 | Soft |

[1] Source: The Wave at Coral Mountain Traffic Impact Analysis General Plan Buildout (2040)
[2] Posted speed limit.

## ***Noise Memo***

In addition to the project-specific Noise Study, Urban Crossroads, Inc., prepared a Noise Memorandum ("Noise Memo") for the proposed project. The purpose of the Noise Memo is to address questions that were raised during the project Notice of Preparation (NOP) scoping meeting, administered by the City of La Quinta on March 30, 2021. The Noise Memo supplements the Noise Study, and is included as **Appendix K.1** and is discussed in detail below**.**

## Project Design Features

### *Six-Foot Perimeter Wall to Reduce Arterial Roadway Noise*

A six-foot perimeter wall will be developed along the northern and eastern property boundaries, adjacent to the proposed Low Density Residential Planning Area (PA II). The six-foot perimeter walls will be located adjacent to PA II in order to protect the proposed onsite residential uses from off-site traffic noise by implementing improvements that diminish noise levels. Perimeter walls will be developed along the southern and western property boundaries as a design requirement of the City. The Noise Study determined that the barriers shall provide a weight of at least four pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking. Because this requirement was assumed in the Noise Study analysis, and to assure effective mitigation of noise from the project, **Mitigation Measure NOI-5** is provided below to assure the proper construction of perimeter walls. The project Development Agreement will ensure that the project design features and mitigation will be enforceable by the City.

## 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*

The project proposes the development of a mixed-use community consisting of 496 single family residential dwellings, a 150-room resort, a recreational Wave basin feature, 104 resort residential dwellings, 57,000 square feet of tourist commercial uses, open space recreational uses, and 60,000 square feet of general commercial uses. Project-generated noise during short-term construction activities, and long-term operational activities were evaluated in the project-specific Noise Study and Noise Memorandum, both provided by Urban Crossroads, Inc. (**Appendix K.1** and **Appendix K.2**). The analysis of their findings is discussed 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 trucks, 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, (2) grading and horizontal development, (3) building construction, (4) paving, and (5) architectural coating.

Noise levels generated by heavy construction equipment can range from approximately 68 dBA to in excess of 80 dBA when measured at 50 feet. Hard site conditions are used in the construction noise analysis which result in 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). As described above, if project-related construction activities create noise levels which exceed the 85 dBA Leq at the nearby sensitive receiver locations, the project will have significant construction noise impacts. Receiver locations are indicated in **Exhibit 4.11-2, *Noise Source and 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. The construction noise levels by phase and stage at the nearby noise-sensitive receiver locations are shown in **Table 4.11-15** and **Table 4.11-16.** As shown in these tables, onsite construction noise will not exceed the 85 dBA threshold established by NIOSH. The highest onsite noise level during construction of Phases 2 and 3 is 83.2 dBA at receiver location P7. Therefore, impacts associated with construction noise will be less than significant.

**Table 4.11-15**
**Phase 1 Construction Equipment Noise Level Summary**

| Receiver Location[1] | Construction Noise Levels (dBA $L_{eq}$) | | | | | |
|---|---|---|---|---|---|---|
| | Site Preparation | Grading | Building Construction | Paving | Architectural Coating | Highest Levels[2] |
| R1 | 65.6 | 63.8 | 61.9 | 61.5 | 55.5 | 65.6 |
| R2 | 65.8 | 64.0 | 62.1 | 61.7 | 55.7 | 65.8 |
| R3 | 63.0 | 61.2 | 59.3 | 58.9 | 52.9 | 63.0 |
| R4 | 62.3 | 60.5 | 58.6 | 58.2 | 52.2 | 62.3 |
| R5 | 61.6 | 59.8 | 57.9 | 57.5 | 51.5 | 61.6 |
| R6 | 71.3 | 69.5 | 67.6 | 67.2 | 61.2 | 71.3 |
| R7 | 72.5 | 70.7 | 68.8 | 68.4 | 62.4 | 72.5 |
| R8 | 76.5 | 74.7 | 72.8 | 72.4 | 66.4 | 76.5 |
| R9 | 58.7 | 56.9 | 55.0 | 54.6 | 48.6 | 58.7 |
| R10 | 58.0 | 56.2 | 54.3 | 53.9 | 47.9 | 58.0 |

[1] Noise receiver locations are shown on Exhibit 11-A in the noise study.
[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 11.1 in the noise study.

**Table 4.11-16**
**Phase 2 & 3 Construction Equipment Noise Level Summary**

| Receiver Location[1] | Construction Noise Levels (dBA $L_{eq}$) | | | | | |
|---|---|---|---|---|---|---|
| | Site Preparation | Grading | Building Construction | Paving | Architectural Coating | Highest Levels[2] |
| R1 | 74.8 | 73.0 | 71.1 | 70.7 | 64.7 | 74.8 |
| R2 | 69.9 | 68.1 | 66.2 | 65.8 | 59.8 | 69.9 |
| R3 | 67.9 | 66.1 | 64.2 | 63.8 | 57.8 | 67.9 |
| R4 | 68.8 | 67.0 | 65.1 | 64.7 | 58.7 | 68.8 |
| R5 | 70.6 | 68.8 | 66.9 | 66.5 | 60.5 | 70.6 |
| R6 | 75.8 | 74.0 | 72.1 | 71.7 | 65.7 | 75.8 |
| R7 | 68.6 | 66.8 | 64.9 | 64.5 | 58.5 | 68.6 |
| R8 | 67.5 | 65.7 | 63.8 | 63.4 | 57.4 | 67.5 |
| R9 | 63.7 | 61.9 | 60.0 | 59.6 | 53.6 | 63.7 |
| R10 | 64.0 | 62.2 | 60.3 | 59.9 | 53.9 | 64.0 |
| P1 | 82.8 | 81.0 | 79.1 | 78.7 | 72.7 | 82.8 |
| P2 | 76.8 | 75.0 | 73.1 | 72.7 | 66.7 | 76.8 |
| P3 | 82.3 | 80.5 | 78.6 | 78.2 | 72.2 | 82.3 |
| P4 | 70.6 | 68.8 | 66.9 | 66.5 | 60.5 | 70.6 |
| P5 | 82.5 | 80.7 | 78.8 | 78.4 | 72.4 | 82.5 |
| P6 | 82.9 | 81.1 | 79.2 | 78.8 | 72.8 | 82.9 |
| P7 | 83.2 | 81.4 | 79.5 | 79.1 | 73.1 | 83.2 |
| P8 | 83.1 | 81.3 | 79.4 | 79.0 | 73.0 | 83.1 |
| P9 | 75.3 | 73.5 | 71.6 | 71.2 | 65.2 | 75.3 |
| P10 | 72.6 | 70.8 | 68.9 | 68.5 | 62.5 | 72.6 |

[1] Noise receiver locations are shown on Exhibit 11-A in the noise study.
[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 11.1 in the noise study.

Future onsite residents affected by construction of Phases 2 and 3 are identified in **Table 4.11-16** as P1 through P10 (see locations on **Exhibit 4.11-2**). The onsite receiver locations will experience noise during construction of the following phases, however, as stated in Table 4.11-16, the highest noise level at receiver locations P1 through P10 is 83.2, at receiver location P7, which would occur during site preparation of Phases 2 and 3. Therefore, onsite construction noise will not exceed the 85 dBA threshold established by NIOSH, and impacts associated with construction noise will be less than significant at the onsite receiver locations.

Additional project improvements include the installation of an off-site transformer bank at the Imperial Irrigation District (IID) Avenue 58 Substation, located at 81600 Avenue 58. The off-site improvements will extend a distribution line along Avenue 58. Conduit systems will also be installed along Avenue 58 as part of the proposed upgrades. Construction for the conduits and line extension would occur in the existing right of way and within the existing IID yard. Construction of the off-site

improvements will comply with City construction hours provided in Municipal Code Section 6.08. In addition, construction activities associated with the line extensions in the right of way will be limited to trenching, the laying of conduit, covering and repaving. These activities are typical of public works in the right of way, and will be short term and separated from existing development by distance, walls, and/or fences. The closest residential structure to the Avenue 58 right-of-way, where excavation would occur, is located approximately 50 feet north of Avenue 58, within the Lion's Gate residential community. The residential properties adjacent to Avenue 58, including the residential home 50 feet north of the right-of-way, are separated by a minimum of 30 feet of existing landscaping and a perimeter block wall. The closest residential structure to the Madison Street right-of-way, where exaction may occur, is located approximately 150 feet east of Madison Street, within Andalusia Country Club. The residential structure in Andalusia is separated from Madison Street by perimeter landscaping, block walls, an interior path, and an interior road. According to the Department of Transportation, Federal Highway Administration, at 50 feet dBA, an excavator can reach maximum noise levels of 81 dBA, which does not exceed the 85 dBA threshold established by NIOSH. Additionally, block walls and landscaping separate the residential communities from the right-of-way, acting as sound attenuating barriers, which reduce noise levels experienced by the noise receivers. The daytime work limitations and the physical separation between the IID improvements and existing development will reduce potential construction noise to less than significant levels.

In order to lessen the impacts of construction noise, the City of La Quinta has established hours of operation within Municipal Code, Section 6.08.050, as described in **Table 4.11-2**, ***Construction Standards***. The project will be required to comply to the construction hours allowed per the La Quinta Municipal Code. Although the project will not result in significant construction noise impacts, **Mitigation Measures NOI-1** through **NOI-4** are provided below to further reduce construction noise to the maximum extent feasible**.** These mitigation measures include: construction contractors shall equip all construction equipment (fixed or mobile) with properly operating and maintained mufflers, consistent with industry standards. Equipment staging areas are required to be located 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. Finally, the contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

## Off-Site Traffic Noise

Traffic generated by the operation of the proposed project will influence the traffic noise levels in surrounding off-site areas. To quantify the traffic noise increases on the surrounding off-site areas, Urban Crossroads calculated the changes in traffic noise levels on 28 roadway segments surrounding the project site based on the change in the average daily traffic (ADT) volumes, which was provided in the Traffic Impact Analysis (**Appendix L.1**), and determined whether the resulting noise levels were consistent with **Table 4.11-8**.

To assess the off-site transportation CNEL noise level impacts associated with the development of the proposed project, noise contours were developed based on the project-specific Traffic Impact Analysis. 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 also for special events and General Plan build out conditions.

### *Existing 2021 Project Traffic Noise Level Contributions*

EAC 2021 without project conditions CNEL noise levels are expected to range from 55.3 to 73.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The EAC with project conditions, which represent construction of Phase 1, will range from 56.4 to 73.3 dBA CNEL. Traffic generated by the project will generate a noise level increase of up to 1.1 dBA CNEL on the study area roadway segments. Based on the significance criteria, the project-related noise level increases are considered less than significant under EAC 2021 with project conditions at the land uses adjacent to roadways conveying project traffic.

**Table 4.11-17 EAC 2021 Off-Site Project-Related Traffic Noise Impacts**

| ID | Road | Segment | Adjacent Land Use[1] | CNEL at Adjacent Land Use (dBA)[2] | | | Off-Site Traffic Noise Threshold[3] | Threshold Exceeded?[3] |
|---|---|---|---|---|---|---|---|---|
| | | | | No Project | With Project | Project Addition | | |
| 1 | Jefferson St. | n/o Avenue 50 | GC/LDR | 73.3 | 73.3 | 0.0 | 1.5 | No |
| 2 | Jefferson St. | n/o Avenue 52 | LDR/MHR/OS/GC | 71.8 | 71.9 | 0.1 | 1.5 | No |
| 3 | Jefferson St. | n/o Avenue 54 | MHR/OS | 70.9 | 70.9 | 0.0 | 1.5 | No |
| 4 | Madison St. | n/o Avenue 50 | Festival District | 67.1 | 67.1 | 0.0 | 1.5 | No |
| 5 | Madison St. | n/o Avenue 52 | LDR | 67.6 | 67.7 | 0.1 | 1.5 | No |
| 6 | Madison St. | n/o Avenue 54 | LDR | 66.7 | 66.8 | 0.1 | 1.5 | No |
| 7 | Madison St. | n/o Airport Bl. | LDR/OS | 69.3 | 69.5 | 0.2 | 1.5 | No |
| 8 | Madison St. | n/o Avenue 58 | LDR/OS | 68.4 | 68.7 | 0.3 | 1.5 | No |
| 9 | Madison St. | n/o Avenue 60 | LDR/GC | 63.7 | 64.0 | 0.3 | 3.0 | No |
| 10 | Monroe St. | n/o Avenue 50 | LDR | 67.5 | 67.5 | 0.0 | 1.5 | No |
| 11 | Monroe St. | n/o Avenue 52 | LDR | 66.7 | 66.7 | 0.0 | 1.5 | No |
| 12 | Monroe St. | n/o Avenue 54 | LDR | 67.2 | 67.3 | 0.1 | 1.5 | No |
| 13 | Monroe St. | n/o Airport Bl. | LDR | 66.2 | 66.3 | 0.1 | 1.5 | No |
| 14 | Monroe St. | n/o Avenue 58 | LDR/GC | 66.2 | 66.3 | 0.1 | 1.5 | No |
| 15 | Monroe St. | n/o Avenue 60 | LDR/GC | 66.0 | 66.0 | 0.0 | 1.5 | No |
| 16 | Avenue 50 | w/o Jefferson St. | LDR/GC | 70.1 | 70.2 | 0.1 | 1.5 | No |
| 17 | Avenue 50 | w/o Madison St. | LDR/GC | 69.6 | 69.6 | 0.0 | 1.5 | No |
| 18 | Avenue 50 | e/o Monroe St. | LDR | 66.8 | 66.8 | 0.0 | 1.5 | No |
| 19 | Avenue 52 | w/o Monroe St. | GC/OS | 68.5 | 68.6 | 0.1 | 1.5 | No |
| 20 | Avenue 54 | w/o Madison St. | LDR/MHR/GC/OS | 68.3 | 68.4 | 0.1 | 1.5 | No |
| 21 | Avenue 54 | w/o Monroe St. | LDR/MHR/OS | 66.0 | 66.1 | 0.1 | 1.5 | No |
| 22 | Airport Bl. | w/o Monroe St. | LDR/OS | 62.5 | 62.7 | 0.2 | 3.0 | No |
| 23 | Avenue 58 | w/o Madison St. | LDR/MHR | 63.8 | 64.1 | 0.3 | 3.0 | No |
| 24 | Avenue 58 | w/o Monroe St. | LDR/MCF | 63.8 | 64.3 | 0.5 | 3.0 | No |
| 25 | Avenue 58 | w/o Jackson St. | LDR | 63.3 | 63.6 | 0.3 | 3.0 | No |
| 26 | Avenue 58 | e/o Jackson St. | LDR | 62.2 | 62.6 | 0.4 | 3.0 | No |
| 27 | Avenue 60 | w/o Madison St. | LDR | 55.3 | 56.4 | 1.1 | 5.0 | No |
| 28 | Avenue 60 | w/o Monroe St. | LDR/MHR/OS | 63.7 | 64.1 | 0.4 | 3.0 | No |

[1] Source: City of La Quinta General Plan.

[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.

[3] Significance Criteria (Section 4).

"LDR" = Low Density Residential; "MHR" = Medium/High Density Residential; "GC" = General Commercial; "MCF" = Major Community Facility; "OS" = Open Space

## *EAC 2023 Project Traffic Noise Level Contributions*

EAC 2023 without project conditions CNEL noise levels are expected to range from 55.9 to 73.5 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. EAC 2023 with project conditions, which represent the completion of Phase 2, will range from 56.9 to 73.5 dBA CNEL. Traffic generated by the project will generate a noise level increase of up to 1.0 dBA CNEL on the study area roadway segments. Based on the significance criteria, the project-related noise level increases are considered less than significant under EAC 2023 with project conditions at the land uses adjacent to roadways conveying project traffic.

**Table 4.11-18 EAC 2023 Off-Site Project-Related Traffic Noise Impacts**

| ID | Road | Segment | Adjacent Land Use[1] | CNEL at Adjacent Land Use (dBA)[2] | | | Off-Site Traffic Noise Threshold[3] | Threshold Exceeded?[3] |
|---|---|---|---|---|---|---|---|---|
| | | | | No Project | With Project | Project Addition | | |
| 1 | Jefferson St. | n/o Avenue 50 | GC/LDR | 73.5 | 73.5 | 0.0 | 1.5 | No |
| 2 | Jefferson St. | n/o Avenue 52 | LDR/MHR/OS/GC | 72.0 | 72.1 | 0.1 | 1.5 | No |
| 3 | Jefferson St. | n/o Avenue 54 | MHR/OS | 71.2 | 71.2 | 0.0 | 1.5 | No |
| 4 | Madison St. | n/o Avenue 50 | Festival District | 67.5 | 67.6 | 0.1 | 1.5 | No |
| 5 | Madison St. | n/o Avenue 52 | LDR | 68.3 | 68.3 | 0.0 | 1.5 | No |
| 6 | Madison St. | n/o Avenue 54 | LDR | 67.3 | 67.4 | 0.1 | 1.5 | No |
| 7 | Madison St. | n/o Airport Bl. | LDR/OS | 69.8 | 70.0 | 0.2 | 1.5 | No |
| 8 | Madison St. | n/o Avenue 58 | LDR/OS | 68.8 | 69.2 | 0.4 | 1.5 | No |
| 9 | Madison St. | n/o Avenue 60 | LDR/GC | 64.3 | 64.6 | 0.3 | 3.0 | No |
| 10 | Monroe St. | n/o Avenue 50 | LDR | 67.6 | 67.6 | 0.0 | 1.5 | No |
| 11 | Monroe St. | n/o Avenue 52 | LDR | 67.1 | 67.1 | 0.0 | 1.5 | No |
| 12 | Monroe St. | n/o Avenue 54 | LDR | 68.0 | 68.1 | 0.1 | 1.5 | No |
| 13 | Monroe St. | n/o Airport Bl. | LDR | 67.6 | 67.6 | 0.0 | 1.5 | No |
| 14 | Monroe St. | n/o Avenue 58 | LDR/GC | 67.5 | 67.6 | 0.1 | 1.5 | No |
| 15 | Monroe St. | n/o Avenue 60 | LDR/GC | 67.6 | 67.6 | 0.0 | 1.5 | No |
| 16 | Avenue 50 | w/o Jefferson St. | LDR/GC | 70.2 | 70.2 | 0.0 | 1.5 | No |
| 17 | Avenue 50 | w/o Madison St. | LDR/GC | 69.9 | 69.9 | 0.0 | 1.5 | No |
| 18 | Avenue 50 | e/o Monroe St. | LDR | 67.1 | 67.1 | 0.0 | 1.5 | No |
| 19 | Avenue 52 | w/o Monroe St. | GC/OS | 68.9 | 69.0 | 0.1 | 1.5 | No |
| 20 | Avenue 54 | w/o Madison St. | LDR/MHR/GC/OS | 68.8 | 68.9 | 0.1 | 1.5 | No |
| 21 | Avenue 54 | w/o Monroe St. | LDR/MHR/OS | 66.8 | 66.8 | 0.0 | 1.5 | No |
| 22 | Airport Bl. | w/o Monroe St. | LDR/OS | 63.4 | 63.5 | 0.1 | 3.0 | No |
| 23 | Avenue 58 | w/o Madison St. | LDR/MHR | 64.0 | 64.4 | 0.4 | 3.0 | No |
| 24 | Avenue 58 | w/o Monroe St. | LDR/MCF | 64.2 | 64.6 | 0.4 | 3.0 | No |
| 25 | Avenue 58 | w/o Jackson St. | LDR | 64.6 | 64.8 | 0.2 | 3.0 | No |
| 26 | Avenue 58 | e/o Jackson St. | LDR | 63.0 | 63.3 | 0.3 | 3.0 | No |
| 27 | Avenue 60 | w/o Madison St. | LDR | 55.9 | 56.9 | 1.0 | 5.0 | No |
| 28 | Avenue 60 | w/o Monroe St. | LDR/MHR/OS | 64.3 | 64.7 | 0.4 | 3.0 | No |

[1] Source: City of La Quinta General Plan.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
[3] Significance Criteria (Section 4).
"LDR" = Low Density Residential; "MHR" = Medium/High Density Residential; "GC" = General Commercial;
"MCF" = Major Community Facility; "OS" = Open Space

### *EAC 2026 Project Traffic Noise Level Contributions*

EAC 2026 without project conditions CNEL noise levels are expected to range from 57.3 to 73.9 dBA CNEL, without accounting for any attenuation features such as noise barriers or topography. EAC 2026 with project conditions, which represent completion of Phase 3 and build out of the project, will range from 60.5 to 73.9 dBA CNEL. The project will generate a noise level increase of less than 3.0 dBA CNEL in all study area roadway segments except segment 27, which will experience an increase of up to 3.2 dBA CNEL. Based on the significance criteria, the project-related noise level increases are considered less than significant under EAC 2026 with project conditions at the land uses adjacent to roadways conveying project traffic, because all but one segment experience increases of less than 3.0 dBA CNEL, and because segment 27 does not currently experience 65 dBA noise levels, and project traffic will not increase noise levels to 65 dBA, so the applicable threshold is 5.0 dBA CNEL, as described in **Table 4.11-8**.

**Table 4.11-19 EAC 2026 Off-Site Project-Related Traffic Noise Impacts**

| ID | Road | Segment | Adjacent Land Use[1] | CNEL at Adjacent Land Use (dBA)[2] | | | Off-Site Traffic Noise Threshold[3] | Threshold Exceeded?[3] |
|---|---|---|---|---|---|---|---|---|
| | | | | No Project | With Project | Project Addition | | |
| 1 | Jefferson St. | n/o Avenue 50 | GC/LDR | 73.9 | 73.9 | 0.0 | 1.5 | No |
| 2 | Jefferson St. | n/o Avenue 52 | LDR/MHR/OS/GC | 72.4 | 72.5 | 0.1 | 1.5 | No |
| 3 | Jefferson St. | n/o Avenue 54 | MHR/OS | 71.6 | 71.8 | 0.2 | 1.5 | No |
| 4 | Madison St. | n/o Avenue 50 | Festival District | 68.2 | 68.4 | 0.2 | 1.5 | No |
| 5 | Madison St. | n/o Avenue 52 | LDR | 69.2 | 69.4 | 0.2 | 1.5 | No |
| 6 | Madison St. | n/o Avenue 54 | LDR | 68.1 | 68.6 | 0.5 | 1.5 | No |
| 7 | Madison St. | n/o Airport Bl. | LDR/OS | 70.5 | 71.1 | 0.6 | 1.5 | No |
| 8 | Madison St. | n/o Avenue 58 | LDR/OS | 69.5 | 70.3 | 0.8 | 1.5 | No |
| 9 | Madison St. | n/o Avenue 60 | LDR/GC | 65.2 | 65.8 | 0.6 | 1.5 | No |
| 10 | Monroe St. | n/o Avenue 50 | LDR | 67.8 | 67.9 | 0.1 | 1.5 | No |
| 11 | Monroe St. | n/o Avenue 52 | LDR | 67.6 | 67.8 | 0.2 | 1.5 | No |
| 12 | Monroe St. | n/o Avenue 54 | LDR | 69.0 | 69.2 | 0.2 | 1.5 | No |
| 13 | Monroe St. | n/o Airport Bl. | LDR | 68.9 | 69.2 | 0.3 | 1.5 | No |
| 14 | Monroe St. | n/o Avenue 58 | LDR/GC | 68.7 | 69.1 | 0.4 | 1.5 | No |
| 15 | Monroe St. | n/o Avenue 60 | LDR/GC | 68.9 | 69.0 | 0.1 | 1.5 | No |
| 16 | Avenue 50 | w/o Jefferson St. | LDR/GC | 70.2 | 70.3 | 0.1 | 1.5 | No |
| 17 | Avenue 50 | w/o Madison St. | LDR/GC | 70.3 | 70.4 | 0.1 | 1.5 | No |
| 18 | Avenue 50 | e/o Monroe St. | LDR | 67.6 | 67.7 | 0.1 | 1.5 | No |
| 19 | Avenue 52 | w/o Monroe St. | GC/OS | 69.4 | 69.6 | 0.2 | 1.5 | No |
| 20 | Avenue 54 | w/o Madison St. | LDR/MHR/GC/OS | 69.6 | 69.8 | 0.2 | 1.5 | No |
| 21 | Avenue 54 | w/o Monroe St. | LDR/MHR/OS | 67.6 | 67.8 | 0.2 | 1.5 | No |
| 22 | Airport Bl. | w/o Monroe St. | LDR/OS | 64.3 | 64.7 | 0.4 | 3.0 | No |
| 23 | Avenue 58 | w/o Madison St. | LDR/MHR | 64.6 | 64.9 | 0.3 | 3.0 | No |
| 24 | Avenue 58 | w/o Monroe St. | LDR/MCF | 64.7 | 65.9 | 1.2 | 3.0 | No |
| 25 | Avenue 58 | w/o Jackson St. | LDR | 65.9 | 66.6 | 0.7 | 1.5 | No |
| 26 | Avenue 58 | e/o Jackson St. | LDR | 64.2 | 64.9 | 0.7 | 3.0 | No |
| 27 | Avenue 60 | w/o Madison St. | LDR | 57.3 | 60.5 | 3.2 | 5.0 | No |
| 28 | Avenue 60 | w/o Monroe St. | LDR/MHR/OS | 65.4 | 66.2 | 0.8 | 1.5 | No |

[1] Source: City of La Quinta General Plan.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
[3] Significance Criteria (Section 4).
"LDR" = Low Density Residential; "MHR" = Medium/High Density Residential; "GC" = General Commercial;
"MCF" = Major Community Facility; "OS" = Open Space

### *Special Events*

The applicant anticipates the potential occurrence of special events at the project site. The noise study anticipates that the special event conditions will range from 60.5 to 73.9 dBA CNEL and will generate a noise level increase of up to 3.2 dBA CNEL on the study area roadway segments (excluding

segment 27 discussed below). Based on the significance criteria (outlined in **Table 4.11-8**), the project-related noise level increases are considered to be less than significant under the project with special events condition at the land uses adjacent to roadways conveying project traffic. Although the project will cause an increase in noise levels of up to 3.2 dBA CNEL at segment 27, segment 27 does not currently experience 65 dBA noise levels, and project traffic will not increase noise levels to 65 dBA, so the applicable threshold is 5.0 dBA CNEL, as set forth in **Table 4.11-8**.

**Table 4.11-20 EAC 2026 Special Events Off-Site Project-Related Traffic Noise Impacts**

| ID | Road | Segment | Adjacent Land Use[1] | CNEL at Adjacent Land Use (dBA)[2] | | | Off-Site Traffic Noise Threshold[3] | Threshold Exceeded?[3] |
|---|---|---|---|---|---|---|---|---|
| | | | | No Project | With Project | Project Addition | | |
| 1 | Jefferson St. | n/o Avenue 50 | GC/LDR | 73.9 | 73.9 | 0.0 | 1.5 | No |
| 2 | Jefferson St. | n/o Avenue 52 | LDR/MHR/OS/GC | 72.4 | 72.5 | 0.1 | 1.5 | No |
| 3 | Jefferson St. | n/o Avenue 54 | MHR/OS | 71.6 | 71.8 | 0.2 | 1.5 | No |
| 4 | Madison St. | n/o Avenue 50 | Festival District | 68.2 | 68.4 | 0.2 | 1.5 | No |
| 5 | Madison St. | n/o Avenue 52 | LDR | 69.2 | 69.4 | 0.2 | 1.5 | No |
| 6 | Madison St. | n/o Avenue 54 | LDR | 68.1 | 68.6 | 0.5 | 1.5 | No |
| 7 | Madison St. | n/o Airport Bl. | LDR/OS | 70.5 | 71.1 | 0.6 | 1.5 | No |
| 8 | Madison St. | n/o Avenue 58 | LDR/OS | 69.5 | 70.5 | 1.0 | 1.5 | No |
| 9 | Madison St. | n/o Avenue 60 | LDR/GC | 65.2 | 66.0 | 0.8 | 1.5 | No |
| 10 | Monroe St. | n/o Avenue 50 | LDR | 67.8 | 67.9 | 0.1 | 1.5 | No |
| 11 | Monroe St. | n/o Avenue 52 | LDR | 67.6 | 67.8 | 0.2 | 1.5 | No |
| 12 | Monroe St. | n/o Avenue 54 | LDR | 69.0 | 69.2 | 0.2 | 1.5 | No |
| 13 | Monroe St. | n/o Airport Bl. | LDR | 68.9 | 69.2 | 0.3 | 1.5 | No |
| 14 | Monroe St. | n/o Avenue 58 | LDR/GC | 68.7 | 69.1 | 0.4 | 1.5 | No |
| 15 | Monroe St. | n/o Avenue 60 | LDR/GC | 68.9 | 69.0 | 0.1 | 1.5 | No |
| 16 | Avenue 50 | w/o Jefferson St. | LDR/GC | 70.2 | 70.3 | 0.1 | 1.5 | No |
| 17 | Avenue 50 | w/o Madison St. | LDR/GC | 70.3 | 70.4 | 0.1 | 1.5 | No |
| 18 | Avenue 50 | e/o Monroe St. | LDR | 67.6 | 67.7 | 0.1 | 1.5 | No |
| 19 | Avenue 52 | w/o Monroe St. | GC/OS | 69.4 | 69.6 | 0.2 | 1.5 | No |
| 20 | Avenue 54 | w/o Madison St. | LDR/MHR/GC/OS | 69.6 | 69.8 | 0.2 | 1.5 | No |
| 21 | Avenue 54 | w/o Monroe St. | LDR/MHR/OS | 67.6 | 67.8 | 0.2 | 1.5 | No |
| 22 | Airport Bl. | w/o Monroe St. | LDR/OS | 64.3 | 64.7 | 0.4 | 3.0 | No |
| 23 | Avenue 58 | w/o Madison St. | LDR/MHR | 64.6 | 65.3 | 0.7 | 3.0 | No |
| 24 | Avenue 58 | w/o Monroe St. | LDR/MCF | 64.7 | 66.2 | 1.5 | 3.0 | No |
| 25 | Avenue 58 | w/o Jackson St. | LDR | 63.7 | 64.5 | 0.8 | 3.0 | No |
| 26 | Avenue 58 | e/o Jackson St. | LDR | 62.0 | 62.9 | 0.9 | 3.0 | No |
| 27 | Avenue 60 | w/o Madison St. | LDR | 57.3 | 60.5 | 3.2 | 5.0 | No |
| 28 | Avenue 60 | w/o Monroe St. | LDR/MHR/OS | 65.4 | 66.3 | 0.9 | 1.5 | No |
| 29 | Avenue 60 | e/o Monroe St. | LDR/MHR | 64.0 | 64.7 | 0.7 | 3.0 | No |

[1] Sources: City of La Quinta, City of Indio and County of Riverside General Plan Land Use Map.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
[3] Significance Criteria (Section 4).
"LDR" = Low Density Residential; "MHR" = Medium/High Density Residential; "GC" = General Commercial;
"MCF" = Major Community Facility; "OS" = Open Space

Onsite residential uses will be protected from off-site traffic noise by implementing improvements that diminish noise levels. Such improvements include constructing noise barriers (i.e., masonry block, ¼-inch-thick glass, etc.), as well as implementing construction materials that diminish noise (i.e., sound transmission class rated windows and doors), discussed further in this noise section.

## On-Site Traffic Noise

Urban Crossroads completed an onsite exterior noise analysis to determine the traffic noise exposure and to identify potential necessary noise abatement measures for the project. Exterior noise levels are generally limited to outdoor living areas of frequent human use (e.g., backyards of single-family homes). 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 living areas of residential homes, or 70 dBA CNEL at hotel uses. Interior noise levels cannot exceed 45 dBA CNEL for residential homes and the hotel building. It is expected that the primary source of noise at the project site will be traffic from Avenue 58 and Madison Street. The project will also experience some background traffic noise impacts from its internal streets and parking lots. As described below, traffic noise will not make a significant contribution to the noise environment beyond of the right-of-way of each road.

### *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 4.11-21** presents a summary of future exterior noise levels for the future low-density residential developments within Planning Area II. The on-site exterior traffic noise levels indicate that the single family residential development adjacent to Avenue 58 and Madison Street will experience exterior noise levels ranging from 66.7 to 68.8 dBA CNEL, without construction of the required perimeter wall.

**Table 4.11-21 Exterior Traffic Noise Levels**

| Receiver Location | Roadway | Exterior Noise Level (dBA CNEL)[1] | Exterior Noise Level Threshold (dBA CNEL)[2] | Threshold Exceeded? |
|---|---|---|---|---|
| Planning Area II-LDR | Avenue 58 | 66.7 | 65 | Yes |
| | Madison Street | 68.8 | 65 | Yes |

[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).

However, with construction of the required perimeter walls along Madison Street and Avenue 58, the City of La Quinta's 65 dBA CNEL exterior noise level standards will be satisfied at all outdoor living areas (backyards) of single-family residential uses in the Project, as shown in **Table 4.11-22** (exterior noise levels ranging from 57.4 to 59.4 dBA CNEL).

**Table 4.11-22 Exterior Traffic Noise Levels with Required Perimeter Wall**

| Receiver Location | Roadway | Exterior Noise Level (dBA CNEL)[1] | Exterior Noise Level Threshold (dBA CNEL)[2] | Threshold Exceeded? | Barrier Height (Feet) |
|---|---|---|---|---|---|
| Planning Area II-LDR | Avenue 58 | 57.4 | 65 | No | 6.0 |
| | Madison Street | 59.4 | 65 | No | 6.0 |

[1] On-site traffic noise calculations included in Appendix 8.1 of the noise study.
[2] City of La Quinta exterior noise criteria (See Section 4 in the noise study).

Per the Noise Study, a minimum block wall of 6 feet in height is required to provide an effective noise barrier to satisfy the City of La Quinta 65 dBA CNEL exterior noise level standards at the outdoor living areas of single family homes. This is indicated as **Mitigation Measure NOI-5**. With this required perimeter wall City of La Quinta exterior noise level standards will be satisfied, and the future project residents will not be exposed to significant exterior noise levels.

### *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," requiring a windows-closed condition and 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 ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.
- Walls: At any penetrations of exterior walls by pipes, ducts, or 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 4.11-23** displays the interior noise levels with these standard requirements. Accordingly, interior noise levels within the project site will comply with the City of La Quinta's requirements and result in less than significant impacts.

**Table 4.11-23 Interior Noise Levels (CNEL)**

| Building (Façade) | Floor | Noise Level at Façade[1] | Required Interior NR[2] | Minimum Estimated Interior NR[3] | Upgraded Windows[4] | Interior Noise Level[5] | Threshold | Threshold Exceeded? |
|---|---|---|---|---|---|---|---|---|
| Avenue 58 | 1 | 56.3 | 11.3 | 25 | No | 31.3 | 45 | No |
| | 2 | 65.5 | 20.5 | 25 | No | 40.5 | 45 | No |
| Madison St. | 1 | 58.3 | 13.3 | 25 | No | 33.3 | 45 | No |
| | 2 | 67.5 | 22.5 | 25 | No | 42.5 | 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

## Operational Noise Impacts

The La Quinta Municipal Code (LQMC), Ordinance 550, Sections 9.100.210 (B) and (C) establishes the noise level standards for stationary noise sources. The standards are described in Table 4.11.5.

Reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed project. The receiver locations and noise source locations used to assess the project-related operational noise levels are displayed in **Exhibit 4.11-2**. Worst-case noise environments were assumed with the Wave Basin/Wave machine activity, outdoor pool/spa activity, outdoor activity, and neighborhood commercial land use activity all operating simultaneously. However, these 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. The operation of the Wave Basin will conclude at 10:00 p.m., compliant with the recreational operational hours allowed by the City of La Quinta. This is indicated as **Mitigation Measure NOI-6**. **Table 4.11-24** displays the reference noise level measurements used for this analysis.

**Table 4.11-24 Reference Noise Level Measurements**

| Noise Source | Duration (hh:mm:ss) | Ref. Distance (Feet) | Noise Source Height (Feet) | Min./Hour[5] | | Reference Noise Level (dBA $L_{eq}$) | | Sound Power Level (dBA)[6] |
|---|---|---|---|---|---|---|---|---|
| | | | | Day | Night | @ Ref. Dist. | @ 50 Feet | |
| Wave Basin/Wave Machine[1] | 00:10:00 | 12' | 5' | 60 | 0 | 75.7 | 63.3 | 112.0 |
| Outdoor Pool/Spa Activity[2] | 00:10:00 | 5' | 5' | 60 | 0 | 77.8 | 57.8 | 103.3 |
| Outdoor Activity[3] | 00:15:00 | 5' | 5' | 60 | 0 | 63.4 | 43.4 | 84.3 |
| Neighborhood Commercial[4] | 00:01:00 | 20' | 5' | 60 | 0 | 62.8 | 54.8 | 99.6 |

[1] As measured by Urban Crossroads, Inc. on 4/13/2020 at the Kelly Slater Surf Ranch in the City of Lemoore, CA.
[2] As measured by Urban Crossroads, Inc. on 3/16/2005 at the Westin Hotel in the City of Rancho Mirage.
[3] As measured by Urban Crossroads, Inc. on 10/8/2014 by Urban Crossroads, Inc. at the Founder's Park in the County of Orange.
[4] As measured by Urban Crossroads, Inc. on 4/18/2018 by Urban Crossroads, Inc. at Destination Ramon Commercial Center
[5] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Day" = 7:00 a.m. to 10:00 p.m.; "Night" = 10:00 p.m. to 7:00 a.m.
[6] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

The reference noise levels are described further below.

*Wave Basin/Wave Machine Activity*

To measure the noise levels associated with the wave machine, Urban Crossroads, Inc. collected reference noise level measurements at eight different locations around the Kelly Slater Surf Ranch in the City of Lemoore, CA. The Surf Ranch in Lemoore is a private facility with a proprietary wave machine technology capable of generating waves every 3 to 4 minutes. The same technology is proposed for the project site. The noise level measurement locations were selected to identify the unique noise characteristics associated with different stages of each wave. Prior to each wave, the control tower announces the event over the public address system. This is followed by the noise generated from the movement of the sled and an increase in noise levels from the mechanical equipment buildings. As the sled moves through the lagoon, noise from the cable and metal rollers is clearly audible. However, throughout each wave event, the primary noise source is simply the movement of water from each wave in the lagoon. Over a period of 53 minutes, ten wave events were measured at eight different locations on April 13, 2020. The reference noise levels suggest that during peak wave events, the Wave Basin generates noise levels ranging from 62.6 dBA Leq at the end of the lagoon, 73.8 dBA Leq in the lifeguard tower and 75.7 dBA Leq near the cable roller system.

To describe the worst-case reference noise level conditions, the highest reference noise level describing each peak wave noise event of 75.7 dBA Leq at a distance of 12 feet is used. The reference noise level measurements include loudspeaker announcements, as well as the noise generated from the waves and associated machinery. This reference noise level likely overstates the expected noise levels from the Wave Basin/wave machine activity at the project since it only describes the actual

wave event. In addition, improved design plans for the project may place the cable roller system under the water surface. Based on statements made by the applicant to the noise engineer, the placement of the cable roller system underground may eliminate this noise source. However, to ensure an analysis of the "worst-case" scenario, the noise study assumed the maximum level of noise measured at the existing facility (75.7 dBA). As previously stated, the project's Wave Basin/wave machine activities will be limited to daytime hours of 7:00 a.m. to 10:00 p.m. with no planned nighttime activities. This is required under **Mitigation Measure NOI-6** below.

Concerns regarding the accuracy of comparing noise measurements of the Kelly Slater Surf Ranch in Lemoore to the proposed project were introduced by the public during the project's scoping meeting on March 30, 2021. For context, the area surrounding the Kelly Slater Surf Ranch in Lemoore is characterized by agricultural fields, whereas the proposed project is located on the desert floor and adjacent to Coral Mountain. The public expressed concerns that sound propagation and attenuation would vary between the different land types. Urban Crossroads provided a Noise Memo, dated April 20, 2020, to address this concern. The Noise Memo states that agricultural fields and desert floors are considered soft surfaces for the purposes of sound propagation. Additionally, the noise expert stated that Coral Mountain is likely to absorb, rather than reflect noise back towards sensitive receiver locations. Only hard surfaces, such as pavement, would change the sound attenuation characteristics of the project. In addition, the worst-case reference noise level conditions were taken during peak wave noise events at 12 feet, as stated above, whereas Coral Mountain is located approximately 650 feet from the Wave Basin. The reference noise level measurements themselves do not include any sound attenuation for the agricultural fields. Therefore, although the proposed project is located on the desert floor and adjacent to Coral Mountain, the noise measurements from the Lemoore site provide an accurate comparison of noise levels to occur at the project site.

### *Outdoor Pool/Spa Activity*

To determine the noise levels associated with outdoor hotel pool and spa activity, Urban Crossroads collected a reference noise level measurement on March 16, 2005 at the Westin Hotel in the City of Rancho Mirage. The measured reference noise level at 50 feet is 57.8 dBA Leq. The outdoor pool/spa activity noise levels included a waterfall, people talking, and children and adults swimming and playing in a commercial hotel pool.

### *Outdoor Activities*

To represent the potential noise level impacts associated with the Project's outdoor or beach club activities, a reference noise level measurement was collected on Wednesday, October 8, 2014 at the Founders Park in the unincorporated community of Ladera Ranch in the County of Orange. The reference noise levels collected at Founders Park are expected to overestimate the noise level activities within the outdoor recreation areas at the Project site, since the reference noise level

measurement includes parents speaking on cell phones, kids playing, and background youth soccer games, with coaches shouting instructions and people cheering and clapping. Using the uniform reference distance of 50 feet, the reference playground activity noise level was 43.4 dBA Leq.

### *Neighborhood Commercial*

To describe the potential noise level impacts associated with the proposed neighborhood commercial center, a reference noise level measurement was collected at the Destination Ramon Commercial Center in Cathedral City on April 18, 2018. The noise level measurements collected show a peak hourly noise level of 54.8 dBA Leq when measured at 50 feet.

As stated previously, operational noise impacts are considered significant if project-related operational (stationary-source) noise levels exceed the exterior 65 dBA L50 noise level standards for residential land uses.

Operational noise impacts are also considered significant if the existing ambient noise levels at the nearby noise sensitive receivers near the project site are less than 60 dBA L50 and the project creates a readily perceptible 5 dBA L50 or greater project-related noise level increase; or already exceed 65 dBA L50, and the project creates a community noise level increase of greater than 1.5 dBA L50.

## ***Project Operational Noise Levels***

Using the reference noise levels to represent the proposed project operations that include Wave Basin/wave machine activity, outdoor pool/spa activity, outdoor activity, and neighborhood commercial land use activity, Urban Crossroads, Inc. calculated the operational source noise level increases that would be experienced at each of the receiver locations. The daytime hourly noise levels at the off-site receiver locations are expected to range from 39.8 to 53.3 dBA Leq. The on-site project receiver locations are expected to range from 51.8 to 64.5 dBA Leq. In addition, the unmitigated exterior noise levels at the nearest property line, located approximately 200 feet east of the Wave Basin and designated for residential development, are estimated at 59.3 dBA Leq., which is below the City's significance threshold of 65 dBA. According to the Noise Memo provided by Urban Crossroads, the project's location adjacent to Coral Mountain would not result in increased or amplified noise levels. According to the noise expert, Coral Mountain is likely absorb noise, rather than reflect the noise back towards sensitive receiver locations, and based its distance from the Wave Basin, Coral Mountain does not have the potential to increase the operational noise levels. Field studies conducted by the FHWA have shown that the reflection from barriers and buildings does not substantially increase noise levels. If all of the noise striking a structure was reflected back to a given receiving point, the increase would be theoretically limited to 3 dBA. However, FHWA measures made to quantify reflective increases in traffic noise have not shown an increase of greater than 1-2 dBA; an increase that is not perceptible to the average human ear. See the following discussion for noise level increase analysis.

The operational noise levels associated with the project will satisfy the City of La Quinta daytime exterior noise level standards with no planned nighttime operational noise source activity. Therefore, the operational noise impacts to on-site and off-site receptors are considered less than significant at all receiver locations. This is depicted in the table below.

**Table 4.11-25 Daytime Project Operational Noise Levels**

| Receiver Location[1] | Project Operational Noise Levels (dBA Leq)[2] | | | | | | |
|---|---|---|---|---|---|---|---|
| | Surf Lagoon/ Wave Machine | Outdoor Pool/ Spa Activity | Outdoor Activity | Neighborhood Commercial | Total | Noise Level Standards (dBA Leq)[3] | Noise Level Standards Exceeded?[4] |
| R1 | 44.2 | 36.0 | 19.0 | 41.8 | 46.6 | 65 | No |
| R2 | 38.0 | 30.3 | 11.8 | 45.7 | 46.5 | 65 | No |
| R3 | 37.4 | 29.7 | 10.9 | 42.5 | 43.8 | 65 | No |
| R4 | 38.2 | 30.9 | 11.4 | 40.9 | 43.0 | 65 | No |
| R5 | 39.3 | 32.3 | 12.1 | 37.7 | 42.1 | 65 | No |
| R6 | 51.4 | 44.0 | 19.5 | 31.5 | 52.2 | 65 | No |
| R7 | 45.0 | 38.9 | 11.5 | 28.9 | 46.0 | 65 | No |
| R8 | 46.6 | 36.5 | 13.5 | 23.2 | 47.0 | 65 | No |
| R9 | 41.1 | 30.3 | 15.3 | 23.5 | 41.5 | 65 | No |
| R10 | 38.6 | 29.0 | 13.5 | 31.4 | 39.8 | 65 | No |
| P1 | 58.3 | 43.8 | 37.2 | 32.4 | 58.5 | 65 | No |
| P2 | 53.1 | 51.4 | 23.8 | 34.5 | 55.4 | 65 | No |
| P3 | 61.1 | 46.7 | 29.2 | 30.5 | 61.3 | 65 | No |
| P4 | 53.7 | 40.8 | 15.8 | 23.3 | 53.9 | 65 | No |
| P5 | 53.9 | 48.6 | 22.0 | 32.8 | 55.1 | 65 | No |
| P6 | 53.2 | 46.4 | 29.5 | 36.0 | 54.1 | 65 | No |
| P7 | 50.4 | 45.6 | 23.5 | 37.6 | 51.8 | 65 | No |
| P8 | 44.7 | 37.3 | 18.7 | 53.0 | 53.7 | 65 | No |
| P9 | 62.2 | 47.9 | 38.6 | 32.5 | 62.4 | 65 | No |
| P10 | 64.0 | 55.1 | 24.7 | 31.4 | 64.5 | 65 | No |

[1] See Exhibit 10-A in the Noise Study for the off-site (R)eceiver and on-site (P)roject locations.
[2] Unmitigated CadnaA noise model calculations are included in Appendix 10.1 of the Noise Study.
[3] Exterior noise level standards for residential land use, as shown on Table 4-2 in the Noise Study.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?

### *Project Operational Noise Level Increase*

To describe the project operational noise level increase, the project operational noise levels are combined with the existing ambient noise level measurements for the nearby receiver locations potentially impacted by project operational noise sources. The difference between the combined project and ambient noise levels describes the project noise level increase to the existing ambient noise environment. As indicated in **Table 4.11-26**, the project will generate unmitigated daytime operational noise level increase ranging from 0.0 to 4.9 dBA Leq at nearby off-site receiver locations. This increase satisfies the incremental operational noise level criteria presented above, in **Table 4.11-**

**8**. Therefore, the incremental project operational noise level increase is considered less than significant at all receiver locations.

**Table 4.11-26 Daytime Project Operational Noise Level Increases**

| Receiver Location[1] | Total Project Operational Noise Level[2] | Meas. Location[3] | Reference Ambient Noise Levels[4] | Combined Project and Ambient[5] | Project Increase[6] | Threshold[7] | Threshold Exceeded?[7] |
|---|---|---|---|---|---|---|---|
| R1 | 46.6 | L1 | 54.2 | 54.9 | 0.7 | 5.0 | No |
| R2 | 46.5 | L2 | 62.5 | 62.6 | 0.1 | 3.0 | No |
| R3 | 43.8 | L3 | 61.2 | 61.3 | 0.1 | 3.0 | No |
| R4 | 43.0 | L4 | 54.5 | 54.8 | 0.3 | 5.0 | No |
| R5 | 42.1 | L5 | 59.7 | 59.8 | 0.1 | 5.0 | No |
| R6 | 52.2 | L6 | 58.7 | 59.6 | 0.9 | 5.0 | No |
| R7 | 46.0 | L7 | 57.9 | 58.2 | 0.3 | 5.0 | No |
| R8 | 47.0 | L8 | 43.8 | 48.7 | 4.9 | 5.0 | No |
| R9 | 41.5 | L9 | 51.7 | 52.1 | 0.4 | 5.0 | No |
| R10 | 39.8 | L10 | 61.9 | 61.9 | 0.0 | 3.0 | No |

[1] See Exhibit 9-A in the noise study for the off-site sensitive receiver locations.
[2] Total Project operational noise levels as shown on Table 10-3 in the noise study.
[3] Reference noise level measurement locations as shown on Exhibit 5-A in the noise study.
[4] Observed daytime ambient noise levels as shown on Table 5-1 in the noise study.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance Criteria as defined in Section 4 of the noise study.

## Conclusion

As described throughout this discussion, construction of the proposed project would not result in significant impacts. However, to minimize construction noise to the maximum extent feasible, **Mitigation Measures NOI-1** through **NOI-4** are identified below. The project will not generate operational noise levels that have any significant impact on any sensitive receptors, including residents in the surrounding communities. 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 4.11-2, *Construction Standards***. Off-site traffic generates traffic noise on the project site; therefore, six-foot perimeter walls will be developed along the existing rights-of-way and adjacent to the proposed Low Density Residential Planning Area (PA II). This is indicated as **Mitigation Measure NOI-5** below. With the required perimeter walls and standard building construction and windows, future project residents will not be exposed to interior or exterior noise levels that exceeds the City's established limits. Operational noise impacts include the operation of the Wave Basin/wave machine activity, outdoor pool/spa activity, outdoor activity, and neighborhood commercial land use activity. 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. and 10:00 p.m., established as **Mitigation Measure NOI-6**, and compliant with the recreational operational hours established by the City of La

Quinta. Impacts of project-related construction and operational noise will be less than significant with the implementation of **Mitigation Measures NOI-1** through **NOI-6**.

### *b. Generation of excessive groundborne vibration or groundborne noise levels*

The noise study analyzed the potential impacts of vibration created by the proposed project. Per the noise study, potential ground-borne vibration is associated with vehicular traffic and construction activities. Ground-borne vibration levels from automobile 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 events, 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 buildings in the vicinity.

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 4.11-7.** 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 90 to 1,451 feet from project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.009 in/sec RMS and will remain below the threshold of 0.01 in/sec RMS at all receiver locations. This is displayed in **Table 4.11-27**. Therefore, the vibration impacts to human beings are considered less than significant.

**Table 4.11-27 Construction Equipment Vibration Levels**

| Receiver[1] | Distance to Const. Activity (Feet) | Receiver Levels (in/sec) PPV[2] | | | | | RMS Velocity Levels (in/sec)[3] | Threshold (in/sec) RMS[4] | Threshold Exceeded?[5] |
|---|---|---|---|---|---|---|---|---|---|
| | | Small Bulldozer | Jack-hammer | Loaded Trucks | Large Bulldozer | Peak Vibration | | | |
| R1 | 154' | 0.000 | 0.002 | 0.005 | 0.006 | 0.006 | 0.004 | 0.01 | No |
| R2 | 181' | 0.000 | 0.002 | 0.004 | 0.005 | 0.005 | 0.003 | 0.01 | No |
| R3 | 323' | 0.000 | 0.001 | 0.002 | 0.002 | 0.002 | 0.001 | 0.01 | No |
| R4 | 519' | 0.000 | 0.000 | 0.001 | 0.001 | 0.001 | 0.001 | 0.01 | No |
| R5 | 352' | 0.000 | 0.001 | 0.001 | 0.002 | 0.002 | 0.001 | 0.01 | No |
| R6 | 134' | 0.000 | 0.003 | 0.006 | 0.007 | 0.007 | 0.005 | 0.01 | No |
| R7 | 90' | 0.000 | 0.005 | 0.011 | 0.013 | 0.013 | 0.009 | 0.01 | No |
| R8 | 90' | 0.000 | 0.005 | 0.011 | 0.013 | 0.013 | 0.009 | 0.01 | No |
| R9 | 1,451' | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.01 | No |
| R10 | 1,378' | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.01 | No |

[1] Receiver locations are shown on Exhibit 11-A in the Noise Study.
[2] Based on the Vibration Source Levels of Construction Equipment included on Table 6-6 in the Noise Study.
[3] 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, September 2013.
[4] Source: County of Riverside General Plan Noise Element, Policy N 16.3.
[5] Does the vibration level exceed the maximum acceptable vibration threshold?

The impacts at the site are of the closest sensitive receivers are unlikely to be sustained during the entire construction period but will occur only during the times that heavy construction equipment is operating adjacent to the project site perimeter. Additionally, onsite construction is not anticipated to significantly impact onsite residents and residential structures since building standards for seismic activity in the area exceed impacts created by vibration of construction activity. Therefore, the generation of groundborne vibration and groundborne noise by project construction activities are anticipated to be less than significant.

## 4.11.5 Cumulative Impacts

Buildout of the City of La Quinta would result in an increase of traffic throughout the City as well as the operation of future projects in areas that were previously vacant and undeveloped. The development of vacant lots and the increase of traffic in La Quinta would result in increased noise levels throughout the City and along local roadways. These potentially significant cumulative impacts were evaluated in the City's General Plan EIR, and with the City standards and requirements adopted as mitigation measures, cumulative noise impacts of buildout of the City's General Plan were determined to be less than significant. See General Plan Draft EIR, at pp. III-161 through III-164. The analysis and conclusions of the General Plan EIR are incorporated herein by this reference pursuant to CEQA Guideline 15130.

### *Construction*

Buildout of La Quinta would result in construction-related noise, which would lead to an increase in ambient noise. However, construction activities will not occur on undeveloped lands at once, but will

rather be distributed over years, are short-term and would not continue after construction is complete. 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 in order to lessen the impacts of construction noise. Additional mitigation during construction activities include 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*

### *General Plan 2040 Project Traffic Noise Level Contributions*

The General Plan 2040 without project conditions CNEL noise levels are expected to range from 67.8 to 75.4 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The General Plan 2040 with project conditions will range from 68.0 to 75.4 dBA CNEL. The project will generate a noise level increase of up to 0.6 dBA CNEL on the study area roadway segments. Based on the significance criteria, the project-related noise level increases are considered less than significant under General Plan 2040 with project conditions at the land uses adjacent to roadways conveying project traffic. Therefore, the implementation of the General Plan Amendment will have less than significant impacts on surrounding roadway segments.

**Table 4.11-28 General Plan 2040 Off-Site Project-Related Traffic Noise Impacts**

| ID | Road | Segment | Adjacent Land Use[1] | CNEL at Adjacent Land Use (dBA)[2] | | | Off-Site Traffic Noise Threshold[3] | Threshold Exceeded?[3] |
|---|---|---|---|---|---|---|---|---|
| | | | | No Project | With Project | Project Addition | | |
| 1 | Jefferson St. | n/o Avenue 50 | GC/LDR | 75.4 | 75.4 | 0.0 | 1.5 | No |
| 2 | Jefferson St. | n/o Avenue 52 | LDR/MHR/OS/GC | 73.6 | 73.7 | 0.1 | 1.5 | No |
| 3 | Jefferson St. | n/o Avenue 54 | MHR/OS | 73.3 | 73.4 | 0.1 | 1.5 | No |
| 4 | Madison St. | n/o Avenue 50 | Festival District | 71.4 | 71.5 | 0.1 | 1.5 | No |
| 5 | Madison St. | n/o Avenue 52 | LDR | 73.0 | 73.1 | 0.1 | 1.5 | No |
| 6 | Madison St. | n/o Avenue 54 | LDR | 71.7 | 71.9 | 0.2 | 1.5 | No |
| 7 | Madison St. | n/o Airport Bl. | LDR/OS | 74.2 | 74.4 | 0.2 | 1.5 | No |
| 8 | Madison St. | n/o Avenue 58 | LDR/OS | 72.8 | 73.2 | 0.4 | 1.5 | No |
| 9 | Madison St. | n/o Avenue 60 | LDR/GC | 69.8 | 70.0 | 0.2 | 1.5 | No |
| 10 | Monroe St. | n/o Avenue 50 | LDR | 68.2 | 68.3 | 0.1 | 1.5 | No |
| 11 | Monroe St. | n/o Avenue 52 | LDR | 69.2 | 69.4 | 0.2 | 1.5 | No |
| 12 | Monroe St. | n/o Avenue 54 | LDR | 72.9 | 73.0 | 0.1 | 1.5 | No |
| 13 | Monroe St. | n/o Airport Bl. | LDR | 73.3 | 73.4 | 0.1 | 1.5 | No |
| 14 | Monroe St. | n/o Avenue 58 | LDR/GC | 71.9 | 72.1 | 0.2 | 1.5 | No |
| 15 | Monroe St. | n/o Avenue 60 | LDR/GC | 72.2 | 72.2 | 0.0 | 1.5 | No |
| 16 | Avenue 50 | w/o Jefferson St. | LDR/GC | 70.3 | 70.4 | 0.1 | 1.5 | No |
| 17 | Avenue 50 | w/o Madison St. | LDR/GC | 72.4 | 72.4 | 0.0 | 1.5 | No |
| 18 | Avenue 50 | e/o Monroe St. | LDR | 69.6 | 69.6 | 0.0 | 1.5 | No |
| 19 | Avenue 52 | w/o Monroe St. | GC/OS | 72.0 | 72.1 | 0.1 | 1.5 | No |
| 20 | Avenue 54 | w/o Madison St. | LDR/MHR/GC/OS | 72.7 | 72.8 | 0.1 | 1.5 | No |
| 21 | Avenue 54 | w/o Monroe St. | LDR/MHR/OS | 70.4 | 70.5 | 0.1 | 1.5 | No |
| 22 | Airport Bl. | w/o Monroe St. | LDR/OS | 70.1 | 70.2 | 0.1 | 1.5 | No |
| 23 | Avenue 58 | w/o Madison St. | LDR/MHR | 67.8 | 68.0 | 0.2 | 1.5 | No |
| 24 | Avenue 58 | w/o Monroe St. | LDR/MCF | 67.9 | 68.5 | 0.6 | 1.5 | No |
| 25 | Avenue 58 | w/o Jackson St. | LDR | 71.6 | 71.8 | 0.2 | 1.5 | No |
| 26 | Avenue 58 | e/o Jackson St. | LDR | 68.8 | 69.0 | 0.2 | 1.5 | No |
| 27 | Avenue 60 | w/o Madison St. | LDR | 70.1 | 70.3 | 0.2 | 1.5 | No |
| 28 | Avenue 60 | w/o Monroe St. | LDR/MHR/OS | 70.6 | 70.8 | 0.2 | 1.5 | No |

[1] Source: City of La Quinta General Plan.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
[3] Significance Criteria (Section 4).
"LDR" = Low Density Residential; "MHR" = Medium/High Density Residential; "GC" = General Commercial;
"MCF" = Major Community Facility; "OS" = Open Space

The comparison concluded that off-site traffic noise would be less than significant, and no mitigation is required under cumulative conditions.

### *On-Site Noise*

The implementation of building standards, including the use of building materials and windows with a standard sound transmission class (STC) rating of 27, 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:

- 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 ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.
- Walls: At any penetrations of exterior walls by pipes, ducts, or 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.

Implementation of building standards will ensure that building windows, doors, roofs, walls, and ventilation are utilized in future developments to reduce noise observed from inside residential buildings. 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.

Cumulative impacts are not anticipated to be significant.

## 4.11.6 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** Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that project construction activities shall comply with the City of La Quinta Municipal Code requirements.

**NOI-2** During all project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with property 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 receptors 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 (i.e., to the center).

**NOI-4** The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

**NOI-5** A six-foot perimeter wall will be developed along the northern and eastern property boundaries, adjacent to the proposed Low Density Residential Planning Area (PA II), in order to protect the proposed onsite residential uses from off-site traffic noise. The barriers shall provide a weight of at least four pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking.

**NOI-6** The operation of the Wave Basin and associated Wave machines shall be limited to the daytime and evening hours of 7:00 a.m. and 10:00 p.m., compliant with the recreational operational hours allowed by the City of La Quinta.

## 4.11.7 Level of Impact Significance after Mitigation

The project will not have any significant noise impacts. In addition, the implementation of **Mitigation Measures NOI-1** through **NOI-6** will ensure that project-related noise generated by construction and operational activities are further reduced to the maximum extent feasible.

## 4.11.8 Resources

1. Coral Mountain Specific Plan Noise Impact Analysis, Urban Crossroads, Inc., March 17, 2021.
2. The Wave at Coral Mountain Noise Memorandum, Urban Crossroads, Inc., April 20, 2021.
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 accessed August 2020.

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=, accessed August 2020.

# 4.12 Public Services

## 4.12.1 Introduction

This section addresses the potential impacts to fire protection, emergency medical services, and police protection that may result from construction or operation of the proposed project ("project"). The following discussion addresses existing police and fire conditions of the project site and surroundings, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from project implementation, as applicable. This section is based on the information contained in the *Coral Mountain Resort Specific Plan*, the *City of La Quinta's Website*, and 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 terms, definitions, and acronyms used in this Draft EIR.

## 4.12.2 Existing Conditions

The project property is currently vacant. No habitable structures occur on the site. Currently, the project site, in its vacant state, has minimal and negligible impacts on fire or police service calls, City parks, schools, or public facilities.

### Fire Protection Services

The project is located within the City of La Quinta which is served by the Riverside County Fire Department (RCFD). 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 from the project, 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 4.12-1** lists the three fire stations, their locations, and their distance from the project's proposed entrance on Madison Street.

**Table 4.12-1 La Quinta Fire Station Locations**

| Fire Station | Location | Distance from Avenue 58 |
|---|---|---|
| Fire Station 32 | 78111 Avenue 52 | 4.0 miles northwest |
| Fire Station 70 | 54001 Madison Street | 1.95 miles north |
| Fire Station 93 | 44555 Adams Street | 7.0 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 entered into a cooperative agreement with the County of Riverside, through its Cooperative Fire Programs Fire Protection Reimbursement Agreement. This agreement ensures the City is provided with an array of services from fire protection to hazardous materials discharge and medical emergencies. RCFD partners with 21 cities for contract services, which include most of the Coachella Valley. The Fire Department 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 response times are between 5 and 7 minutes.

In order to continue to provide an acceptable level of service for the southeastern portion of the City in the future, the City has preliminary plans for a future fire station to serve the southern portion of the City, including the project site. Currently, there is an ongoing discussion with the Riverside County Fire Department and the City, to locate and fund the new south La Quinta fire station. 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. (See pp. 8-1 through 8-8 of Development Impact Fee Study, dated September 23, 2019, and attached as Exhibit A to City Council Resolution No. 2020-003, approved and adopted on February 4, 2020). The new fire station will improve response performance in the southeast portion of the City and surrounding area, which are experiencing new development and increased service demand.

## Police Protection

The City has contracted for police services from the Riverside County Sheriff's Department since its incorporation in 1982. 24-hour police protection is offered to the City of La Quinta. The Sheriff's Department 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 limit. This station is the Civic Center Community Policing Office, located at 78495 Calle Tampico. In addition, the Thermal Sheriff's Station, located in Thermal, is the Police Department's central facility for this portion of the Coachella Valley. The Thermal Sheriff's Station includes a jail. The police stations, their locations, and distances from the project property are displayed in **Table 4.12-2**, below.

**Table 4.12-2 La Quinta Police Station Locations**

| Station | Location | Distance from Avenue 58 |
|---|---|---|
| Civic Center Community Policing Office | 78495 Calle Tampico, La Quinta | 4.20 miles northwest |
| Thermal Sheriff's Station (Riverside County Sheriff's Department) | 86625 Airport Boulevard, Thermal | 5.75 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 40,660 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. They are trained by the Riverside County Sheriff's Department and support the deputies of the La Quinta Police Department.

The City contracts annually for police services. 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; a 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 police officers is one for every 1,000 residents.

## Schools

The City is served by two public school districts which provide Kindergarten through Grade 12 education: Desert Sands Unified School District (DSUSD) and Coachella Valley Unified School District (CVUSD). Both Districts are funded through a number of sources, including a portion of local property tax, bond issues, Redevelopment Agency pass-through payments, 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 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.

Desert Sands Unified School District serves families located west of Jefferson Street and north of Avenue 48. Coachella Valley Unified School District serves families located east of Jefferson Street and south of Avenue 48, including the project site. 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 1.50 miles northeast of the project, at 82225 Airport Boulevard, in Thermal. **Table 4.12-3** lists the four CVUSD schools that serve students in La Quinta, their locations and distance from the proposed project.

**Table 4.12-3 CVUSD Schools within La Quinta**

| School | Location | Distance from Project |
|---|---|---|
| Westside Elementary | 82225 Airport Boulevard, Thermal | 1.50 miles northeast |
| Cahuilla Desert Academy | 82489 Avenue 52, Coachella | 3.36 miles northeast |
| Mountain Vista Elementary | 49750 Hjorth Street, Indio | 4.0 miles north |
| Coachella Valley High School | 83800 Airport Boulevard, Thermal | 3.0 miles northeast |

As of the 2019/2020 school year, CVUSD had 17,495 students enrolled. The District, in their 2020 CVUSD Fee Justification Report, conducted a capacity analysis that determined the District's capacity and enrollment to identify existing facilities that may be available to house future students. The analysis determined the District has excess capacity at its elementary and high school levels to accommodate students from new development. This is displayed in **Table 4.12-4**.

**Table 4.12-4 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 the Coachella Valley Unified School District by the year 2040. Of these new dwelling units, approximately 21.46 percent have mitigated the impact of their development through a mitigation agreement.

## 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 4.12-5, *Parks within the City of La Quinta***, lists the various parks within the City, their locations, acreages, and amenities.

**Table 4.12-5 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, 2021.

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 4.12-6** lists the hiking trails within the City.

**Table 4.12-6 Hiking Trails within the City of La Quinta**

| Facility | Location | Miles |
|---|---|---|
| Boo Hoff Trail | 0.75 miles west of the project | 8.92 |
| Cove to Lake Trail | 3.40 miles northwest of project | 2.41 |
| Bear Creek | 4.20 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 4.12-7** lists the City's public facilities and their distance from the proposed property.

**Table 4.12-7 Public Facilities within the City of La Quinta**

| Facility | Location | Distance from Project |
|---|---|---|
| City Hall | 78495 Calle Tampico | 4.20 miles northwest |
| La Quinta Library | 78275 Calle Tampico | 4.30 miles northwest |
| La Quinta Museum | 77885 Avenida Montezuma | 4.40 miles northwest |

### *City Hall*

La Quinta City Hall is located at 78495 Calle Tampico, adjacent to the Civic Center Campus and near La Quinta Village. City Hall 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. Per the La Quinta General Plan EIR, 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 is local history featuring

the Cahuilla Indians, The Desert Club, and The La Quinta Hotel. Gallery 2 features new revolving exhibits that change every 3 to 4 months.

## 4.12.3 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.

### Local

#### *La Quinta General Plan*

The La Quinta General Plan (LQGP) was adopted by the City of La Quinta pursuant to California Government Code 65300 and its subsections. The LQGP provides long-term guidance and policies for

maintaining and improving the quality of life as well as the man-made and natural resources of the community.

The LQGP's Parks, Recreation and Trails, Emergency Services, and Public Facilities Elements discuss the 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. This fee applies to all residential subdivisions of land, except subdivisions containing less than five parcels and nonresidential subdivisions.

## 4.12.4 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 population and housing if it is determined that the project will:

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?

   Police protection?

   Schools?

   Parks?

   Other Public Utilities?

## 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.

## 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, do not result in significant impacts. Typical for residential communities in the City of La Quinta, the project and residential areas shall be gated, thus increasing community security and minimizing potential crimes, and consistent with standard operations of resort communities, the proposed Hotel and Resort Amenities 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 including streets, intersections, and other crosswalks.

## Project Impacts

### *a. Impacts on:*

### *Fire Protection*

Development of the proposed project may cause an incremental increase in demand for emergency services; however, the size and location of the project is not expected to cause an undue hardship on the fire department. The closest fire station to the project is Station 70, located 1.95 miles north of the site, at 54001 Madison Street. The proposed project could be adequately served by fire protection services within the 5-7-minute response time, and no new or expanded facilities would be required as a result of the project. In order to continue to provide an acceptable level of service to this area, the County Fire Department has preliminary plans for a future fire station to serve this portion of the City. First response for fire protection services would primarily be from Fire Station 70. Additionally, the project complies with the 2035 General Plan *Emergency Services Policy ES-1.2* in that all new development proposals are routed to the Fire Department to assure that project access and design provide for maximum fire life safety.

The project would be required to implement all applicable fire safety requirements, to include installation of fire hydrants, and sprinkler systems. Moreover, the project would be required to comply with Development Impact Fees (DIF) in place at the time of construction. The current DIF for detached single-family residential is $9,380, which the City documented is adequate to mitigate any significant impacts from new development. 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. The development of the future fire station, whose location is being established by the Riverside County Fire Department and the City, will be funded via the fire facilities component of the City's adopted DIF and the County's development impact fees. The City's DIF ensures that the project will participate in the funding of the fire station in proportion to its impact on fire facilities. As a result, impacts associated with fire services will be less than significant.

The project proposes the installation of an off-site transformer bank at an existing IID substation, located at 81600 Avenue 58. Construction for the conduits and line extension would occur in the existing right-of-way. Construction activities of the offsite improvement may briefly impact emergency response times on Avenue 58. Therefore, construction of the proposed offsite improvements will require the implementation of Construction Traffic Control Plans (see **Section 4.13, *Transportation,*** for further discussion). With the implementation of the Construction Traffic Control Plans, construction of the offsite improvements will not significantly impact fire protection services and will cease once construction of the offsite improvements are complete. Operation of the offsite improvement will be integrated into the existing substation, whose fire suppression program is managed by IID. The addition of the transformer bank will not change the site's fire suppression strategies, and impacts will be less than significant.

### *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. In 2013 the City had 51 sworn officers and 5 community service officers. The Riverside County Sheriff's Department maintains a staffing ratio of 1.23 officers per 1,000 residents. Based on the City's current population of 40,660 the current ratio is 1.25 officers per 1,000 residents. Project build-out could add approximately 1,698 new residents to the City, based on the VMT Evaluation provided by Urban Crossroads, Inc. (**Appendix L.2**). This would result in a 1.2 officer per resident ratio, which exceeds the standard and accepted ratio of one officer per 1,000 residents but is below the County of Riverside's standard ratio of 1.5 officers per 1,000 residents. However, the project will generate significant additional transient occupancy and sales tax revenue to the City that can be used to expand the number of officers providing police services in the City.

The development would occur within an area of existing residential uses, which is already being served 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 indicates that the City shall 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, park and recreation facilities, major thoroughfares and bridges and traffic signalization, public safety facilities and other public buildings. In addition, the project will generate substantial additional 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 and Citywide.

The impact to police services will be less than significant.

The project proposes the installation of an off-site transformer bank at an existing IID substation, located at 81600 Avenue 58. Construction for the conduits and line extension would occur in the existing right-of-way. Construction activities of the offsite improvement may briefly impact response times of police services on Avenue 58. Therefore, construction of the proposed offsite improvements will require the implementation of Construction Traffic Control Plans (see **Section 4.13, *Transportation,*** for further discussion). With the implementation of the Construction Traffic Control Plans, construction of the offsite improvements will not significantly impact police protection services and will cease once

construction of the offsite improvements are complete. Operation of the transformer bank and underground conduit would not result in any impacts to police services, as it is an automated activity that is part of IID's operations.

### *Schools*

As previously discussed, the project will result in a mixed-use development with up to 496 single family detached units, 150 key resort hotel and 104 attached resort residential units. Per the California Department of Finance, Population and Housing Estimates (2019), the City of La Quinta has 2.68 persons per household (PPH). The residential portion of the project has the potential to generate 459 new students based on the District's Student Generation Rate (**Table 4.12-8**).

**Table 4.12-8 CVUSD District Wide Student Generation Rate**

| School Type | Dwelling Units | Generation Rate* | Students Generated** |
|---|---|---|---|
| Elementary School | 600 | 0.3974 | 238 |
| Middle School | 600 | 0.1207 | 72 |
| High School | 600 | 0.2058 | 124 |
| | | | |
| **Total New Students** | | | **434** |

*Source: 2020 CVUSD Fee Justification Study for New Residential and Commercial/Industrial Development, May 5, 2020.
**Students generated rounded.

Per the 2020 CVUSD Fee Justification Study, a capacity analysis was conducted for the 2019/2020 school year and the District has excess capacity at its elementary and high school to accommodate students from new development. Middle schools were over-capacity by 90 students for the 2019/2020 school year. Assembly Bill 2926 and Senate Bill 50 (SB 50) allow school districts to collect development fees for all new construction for residential/commercial and industrial use. Current CVUSD developer fees are $4.08/sq.ft. for residential and $0.66/sq.ft. for commercial. Monies collected are used for construction and reconstruction of school facilities. The legislation was enacted to mitigate the impacts to schools by providing funds for the construction of additional facilities based on the additional demand created by new development. The proposed project will be required to pay these fees for all development within the project site, prior to the issuance of building permits. Payment of school fees by all new residential development projects is considered "full and complete school facilities mitigation" of any school impacts (Government Code section 65996). As such, agencies cannot require additional mitigation for any school impacts. As a result, impacts to school services are considered to be less than significant.

The project proposes the installation of an off-site transformer bank at an existing IID substation, located at 81600 Avenue 58. Neither the installation of the transformer bank and conduit, nor its operations, will have any impact on school facilities, as the expanded equipment will be operated within IID's existing

substation, and will not require the addition of staff. 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 surf wave basin that will provide artificial waves for recreational surfing and other water sports for project residents and club members. The project would also provide approximately 24 acres of recreational open space that may also be used for low-impact active and passive recreation activities, such as hiking, biking and ropes courses. Per the 2035 La Quinta General Plan, the City has a policy of providing a minimum of 5.0 acres per 1,000 residents. The City currently 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 24 acres of recreational open space as well as private recreational facilities within PA III. The project will result in 1,698 residents on the project site. The project would provide a minimum of 14 acres of park land per 1,000 residents, therefore exceeding the City's policy of 5.0 acres per 1,000 residents.

The project will also be required to comply with the City's Development Impact Fees which includes a Park and Recreation fee. Impacts are expected to be less than significant.

The project proposes the installation of an off-site transformer bank at an existing IID substation. The installation and operation of a transformer bank and conduit will have no impact on park facilities, because the improvements will be integrated into IID's existing substation, and no new residents will result from this component of the project.

### *Other Public Facilities*

The project proposes residential, resort, resort commercial, neighborhood commercial, and open space recreational uses to the approximately 386-acre site. In addition to the onsite improvements, the project also proposes the installation of an off-site transformer bank at an existing IID substation. Operation of the offsite improvements will provide electrical service to the proposed project to support the future population of the project site. The project could generate an additional 1,698 residents at full buildout. This would be an increase of 4.2 percent of the City's current population of 40,660, and still below the projected 2035 population forecast of 46,297. Residents and hotel guests will generate limited demand for increased municipal 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 total potential increase in population, and fees and transient occupancy tax generated by the project will offset any marginal increase to provide these services.

The project will not directly or indirectly induce substantial growth. As such, the proposed project will not result in any substantial adverse physical impacts to existing schools, parks, or other public facilities. Additionally, the project will not generate an 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.

## 4.12.5 Cumulative Impacts

### *Fire Protection*

Implementation of the proposed project and other related projects in the area under buildout of the General Plan would increase the demand for fire protection services over time, consistent with planned growth and fire protection needs analyzed in the City's General Plan EIR. The project alone would increase permanent and tourist populations. However, all future projects will be required to implement all applicable fire safety requirements, to include installation of fire hydrants, and sprinkler systems. Moreover, all future projects would be required to comply with Development Impact Fees (DIF) in place at the time of construction. These fees are designed to mitigate the impact of new development on the City's services 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 has preliminary plans for a future fire station to serve this portion of the City. This will ensure fire services continue to be provided in the City at appropriate response rates. The new fire station will be funded via the City's adopted Development Impact Fee, which constitutes a "fair-share" contribution program used to fund additional public facilities, including the planned future fire station in the southeastern La Quinta area. (See Development Impact Fee Study dated September 23, 2019, and attached as Exhibit A to City Council Resolution 2020-003, approved on February 4, 2020). Future developments in the City would also be required to pay Development Impact Fees at the time they are constructed to ensure that their impacts to fire services are not cumulatively significant. The proposed project's contribution will not be cumulative considerable, and in fact, will help fund the additional fire station needed to serve future planned growth in the area.

### *Police Protection*

Implementation of the proposed project and other related projects in the area would further increase the demand for police protection services over time. Future projects would increase permanent and tourist populations; however, all projects would be required to pay Development Impact Fees (DIF) in place at the time of construction to reduce these impacts. The proposed project's contribution will not be cumulative considerable.

### *Schools*

It is expected that land designated for residential development in the City of La Quinta will be developed in the future, increasing 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 CVUSD expand its facilities to accommodate students in the school district. The proposed project is estimated to generate a student population of approximately 434 students and will be required to pay the developer fees to CVUSD. The proposed project's contribution to school impacts will not be cumulative considerable. 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 are not cumulatively considerable.

### *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 24 acres of private open space recreation. 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. Impacts are not expected to be cumulatively considerable.

### *Other Public Facilities*

Implementation of the proposed project and other related projects in the area would increase the City's demands on 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, similar to the project, fees and taxes generated by future projects will ensure their impacts to other public facilities are not cumulatively considerable.

## 4.12.6 Mitigation Measures

Mitigation Measures are not required.

## 4.12.7 Level of Significance after Mitigation

Implementation of 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.

## 4.12.8 References

1. California Department of Parks and Recreation, Quimby Act, 2020.
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. Resolution No. 2020-003; Revised Final Draft Report Development Impact Fee Study, City of La Quinta, September 2019; adopted February 2020.
7. 2020 CVUSD Fee Justification Study for New Residential and Commercial/Industrial Development, May 5, 2018.

# 4.13 Transportation

## 4.13.1 Introduction

This section describes the existing setting and proposed improvements to intersections and roadways required for the implementation of the Coral Mountain Resort Specific Plan ("SP" or "project"). This section also evaluates the potential for the proposed SP to result in transportation and traffic impacts within the Coachella Valley, the City of La Quinta and surrounding communities. This section is based on the information contained in the *Coral Mountain Specific Plan Traffic Impact Analysis* (TIA*),* prepared by Urban Crossroads, October 2020, the Coral Mountain Specific Plan Vehicle Miles Traveled Analysis (VMT) Analysis, prepared by Urban Crossroads, November 2020, and the 2035 La Quinta General Plan Circulation Element. The TIA and VMT Analysis are found in **Appendix L.1** and **L.2** of this Draft EIR.

California Environmental Quality Act (CEQA) Guidelines were revised to require the use of Vehicle Miles Traveled (VMT) as a replacement standard for automobile delay-based level of service (LOS). This is the new measure for identifying transportation impacts for land use projects. This statewide mandate was implemented on July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) ("Technical Advisory").

The purpose of the TIA was to evaluate the potential circulation system deficiencies that may result from the development of the proposed project and recommend improvements to achieve acceptable circulation system operational conditions. As directed by City of La Quinta staff, this 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). To ensure that this TIA satisfies the City of La Quinta's traffic study requirements, Urban Crossroads, Inc. prepared a traffic study scoping package for review by City staff prior to the preparation of this report. The Agreement provides an outline of the project study area, trip generation, trip distribution, and analysis methodology. The Agreement approved by the City is included in **Appendix 1.1.** of the TIA, included as **Appendix L.1** of this Draft EIR.

## 4.13.2 Existing Conditions

### Environmental Setting

The Coral Mountain Resort project is located at the southeast corner of Madison Street and Avenue 58 in the City of La Quinta. The site is currently undeveloped with desert vegetation of varying heights and densities. The site has been subject to previous development and uses including agricultural and residential land uses, dirt roads and hiking trails. The site has been cleared and graded of agricultural

vegetation. **Exhibit 3-1, *Existing Site Conditions***, displays an aerial image of the project site's current condition.

General Plan land use designations surrounding the project include Open Space – Natural to the west and southwest and Low-Density Residential land uses to the north, south and east. Existing residential communities occur to the north, south, and east. Avenue 58 and residential properties define the project's northern boundary; Madison Street and the Andalusia community define the eastern boundary; Coral Mountain defines the property's southwestern boundary; and vacant land and residential properties define the southern and western boundaries.

Vehicular access to the project is provided by existing public arterial roads, including Avenue 60, Avenue 58 and Madison Street. The project will be required to widen and improve these roadways to their ultimate General Plan half-width. Regional access to the site is provided by Interstate 10, Highway 111, Madison Street, Monroe Street and other major arterials.

## *Roadway Facilities*

### *Vehicular Access*

According to the La Quinta General Plan, regional roadways that serve the city include State Highway 111 and 86, and Interstate 10 (I-10). Highway 111 begins at its juncture with Interstate 10 three miles west of Palm Springs and extends southeast to Brawley in the Imperial Valley. Highway 86 connects the planning area and other parts of the Coachella Valley with Imperial County and Mexico. Interstate 10 connects the Los Angeles region with Arizona and other cities and states to the east. These roadways provide regional, interstate, and international connections for the City and the Coachella Valley.

The project site is situated in southwest portion of the City of La Quinta.

## *Proposed Project*

The project consists of multiple applications that will result in the development of a master planned themed resort, residential community and commercial center, comprised of a 16.62 acre Wave Basin, a 150-key hotel and associated 57,000 square foot resort commercial village, 104 attached dwelling units, 496 detached dwelling units, a 60,000 square foot of neighborhood shopping center. The project is a private facility.

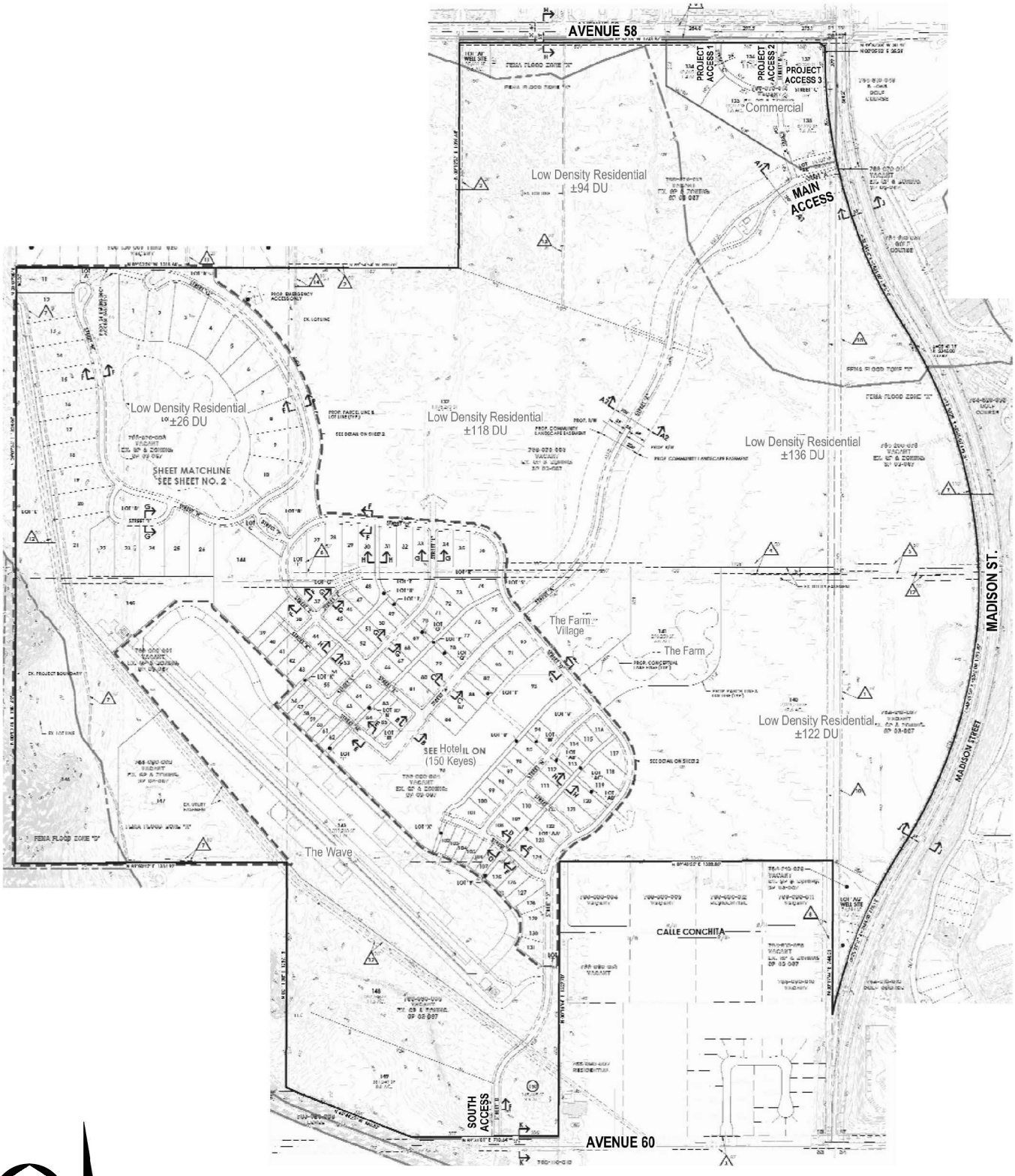
The project is anticipated to be constructed in phases, with Phase 1 (2021/2022) including the resort (Wave Basin, hotel uses, and 57,000 square feet of commercial uses), 104 attached dwelling units, 26 detached dwelling units, and 10,000 square feet of retail. Project Phase 2 (2023) adds 25,000 square feet of retail. Project Phase 3 (2026) adds 470 detached dwelling units and 25,000 square feet of retail.

The applicant anticipates the potential occurrence of special events at this location involving attendance of up to 2,500 guests per day (up to 4 events per year).

The project is also required to make offsite site improvements for electrical power to the site. These improvements would take place within IID's existing substation yard on Avenue 58 and in the right-of-way on Avenue 58 between Andalusia and PGA West. The construction of the off-site improvements will be temporary and will end once construction of the substation connection is complete.

The Coral Mountain Resort project is proposed to be served by the project access locations listed below (see **Exhibit 4.13-1, *TIA Study Area***):

- Madison Street / Main Access (#19) (full access)
- South Access (#18) / Avenue 60 (full access)
- Project Access 1(#20) / Avenue 58 (full access)
- Project Access 2 (#21) / Avenue 58 (right‐in/right‐out access)
- Madison Street / Project Access 3 (#22) (right‐in/right‐out access)




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# TIA STUDY AREA

## CORAL MOUNTAIN RESORT
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*4.13-1*

## 4.13.3 Regulatory Setting

### State Regulations

#### *SB 743*

Senate Bill (SB) 743, adopted in 2013 and codified in Public Resources Code Section 21099, required changes to the CEQA guidelines regarding the analysis of transportation impacts. As a result of SB 743, the recommended metric in the CEQA guidelines for transportation impacts is Vehicle Miles Traveled (VMT). 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 Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018.) As required by SB 743, VMT replaced the former metric used to analyze traffic impacts, which was previously automobile delay-based LOS. A statewide mandate was implemented on July 1, 2020. At this time lead agencies were required to analyze CEQA traffic impacts using VMT. Automobile delay as measured by LOS was no longer a methodology utilized to determine significance under CEQA. Lead agencies in Riverside County were allowed to utilize OPR CAPCOA guidance, the County of Riverside guidance or develop their own methodology. The City of La Quinta utilized the CAPCOA 2018 Guidance to prepare a policy which established 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.

### Regional and Local Setting

#### *Regional Transportation Improvement Plan*

The Regional Transportation Plan (RTP) is a multi-modal long-range planning document prepared by the Southern California Association of Governments (SCAG) in coordination with federal, state and other regional, sub-regional, and local agencies in southern California. The RTP, prepared every three years, addresses future needs based on a 20-year projection. It includes programs and policies for congestion management, transit, bicycle, pedestrians, roadway, 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 Plan (TIP), while locally funded projects (off the State Highway System) are identified in local agency CIPs. To comply with Congestion Management Plan (CMP) Statutes, regional CIP requirements are identified through the RCTC TIP development process. Projects in the City's CIP may be incorporated into the Regional Transportation Improvement Program (RTIP) for the programming of Flexible Congestion Relief (FCR) and Urban and Commuter Rail funds.

### *Congestion Management Program*

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

According to the Riverside County Long Range Transportation Study (LRTS,) CMP legislation (AB 471, AB 1791, AB 1963 and AB 2419) established the process for designating the Congestion Management Agency (CMA). RCTC was designated the CMA in 1990 by the Riverside County Board of Supervisors and a majority of cities representing a majority of the population in the incorporated areas. The CMA has the authority to monitor compliance with the adopted program. An amendment to the Government Code requires the CMA to update and adopt the CMP every two years consistent with the development of the Regional Transportation Improvement Program (RTIP).

Over time, the State amended the language to allow for voluntary implementation of the CMP. Subsequently AB32 and SB 375 were passed by the legislature that emphasized the reduction of greenhouse gases by reducing vehicle miles traveled (VMT) and the development of a Sustainable Communities Strategy (SCS) that each Metropolitan Planning Organization agency must prepare in conjunction with its Regional Transportation Plan. Locally, RCTC continued implementing its half-cent sales tax, Measure A, that provided for a list of projects and programs to relieve congestion. In addition, Transportation Uniform Mitigation fee (TUMF) programs administered by the Coachella Valley Association of Governments (CVAG) funded transportation improvements on arterials, highway interchanges, grade separations and transit (discussed subsequently.)

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.) The following facilities are designated as part of the Riverside CMP System of Highways and Roadways within 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 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.”

### *Coachella Valley Regional Arterial Program*

The CVAG administers the Coachella Valley Regional 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, imposes 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 funds for transportation system improvements projected to be needed over the next 25 years.

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

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

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

### *City of La Quinta*

### *La Quinta Capital Improvement Program*

The City's 5-year CIP is a planning instrument used by the City to identify capital improvements needs and to coordinate financing and timing of those needs in a manner that maximized 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 upon the systematic development of an accompanying financial plan. The CIP includes roadway improvements and traffic signal installation and upgrades, as well as other City projects. Area Roadway System

Roads within the Study Area are a combination of Primary Arterials (Madison Street, Avenue 52, Avenue 54, Airport Blvd), and Secondary Arterials (Avenue 58, Avenue 60). For the 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.

<u>Pedestrian and Alternative Facilities</u>

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 coincide 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, and extending into the proposed project, are planned to be a Class II Golf Cart/NEV path and multi-use path.

Transit Service

The City of La Quinta is currently served by the SunLine Transit Agency, but bus facilities are not located within 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.

Truck Access

The City's existing truck routes include several streets within the project study area. Truck access to the study area is provided via Madison Street, Monroe Street, Jackson Street, Airport Boulevard, Avenue 58, and Avenue 60.

## 4.13.4 Project Impact Analysis

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 proposed project 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 Transportation Analysis Policy (Policy)*

La Quinta's Transportation Analysis Policy (Policy) was adopted in June 2020. This Policy aligns the City's transportation analysis with California Senate Bill 743 (SB 743) and the City's goals as set forth in the City

of La Quinta's General Plan. This policy 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 which was LOS.

VMT

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

Prior to SB 743, a significant traffic impact would occur if the addition of project-generated trips caused an intersection to change from an acceptable LOS to a deficient LOS, or if project traffic increased 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 City has adopted 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. However, the use of VMT as the metric for evaluating traffic impacts under CEQA replaces the earlier practice of evaluating traffic primarily on LOS. Now, vehicle delay as measured by LOS or similar standards cannot be considered a significant impact on the environment in CEQA transportation evaluations. Therefore the LOS roadway analysis and construction traffic impact analysis provided here is for informational purposes only, and to ensure consistency with General Plan policies, and is not used as a basis for determining the significance of transportation impacts under CEQA, consistent with the requirements of SB 743.

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 in order 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

A detailed traffic impact analysis (TIA) was prepared for the proposed project by Urban Crossroads, October 27, 2020. The TIA was based upon an analysis of existing roadway conditions in the project vicinity, a variety of traffic count sources (including peak hour counts collected by the consulting traffic engineers), the General Plan Circulation Element, planned roadway improvements and other data and information. The TIA provides documentation and analysis of existing traffic conditions, trips generated by the project, distribution of the project trips to roads outside the project, 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 10, 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)

A 20% increase was applied to counts taken in August, 5% increase was applied to counts taken in April, and 10% increase is applied to counts taken in May, and a 15% increase was applied to September per City of La Quinta's EB#06-13. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity that would prevent or limit roadway access and detour routes. The average AM/PM peak hour intersection growth between 2017 and 2019 counts data at selected study area and nearby intersections was approximately 2.66%. The additional 2.66% growth rate was applied to the study area intersections with 2017 counts to reflect 2019 conditions. 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).

ADT volumes were estimated using the formula below for each intersection leg and compared to the 2017 ADT's with 2.66% growth to reflect 2019 conditions, where 2019 counts are unavailable:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 9.753 = Leg Volume

For those roadway segments which have 24-hour tube count data available in close proximity to the study area, a comparison between the PM peak hour and daily traffic volumes indicated that the peak-to-daily relationship of approximately 9.30 percent would sufficiently estimate average daily traffic (ADT) volumes for planning-level analyses. As such, the above equation utilizing a factor of 9.753 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 9.30 percent (i.e., 1/0.0930 = 9.753).

The 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*, and in consultation with City staff during the scoping process. The analysis also considered the General Plan. 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 4.13-1**.

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 4.13-1**
**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. | |

According to the City of La Quinta Circulation Element, for roadway segment travel, LOS is a measure of the flow of traffic; while for intersections, the LOS is based on the number of seconds the vehicle is delayed in passing through the intersection. The Element further states that although accepting a lower level of service (LOS E or even F) at certain intersections and segments during peak season may result in periodic congestion, once familiar with network constraints, travelers will seek alternative paths and traffic will be distributed to those parts of the network with surplus capacity.

**Table 4.13-2** illustrates the accepted capacity of typical street types.

**Table 4.13-2 Roadway Segment Capacity Thresholds**

| Roadway Classification | Lane Configuration | Capacity (Vehicles per Day) |
|---|---|---|
| Local | 2-Lane Undivided | 9,000 |
| Collector | 2-Lane Undivided | 14,000 |
| Modified Secondary | 2-Lane Divided | 19,000 |
| Secondary | 4-Lane Undivided | 28,000 |
| Primary | 4-Lane Divided | 42,600 |

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. 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. Where signal timing was unavailable, the local accepted standards were utilized in lieu of actual signal timing.

### *TIA Analysis*

The potential impacts to traffic and circulation were evaluated for each of the following conditions:

- Existing (2019) Conditions
- Existing Plus Project (E+P)
- Existing Plus Ambient Growth plus Project (EAP)
- Existing Plus Ambient Growth Plus Cumulative Projects without (EAC) and with Project (EAPC) for each of the following phases:
  - Project Phase 1 (2021)
  - Project Phase 2 (2023)
  - Project Buildout (Phase 3, 2026)
  - Project Buildout (Phase 3, 2026) – Special Event
- General Plan buildout (2040) Without Project Conditions – establishes future year baseline to evaluate the proposed Project.
- General Plan buildout (2040) With Project Conditions – represents future year baseline traffic conditions with the proposed project.

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)

A total of 22 intersections were evaluated for their current and future operating conditions.

**Table 4.13-3 Intersections ID and Location**

| ID | Intersection Location | ID | Intersection Location |
|---|---|---|---|
| 1 | Madison Street / Avenue 58 | 12 | Monroe Street / Avenue 58 |
| 2 | Madison Street / Avenue 56 | 13 | Monroe Street / Airport Boulevard |
| 3 | Madison Street / Avenue 54 | 14 | Monroe Street / Avenue 54 |
| 4 | Madison Street / Avenue 52 | 15 | Monroe Street / Avenue 52 |
| 5 | Madison Street / Avenue 50 | 16 | Monroe Street / 50th Avenue |
| 6 | Jefferson Street / Avenue 54 | 17 | Jackson Street / 58th Avenue |
| 7 | Jefferson Street / Avenue 52 | 18 | South Access / Avenue 60 – *(Future Intersection)* |
| 8 | Jefferson Street / Pomelo | 19 | Madison Street / Main Access – *(Future Intersection)* |
| 9 | Jefferson Street / Avenue 50 | 20 | Project Access 1 / Avenue 58 - *(Future Intersection)* |
| 10 | Madison Street / Avenue 60 | 21 | Project Access 2 / Avenue 58 – *(Future Intersection)* |
| 11 | Monroe Street / Avenue 60 | 22 | Madison Street / Project Access 3 – *(Future Intersection)* |

A total of 6 roadway segments were evaluated for their current and future operating conditions.

**Table 4.13-4 Roadway Segments**

| ID | Roadway Segment | ID | Roadway Segment |
|---|---|---|---|
| 1 | Avenue 58, west of Madison Street | 4 | Madison Street, south of Airport Boulevard |
| 2 | Avenue 58, west of Monroe Street | 5 | Avenue 60, west of Monroe Street |
| 3 | Avenue 58, west of Jackson Street | 6 | Monroe Street, south of Airport Boulevard |

### *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.

A potentially significant cumulative impact at an unsignalized study area intersection is defined to occur 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.

**Table 4.13-5 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 4.13-6, R*equired Intersection Levels of Service*** and **Table 4.13-7, Impact Criteria for Intersections Already Operations** show the LOS criteria used in the analysis of the project.

**Table 4.13-6 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 |

*Source: Coral Mountain Specific Plan TIA, Urban Crossroads, October 2020.*

**Table 4.13-7**
**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 |

*Source: Coral Mountain Traffic Impact Analysis, Urban Crossroads 2020*

### *Required Roadway Segment Conditions*

A potentially significant cumulative 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 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.

### *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 in order 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.

### *Existing (2019) Conditions*

The project is located at the southwest corner of Avenue 58 and Madison Street on approximately 386 acres.

The segment of Avenue 58 that is adjacent to the project is designated as a Secondary roadway (4-Lane Undivided.) Madison Street is also designated as a Secondary roadway (4-Lane Undivided) and Avenue 60 is designated as a two-lane Collector roadway (2-Lane Undivided).

Secondary streets are four-lane undivided roadways with parking and a typical right of way of 102-feet. Collector streets are defined as two-lane, undivided roadways with an 80 foot right of way. Class II Bicycle Paths are proposed along Avenue 58, Avenue 60 and Madison Street. Class II Bicycle Paths are on road striped bicycle lanes.

Avenue 58 is currently an east/west paved roadway, with three lanes. The north portion contains two paved lanes, a bike lane, and curb, gutter, a meandering sidewalk and landscape parkway. The south side adjacent to the project is paved with one through lane and a paved shoulder. Madison Street is currently paved with 4-lanes, landscaped median, bike lanes and curb and gutter on both sides of the roadway along most of the project frontage. Avenue 60 is currently paved, with two lanes, curb and gutter from the intersection of Madison Street to approximately 660 feet to the west, where it transitions into a dirt roadway, terminating at the project's frontage and ultimately US Bureau of Reclamation Dike 4.

The study area has existing pedestrian and bicycle paths along sections of surrounding and nearby streets. Jefferson Street, Madison Street, Monroe Street, Avenue 50, Avenue 52, Avenue 54, Airport Boulevard, Avenue 58, Avenue 60 and Avenue 62 are planned to include a Class II Golf Cart/NEV path and Multi-use path. Avenue 58 currently has an existing sidewalk and on-street bike lane on the north side of the street. Madison Street currently has an existing on-street bike lane on both sides, and a partially developed meandering multi-use path on its east side, which occurs adjacent to Andalusia's developed areas and will be extended with that project's build out.

As shown in **Table 4.13-8**, 22 area intersections were analyzed in the TIA and all 17 existing intersections are currently operating at LOS D or better.

*Existing Intersection Level of Service*

**Table 4.13-8 Intersection Analysis for Existing (2019) Conditions ***

| # | Intersection | Traffic Control *(Note 3)* | Intersection Approach Lanes *(Note 1)* | | | | Delay (Secs) *(Note 2)* | | Level of Service *(Note 2)* | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | Southbound | Eastbound | Westbound | AM | PM | AM | PM |
| | | | L/T/R | L/T/R | L/T/R | L/T/R | | | | |
| 1 | Madison St/Avenue 58 | AWS | 1/2/1 | 1/2/d | 1/1/1 | 1/2/1 | 8.5 | 9.3 | A | A |
| 2 | Madison St/Airport Blvd. | TS | 1/2/d | 1/2/0 | 0/0/0 | 1/0/1 | 8.8 | 8.4 | A | A |
| 3 | Madison St./ Avenue 54 | AWS | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | 12.9 | 15.9 | B | C |
| 4 | Madison St./ Avenue 52 | TS | 2/2/1 | 2/2/d | 1/2/d | 1/2/1 | 27.9 | 28.5 | C | C |
| 5 | Madison St./ Avenue 50 | TS | 2/2/1 | 2/2/1 | 1/2/1 | 1/2/1 | 28.6 | 29.4 | C | C |
| 6 | Jefferson St./ Avenue 54 | AWS | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/1 | 12.2 | 16.9 | B | C |
| 7 | Jefferson St./ Avenue 52 | RDB | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 9.4 | 9.7 | A | A |
| 8 | Jefferson St./ Pomelo | TS | 1/3/0 | 1/3/0 | 0.5/0.5/1 | 0.5/0.5/1 | 8.4 | 14.3 | A | B |
| 9 | Jefferson St./ Avenue 50 | TS | 1/3/1 | 2/3/1 | 1/2/1 | 1/1/1 | 46.3 | 49.4 | D | D |
| 10 | Madison St./ Avenue 60 | AWS | 0/0/0 | 1/0/1 | 0.5/0.5/0 | 0/0/1 | 8.2 | 9.1 | A | A |
| 11 | Monroe St./Avenue 60 | AWS | 1/1/0 | 1/1/1 | 0.5/0.5/1 | 0/1!/0 | 8.1 | 8.3 | A | A |
| 12 | Monroe St./Avenue 58 | AWS | 0/1!/0 | 0.5/0.5/1 | 0/1!0 | 0/1!/0 | 8.1 | 9.4 | A | A |
| 13 | Monroe St./Airport Blvd | AWS | 1/1/0 | 1/2/d | 1/1/1 | 0/1!/0 | 8.5 | 9.2 | A | A |
| 14 | Monroe St./ Avenue 54 | AWS | 0/1!/0 | 0.5/0.5/1 | 1/1/0 | 0/1!/0 | 14.3 | 12.7 | B | B |
| 15 | Monroe St./ Avenue 52 | AWS | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | 14.7 | 25.3 | B | D |
| 16 | Monroe St./ 50th Avenue | TS | 1/2/0 | 1/2/0 | 1/1/1 | 1/1/1> | 16.6 | 18.0 | B | B |
| 17 | Jackson St./ 58th Avenue | AWS | 0/1!/0 | 0/1!/0 | 0/1!/0 | 0/1!/0 | 7.5 | 8.2 | A | A |
| 18 | S. Access/ Avenue 60 | | Intersection Does Not Exist | | | | | | | |
| 19 | Madison St/Main Access | | Intersection Does Not Exist | | | | | | | |
| 20 | Project Access 1/Ave. 58 | | Intersection Does Not Exist | | | | | | | |
| 21 | Project Access 2/Ave. 58 | | Intersection Does Not Exist | | | | | | | |
| 22 | Madison /Project Access 3 | | Intersection Does Not Exist | | | | | | | |

1. When a right turn is designated the land can either be striped or unstriped. To function as a right turn lane there must be sufficient for right turning vehicles to travel outside the through lanes.
   L = Left; T = Through; R = Right; > = Right Turn Overlap Phasing; d = Defacto Right Turn Lane;
   1! = Shared Left/Thru/Right Lane; 0.5=Shared Lane
2. Per the Highway Capacity Manual 6th Edition (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.
   Delay and level of service is calculated using Synchro 10.1 software
   **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
3. TS = Traffic Signal; AWS = All Way Stop; CSS = Controlled; RDB = Roundabout

*Existing Roadway Forecasts Summary*

Traffic Signal Warrants for existing traffic conditions indicate that, based on existing peak hour intersection turning volumes, the following 4 unsignalized study area intersections currently warrant a traffic signal.

- Madison Street at Avenue 54 (#3)
- Jefferson Street at Avenue 54 (#6)
- Monroe Street at Avenue 54 (#14)
- Monroe Street at Avenue 52 (#15)

**Table 4.13-9** Indicates that all existing study roadway segments currently operate with acceptable levels.

**Table 4.13-9 Roadway Volume/Capacity Analysis For Existing (2019) Conditions**

| Roadway | Segment | Roadway Designation | Through Travel Lanes *(note 1)* | Capacity *(note 2)* | ADT *(note 3)* | Volume/ Capacity Ratio |
|---|---|---|---|---|---|---|
| Avenue 58 | West of Madison St. | Secondary | **3** | 21,000 | 1,600 | 0.08 |
| | West of Monroe St. | Secondary | **4** | 28,000 | 2,300 | 0.08 |
| | West of Jackson St. | Secondary | **2** | 28,000 | 1,800 | 0.13 |
| Madison St. | South of Airport Blvd | Primary | **4** | 42,600 | 6,700 | 0.16 |
| Avenue 60 | West of Monroe Blvd | Secondary | **3** | 28,000 | 3,200 | 0.15 |
| Monroe St. | South of Airport Blvd | Primary | **3** | 42,600 | 3,400 | 0.11 |

1. Existing Number of Through Lanes; **1** = City of La Quinta General Plan Buildout number of lanes.
2. Source: City of La Quinta Engineering Bulletin #06-13 (Oct 2017)
3. Average Daily Traffic (ADT) expressed in vehicles per day.

General Plan LOS consistency is analyzed in section a) below, while VMT is analyzed in section b) of this Transportation discussion.

## Project Impact

### a. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?*

#### *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), Multifamily Housing (Code 220), Resort Hotel (Code 330), and Shopping Center (Code 820) are used. The Wave Basin component of the project is considered a private recreational facility. Trip generation rates for the Wave Basin facility are based on data from the San Diego Association of Governments recreational park (developed) rates.

For the resort-related commercial area, ITE land use code 861 (sporting goods store) has been utilized and the Farm area, ITE land use code 495 (recreational community center) has been utilized.

**Table 4.13-10** illustrates the Trip Generation Summary for the project based on ITE Land Use classifications.

**Table 4.13-10 Trip Generation Summary**

| Trip Generation Rates | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | ITE LU Code | Quantity *(note 2)* | AM Peak Hour | | | PM Peak Hour | | | Daily |
| | | | In | Out | Total | In | Out | Total | |
| Single Family Detached | 210 | 496 DU | 0.19 | 0.55 | 0.74 | 0.62 | 0.37 | 0.99 | 9.44 |
| Multifamily Housing (Low-Rise) | 220 | 104 DU | 0.11 | 0.35 | 0.46 | 0.35 | 0.21 | 0.56 | 7.32 |
| Resort Hotel *(note 5)* (with bar, restaurant, kitchen, rooftop bar, pool bar & grill, and spa. Back of house resort operations included) | 330 | 150 RM | 0.27 | 0.10 | 0.37 | 0.20 | 0.27 | 0.47 | 7.87 |
| Shopping Center | 820 | 10 TSF | 0.58 | 0.36 | 0.94 | 1.83 | 1.98 | 3.81 | 37.75 |
| Wave Basin Facility *(note 6)* (Back of house wave operations included) | *(Note 4)* | 12 AC | 1.20 | 0.80 | 2.00 | 2.40 | 1.60 | 4.00 | 50.00 |
| Wave Village (Studio/Retail) *(note 7)* (with shape studio, surf shop, board room, surf lounge/living room, surf classroom, fitness pavilion, high performance center, & beach club) | 861 | 15 TSF | 0.27 | 0.07 | 0.34 | 0.97 | 1.05 | 2.02 | 28.75 |
| The Farm (Recreational Area/Clubhouse) *(note 8)* (with Barn, Greenhouse, Equipment Barn, Tool Shed, Family Camp, Gym, Outfitters, and Locker Rooms) | 495 | 16 TSF | 1.16 | 0.60 | 1.76 | 1.09 | 1.22 | 2.31 | 28.82 |

1. Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).
2. DU = Dwelling Unit; TSF = Thousand Square Feet; RM = Occupied Room
3. Pass-by Source: Shops at Coral Mountain TIA, prepared by Urban Crossroads, Inc. (November 2009)
4. Since ITE does not have trip rates for a wave pool facility, similar use based on SANDAG's recreation park (developed peak hour and daily rates) are utilized.
5. Hotel trip rates account for 23.5 tsf of ancillary facilities which include bar, restaurant, kitchen, rooftop bar, pool bar & grill, spa, and back of house resort operations.
6. The Wave Basin Facility trip rates account for pool area and 1.5 tsf of back of house wave operations.
7. Wave Village trip rates account for 15 tsf of ancillary facilities which include shape studio, surf shop, board room, surf lounge/living room, surf classroom, fitness pavilion, high performance center, & beach club.
8. The Farm trip rates account for 16 tsf of ancillary facilities which include Barn, Greenhouse, Equipment Barn, Tool Shed, Family Camp, Gym, Outfitters, & Locker Rooms.
9. The 1 tsf back of house guardhouse use is accounted for in the Project rates.

The project will be gated and private, with the exception of the neighborhood commercial project at the northeast corner of Avenue 58 and Madison Street, so reasonable assumptions regarding internal/pass-by interactions between these uses are included in the trip generation calculations. The Wave Basin facility will be utilized by hotel guests, but outside trip generation is also included for employee trips at the hotel, resort commercial village and Wave Basin. Area residents and visitors will use the commercial

retail area located at the northeast corner of the project, which will not be restricted to project residents and hotel guests (which typically include merchandise, service station and restaurant land uses). The total internal/pass-by trip ends were adjusted in a manner to ensure that no "double counting" occurs before assigning the project trips to the roadway network.

*Phase 1 (2021)*

As shown on **Table 4.13-11,** Phase 1 (2021) of the proposed project is anticipated to generate a net total of 2,227 external trip ‑ ends per day on a typical weekday with 114 external vehicles per hour (VPH) during the weekday AM peak hour and 151 external VPH during the weekday PM peak hour.

**Table 4.13-11 Phase 1 (2021)**

| Trip Generation Rates | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | **ITE LU Code** | **Quantity (note 2)** | **AM Peak Hour** | | | **PM Peak Hour** | | | **Daily** |
| | | | In | Out | Total | In | Out | Total | |
| Single Family Detached | 210 | 26 DU | 5 | 14 | 19 | 16 | 10 | 26 | 245 |
| Multifamily Housing (Low-Rise) | 220 | 104 RM | 11 | 36 | 47 | 36 | 22 | 58 | 761 |
| Internal to Retail/Resort | | | (2) | (3) | (5) | (9) | (7) | (16) | (141) |
| Residential External Trips | | | 14 | 47 | 61 | 43 | 25 | 68 | 865 |
| Shopping Center | 820 | 10 TSF | 6 | 4 | 10 | 18 | 20 | 38 | 378 |
| Pass-By (25%) | | | (1) | (1) | (2) | (5) | (5) | (10) | (95) |
| Internal to Residential/Resort | | | (3) | (3) | (6) | (4) | (4) | (8) | (72) |
| Shopping Center External Trips | | | 2 | 0 | 2 | 9 | 11 | 20 | 211 |
| Resort Hotel | 330 | 150 RM | 41 | 15 | 56 | 30 | 41 | 71 | 1,181 |
| Internal to Residential/Retail | | | (7) | (8) | (15) | (11) | (17) | (28) | (324) |
| Resort Hotel External Trips | | | 34 | 7 | 41 | 19 | 24 | 43 | 857 |
| Wave Basin Facility | (note 4) | 12 AC | 14 | 10 | 24 | 29 | 19 | 48 | 600 |
| Internal to Residential/Retail/Resort | | | (8) | (6) | (14) | (16) | (12) | (28) | (306) |
| Wave Basin Facility External Trips | | | 6 | 4 | 10 | 13 | 7 | 20 | 294 |
| Wave Village | 861 | 15 TSF | 3 | 2 | 5 | 16 | 15 | 31 | 431 |
| Internal to Residential/Resort | | | (1) | (1) | (2) | (7) | (7) | (14) | (168) |
| Wave Village External Trips | | | 2 | 1 | 3 | 9 | 8 | 17 | 263 |
| The Farm | 495 | 16 TSF | 18 | 11 | 29 | 18 | 19 | 37 | 461 |
| Internal to Residential/Retail/Resort | | | (9) | (6) | (15) | (9) | (11) | (20) | (240) |
| The Farm External Trips | | | 9 | 5 | 14 | 9 | 8 | 17 | 221 |
| | | | | | | | | | |
| Project Subtotal | | | 98 | 92 | 190 | 163 | 146 | 309 | 4,057 |
| Internal Capture Subtotal | | | (37) | (37) | (74) | (74) | (74) | (148) | (1,735) |
| Pass-By (Shopping Center) | | | (1) | (1) | (2) | (5) | (5) | (10) | (95) |
| **Total** | | | **56** | **58** | **114** | **84** | **67** | **151** | **2,227** |

1. Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).
2. DU = Dwelling Unit; TSF = Thousand Square Feet; RM = Occupied Room
3. Pass-by Source: Shops at Coral Mountain TIA, prepared by Urban Crossroads, Inc. (November 2009)
4. Since ITE does not have trip rates for a wave pool facility, similar use based on SANDAG's recreation park (developed peak hour and daily rates) are utilized.
5. Hotel trip rates account for 23.5 tsf of ancillary facilities which include bar, restaurant, kitchen, rooftop bar, pool bar & grill, spa, and back of house resort operations.
6. The Wave Basin Facility trip rates account for pool area and 1.5 tsf of back of house wave operations.
7. Wave Village trip rates account for 15 tsf of ancillary facilities which include shape studio, surf shop, board room, surf lounge/living r oom, surf classroom, fitness pavilion, high performance center, & beach club.

8. The Farm trip rates account for 16 tsf of ancillary facilities which include Barn, Greenhouse, Equipment Barn, Tool Shed, Family Camp , Gym, Outfitters, & Locker Rooms.
9. The 1 tsf back of house guardhouse use is accounted for in the Project rates.

## *Phase 2 (2023)*

**Table 4.13-12** shows trip generation for Phase 2 of the proposed project, which is anticipated to generate a net total of 2,778 external trip-ends per day on a typical weekday with 123 external vehicles per hour (VPH) during the weekday AM peak hour and 208 external VPH during the weekday PM peak hour.

**Table 4.13-12 Phase 2 (2023)**

| Trip Generation Rates | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | **ITE LU Code** | **Quantity (note 2)** | **AM Peak Hour** | | | **PM Peak Hour** | | | **Daily** |
| | | | In | Out | Total | In | Out | Total | |
| Single Family Detached | 210 | 26 DU | 5 | 14 | 19 | 16 | 10 | 26 | 245 |
| Multifamily Housing (Low-Rise) | 220 | 104 RM | 11 | 36 | 47 | 36 | 22 | 58 | 761 |
| Internal to Retail/Resort | | | (2) | (5) | (7) | (10) | (8) | (18) | (158) |
| Residential External Trips | | | 14 | 45 | 59 | 42 | 24 | 66 | 848 |
| Shopping Center | 820 | 35 TSF | 20 | 13 | 33 | 64 | 69 | 133 | 1,321 |
| Pass-By (25%) | | | (4) | (4) | (8) | (16) | (16) | (32) | (330) |
| Internal to Residential/Resort | | | (5) | (4) | (9) | (8) | (8) | (16) | (144) |
| Shopping Center External Trips | | | 11 | 5 | 16 | 40 | 45 | 85 | 847 |
| Resort Hotel | 330 | 150 RM | 41 | 15 | 56 | 30 | 41 | 71 | 1,181 |
| Internal to Residential/Retail | | | (8) | (8) | (16) | (13) | (19) | (32) | (370) |
| Resort Hotel External Trips | | | 33 | 7 | 40 | 17 | 22 | 39 | 811 |
| Wave Basin Facility | (note 4) | 12 AC | 14 | 10 | 24 | 29 | 19 | 48 | 600 |
| Internal to Residential/Retail/Resort | | | (9) | (7) | (16) | (17) | (13) | (30) | (328) |
| Wave Basin Facility External Trips | | | 5 | 3 | 8 | 12 | 6 | 18 | 272 |
| Wave Village | 861 | 15 TSF | 3 | 2 | 5 | 16 | 15 | 31 | 431 |
| Internal to Residential/Resort | | | (1) | (1) | (2) | (7) | (7) | (14) | (168) |
| Wave Village External Trips | | | 2 | 1 | 3 | 9 | 8 | 17 | 263 |
| The Farm | 495 | 16 TSF | 18 | 11 | 29 | 18 | 19 | 37 | 461 |
| Internal to Residential/Retail/Resort | | | (9) | (6) | (15) | (9) | (11) | (20) | (240) |
| The Farm External Trips | | | 9 | 5 | 14 | 9 | 8 | 17 | 221 |
| Project Subtotal | | | 112 | 101 | 213 | 209 | 195 | 404 | 5,000 |
| Internal Capture Subtotal | | | (41) | (41) | (82) | (82) | (82) | (164) | (1,892) |
| Pass-By (Shopping Center) | | | (4) | (4) | (8) | (16) | (16) | (32) | (330) |
| **Total** | | | **67** | **56** | **123** | **111** | **97** | **208** | **2,778** |

1. Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).
2. DU = Dwelling Unit; TSF = Thousand Square Feet; RM = Occupied Room
3. Pass-by Source: Shops at Coral Mountain TIA, prepared by Urban Crossroads, Inc. (November 2009)
4. Since ITE does not have trip rates for a wave pool facility, similar use based on SANDAG's recreation park (developed peak hour and daily rates) are utilized.
5. Hotel trip rates account for 23.5 tsf of ancillary facilities which include bar, restaurant, kitchen, rooftop bar, pool bar & grill, spa, and back of house resort operations.
6. The Wave Basin Facility trip rates account for pool area and 1.5 tsf of back of house wave operations.
7. Wave Village trip rates account for 15 tsf of ancillary facilities which include shape studio, surf shop, board room, surf lounge/living r oom, surf classroom, fitness pavilion, high performance center, & beach club.
8. The Farm trip rates account for 16 tsf of ancillary facilities which include Barn, Greenhouse, Equipment Barn, Tool Shed, Family Camp , Gym, Outfitters, & Locker Rooms.
9. The 1 tsf back of house guardhouse use is accounted for in the Project rates.

## *Phase 3 (2026) Project Buildout*

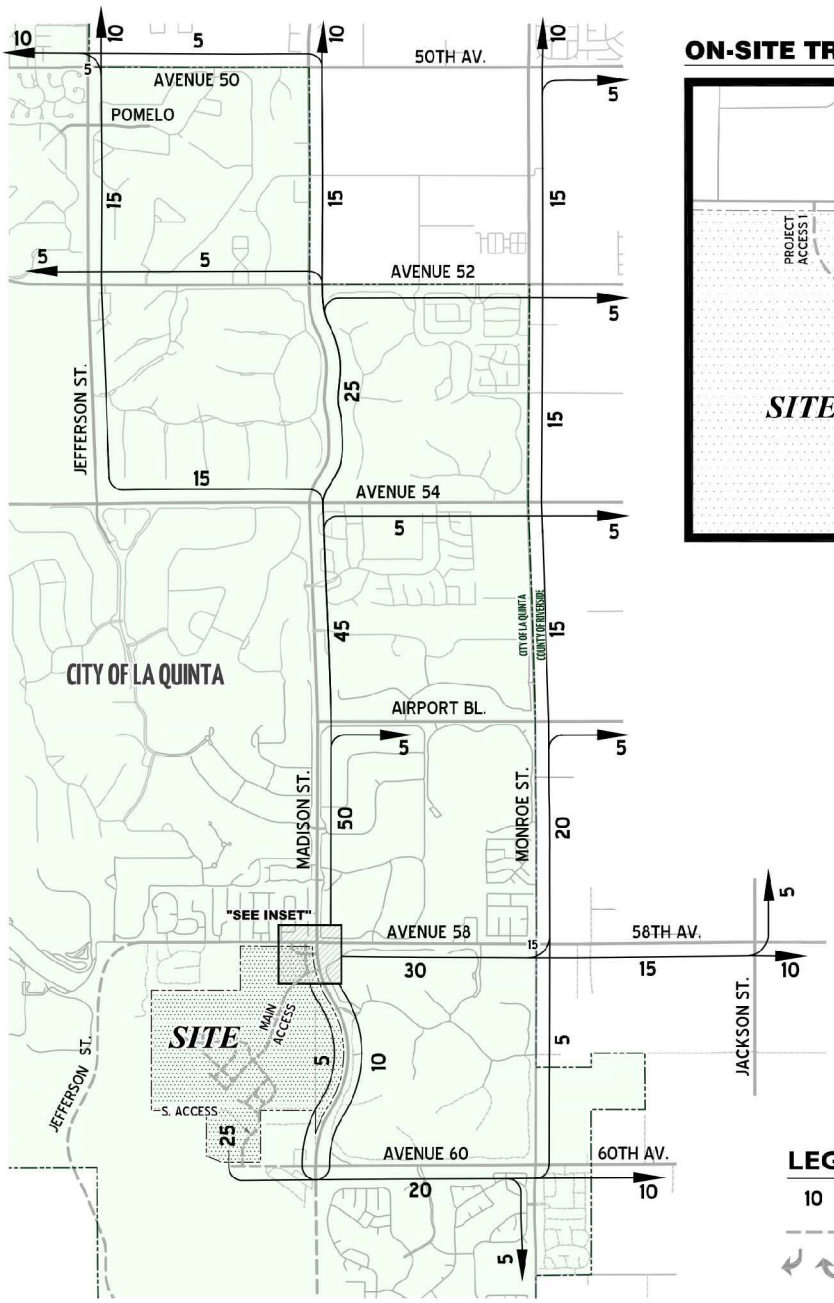
As shown on **Table 4.13-13**, at project buildout, the site is anticipated to generate a net total of 6,994 external trip-ends per day on a typical weekday with 447 external vehicles per hour (VPH) during the weekday AM peak hour and 638 external VPH during the weekday PM peak hour.

**Table 4.13-13 Project Buildout (2026)**

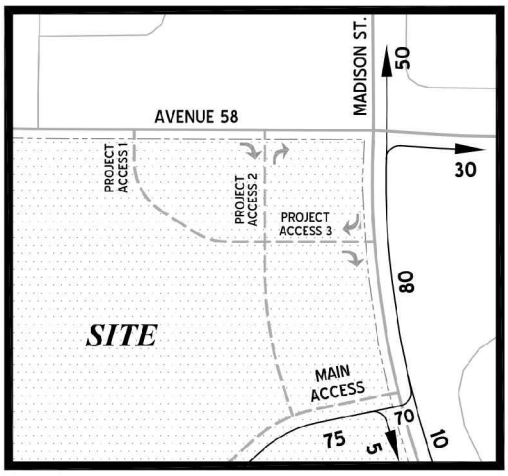
| Trip Generation Rates | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | **ITE LU Code** | **Quantity (note 2)** | **AM Peak Hour** | | | **PM Peak Hour** | | | **Daily** |
| | | | In | Out | Total | In | Out | Total | |
| Single Family Detached | 210 | 496 DU | 94 | 273 | 367 | 308 | 184 | 492 | 4,682 |
| Multifamily Housing (Low-Rise) | 220 | 104 RM | 11 | 36 | 47 | 36 | 22 | 58 | 761 |
| Internal to Retail/Resort | | | (10) | (20) | (30) | (40) | (29) | (69) | (595) |
| Residential External Trips | | | 95 | 289 | 384 | 304 | 177 | 481 | 4,848 |
| Shopping Center | 820 | 60 TSF | 35 | 22 | 57 | 110 | 119 | 229 | 2,265 |
| Pass-By (25%) | | | (7) | (7) | (14) | (28) | (28) | (56) | (566) |
| Internal to Residential/Resort | | | (9) | (7) | (16) | (21) | (35) | (56) | (448) |
| Shopping Center External Trips | | | 19 | 8 | 27 | 61 | 56 | 117 | 1,251 |
| Resort Hotel | 330 | 150 RM | 41 | 15 | 56 | 30 | 41 | 71 | 1,181 |
| Internal to Residential/Retail | | | (14) | (10) | (24) | (15) | (21) | (36) | (416) |
| Resort Hotel External Trips | | | 27 | 5 | 32 | 15 | 20 | 35 | 765 |
| Wave Basin Facility | (note 4) | 12 AC | 14 | 10 | 24 | 29 | 19 | 48 | 600 |
| Internal to Residential/Retail/Resort | | | (12) | (8) | (20) | (26) | (17) | (43) | (470) |
| Wave Basin Facility External Trips | | | 2 | 2 | 4 | 3 | 2 | 5 | 130 |
| Wave Village | 861 | 15 TSF | 3 | 2 | 5 | 16 | 15 | 31 | 431 |
| | | | (1) | (1) | (2) | (7) | (7) | (14) | (168) |
| Wave Village External Trips | | | 2 | 1 | 3 | 9 | 8 | 17 | 263 |
| The Farm | 495 | 16 TSF | 18 | 11 | 29 | 18 | 19 | 37 | 461 |
| | | | (9) | (6) | (15) | (9) | (11) | (20) | (240) |
| The Farm External Trips | | | 9 | 5 | 14 | 9 | 8 | 17 | 221 |
| Project Subtotal | | | 216 | 369 | 585 | 547 | 419 | 966 | 10,381 |
| Internal Capture Subtotal | | | (62) | (62) | (124) | (136) | (136) | (272) | (2,821) |
| Pass-By (Shopping Center) | | | (7) | (7) | (14) | (28) | (28) | (56) | (566) |
| **Total** | | | **143** | **304** | **447** | **383** | **255** | **638** | **6,994** |

1. Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).
2. DU = Dwelling Unit; TSF = Thousand Square Feet; RM = Occupied Room
3. Pass-by Source: Shops at Coral Mountain TIA, prepared by Urban Crossroads, Inc. (November 2009)
4. Since ITE does not have trip rates for a wave pool facility, similar use based on SANDAG's recreation park (developed peak hour and daily rates are utilized.
5. Hotel trip rates account for 23.5 tsf of ancillary facilities which include bar, restaurant, kitchen, rooftop bar, pool bar & grill, spa, and back of house resort operations.
6. The Wave Basin Facility trip rates account for pool area and 1.5 tsf of back of house wave operations.
7. Wave Village trip rates account for 15 tsf of ancillary facilities which include shape studio, surf shop, board room, surf lounge/living room, surf classroom, fitness pavilion, high performance center, & beach club.
8. The Farm trip rates account for 16 tsf of ancillary facilities which include Barn, Greenhouse, Equipment Barn, Tool Shed, Family Camp, Gym, Outfitters, & Locker Rooms.
9. The 1 tsf back of house guardhouse use is accounted for in the Project rates.

Trip distributions for both the residential and commercial operations is depicted in **Exhibit 4.13-2** and **Exhibit 4.13-3.**




**ON-SITE TRIP DISTRIBUTION**




**LEGEND:**

10 = PERCENT TO/FROM PROJECT

= FUTURE ROADWAY

= RIGHT-IN/RIGHT-OUT ONLY ACCESS

N

N.T.S.

URBAN CROSSROADS

**MSA CONSULTING, INC.**
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING
34200 Bob Hope Drive, Rancho Mirage, CA 92270
760.320.9811 **msaconsultinginc.com**

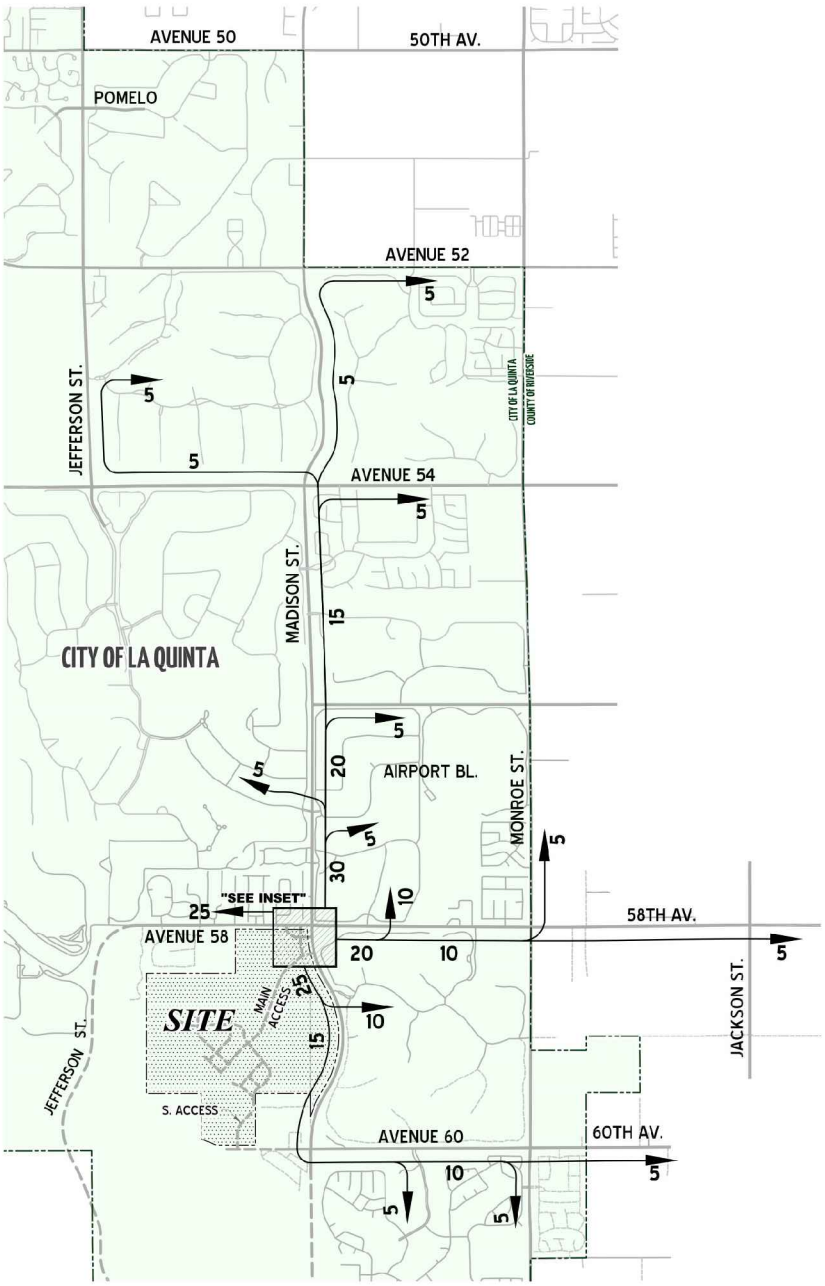
# PROJECT RESIDENTIAL AND RESORT EXTERNAL TRIP DISTRIBUTION

## CORAL MOUNTAIN RESORT

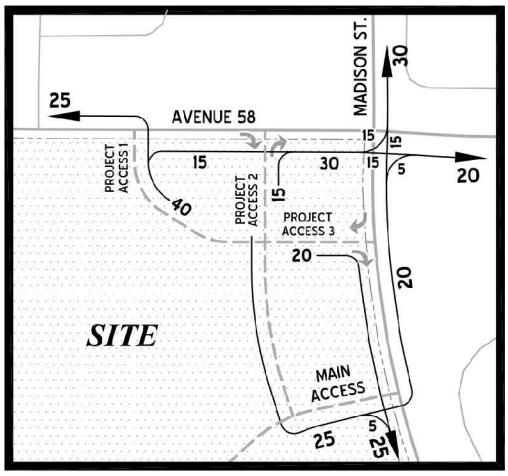
ENVIRONMENTAL IMPACT REPORT

EXHIBIT

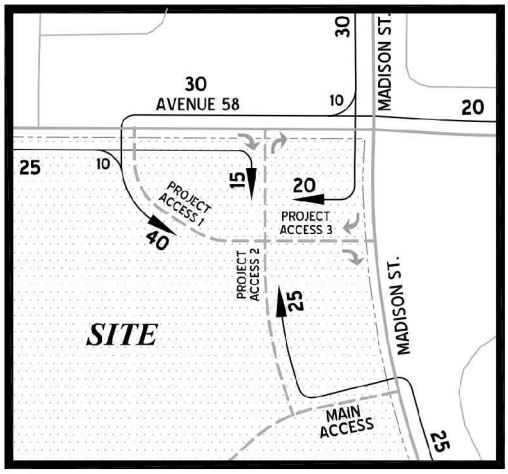
*4.13-2*




**ON-SITE OUTBOUND TRIP DISTRIBUTION**




**ON-SITE INBOUND TRIP DISTRIBUTION**




**LEGEND:**

10 = PERCENT TO/FROM PROJECT

= FUTURE ROADWAY

= RIGHT-IN/RIGHT-OUT ONLY ACCESS

N

URBAN CROSSROADS

N.T.S.

**MSA CONSULTING, INC.**
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING
34200 Bob Hope Drive, Rancho Mirage, CA 92270
760.320.9811 **msaconsultinginc.com**

# PROJECT SHOPPING CENTER EXTERNAL TRIP DISTRIBUTION

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

*4.13-3*

## *Future Traffic Conditions*

Future traffic conditions were evaluated, to include existing traffic, ambient growth, and other developments in the area. Future "with project" conditions analyzed project traffic plus existing ambient growth plus cumulative traffic conditions.

### *TIA Access Improvement Recommendations*

The Coral Mountain Resort project is proposed to be served by the project access locations listed below:

- Madison Street / Main Access (#19) (full access)
- South Access (18) / Avenue 60 (full access)
- Project Access 1(#20) / Avenue 58 (full access)
- Project Access 2 (#21) / Avenue 58 (right‐in/right‐out access)
- Madison Street / Project Access 3 (#22) (right‐in/right‐out access)

The separation between project driveways along Avenue 58 (#20 and #21) and Madison Street (#22) is over 250 feet and separation between Avenue 58 and the project's main access point (#19) (future signalized location) is over 600 feet. The location of each project access points meets City of La Quinta intersection spacing standards.

## *TIA Analysis Scenarios*

### *Existing Plus Project (E+P) and EAP*

**Table 4.13-14**: The Existing plus Project (E+P) traffic conditions analysis determines circulation system deficiencies that would occur on the existing roadway system if the project were added to Existing traffic conditions. The Existing plus Ambient growth (EAP) scenario includes the entire project and seven years of background growth. To account for background traffic growth, ambient growth was included for EAP (2026) traffic conditions. Cumulative development projects were not included as part of the EAP Analysis.

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. Under E+P conditions, the 22 (17 existing and the 5 project intersections) study area intersections are anticipated to continue to operate at acceptable LOS with the addition of project traffic.

## Table 4.13-14 Intersection Analysis for Existing Plus Project (E+P)

| # | Intersection | Traffic Control *(Note 3)* | Intersection Approach Lanes *(Note 1)* | | | | Delay (Secs) *(Note 2)* | | Level of Service *(Note 2)* | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | Southbound | Eastbound | Westbound | AM | PM | AM | PM |
| | | | L/T/R | L/T/R | L/T/R | L/T/R | | | | |
| 1 | Madison St/Avenue 58 | AWS | 1/2/1 | 1/2/d | 1/1/1 | 1/2/1 | 10.0 | 12.8 | A | B |
| 2 | Madison St/Airport Blvd. | TS | 1/2/d | 1/2/0 | 0/0/0 | 1/0/1 | 8.8 | 9.9 | A | A |
| 3 | Madison St./ Avenue 54 | AWS | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | 15.2 | 23.5 | C | C |
| 4 | Madison St./ Avenue 52 | TS | 2/2/1 | 2/2/d | 1/2/d | 1/2/1 | 29.1 | 30.0 | C | C |
| 5 | Madison St./ Avenue 50 | TS | 2/2/1 | 2/2/1 | 1/2/1 | 1/2/1 | 29.1 | 29.8 | C | C |
| 6 | Jefferson St./ Avenue 54 | AWS | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/1 | 13.2 | 20.1 | B | C |
| 7 | Jefferson St./ Avenue 52 | RDB | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 10.6 | 11.2 | A | A |
| 8 | Jefferson St./ Pomelo | TS | 1/3/0 | 1/3/0 | 0.5/0.5/1 | 0.5/0.5/1 | 8.8 | 14.3 | A | B |
| 9 | Jefferson St./ Avenue 50 | TS | 1/3/1 | 2/3/1 | 1/2/1 | 1/1/1 | 46.5 | 49.4 | D | D |
| 10 | Madison St./ Avenue 60 | AWS | 0/0/0 | 1/0/1 | 0.5/0.5/0 | 0/0/1 | 8.7 | 9.5 | A | A |
| 11 | Monroe St./Avenue 60 | AWS | 1/1/0 | 1/1/1 | 0.5/0.5/1 | 0/1!/0 | 8.5 | 8.9 | A | A |
| 12 | Monroe St./Avenue 58 | AWS | 0/1!/0 | 0.5/0.5/1 | 0/1!0 | 0/1!/0 | 8.9 | 11.0 | A | A |
| 13 | Monroe St./Airport Blvd | AWS | 1/1/0 | 1/2/d | 1/1/1 | 0/1!/0 | 9.0 | 10.0 | A | A |
| 14 | Monroe St./ Avenue 54 | AWS | 0/1!/0 | 0.5/0.5/1 | 1/1/0 | 0/1!/0 | 16.3 | 14.4 | B | B |
| 15 | Monroe St./ Avenue 52 | AWS | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | 16.8 | 34.3 | B | D |
| 16 | Monroe St./ 50th Avenue | TS | 1/2/0 | 1/2/0 | 1/1/1 | 1/1/1> | 16.6 | 18.5 | B | B |
| 17 | Jackson St./ 58th Avenue | AWS | 0/1!/0 | 0/1!/0 | 0/1!/0 | 0/1!/0 | 7.7 | 8.6 | A | A |
| 18 | S. Access/ Avenue 60 | CSS | 0/0/0 | 0/**1!/**0 | 0/**1**/0 | 0/**1**/0 | 8.9 | 8.9 | A | A |
| 19 | Madison St/Main Access | CSS | **1**/2/0 | 0/2/0 | **1**/0/**1** | 0/0/0 | 12.7 | 15.6 | B | C |
| 20 | Project Access 1/Ave. 58 | CSS | 0/**1!/**0 | 0/0/0 | 0/1/0 | **1***/2/0 | 9.2 | 9.8 | A | A |
| 21 | Project Access 2/Ave. 58 | CSS | 0/0/**1** | 0/0/0 | 0/1/0 | 0/2/0 | 8.6 | 9.0 | A | A |
| 22 | Madison St /Project Access 3 | CSS | 0/2/0 | 0/2/0 | 0/0/**1** | 0/0/0 | 8.9 | 10.1 | A | B |

1. When a right turn is designated the land can either be striped or unstriped. To function as a right turn lane there must be sufficient for right turning vehicles to travel outside the through lanes.
   L = Left; T = Through; R = Right; > = Right Turn Overlap Phasing; d = Defacto Right Turn Lane; **1 = Improvement**
   1! = Shared Left/Thru/Right Lane; 0.5=Shared Lane; *=Left turn lane accommodated within two-way turn lane
2. Per the Highway Capacity Manual 6th Edition (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.
   Delay and level of service is calculated using Synchro 10.1 software
   **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
3. TS = Traffic Signal; AWS = All Way Stop; CSS = Controlled; RDB = Roundabout

**Table 4.13-15 Roadway Volume/Capacity Analysis For E+P Conditions**

| Roadway | Segment | Roadway Designation | Through Travel Lanes *(note 1)* | Capacity *(note 2)* | ADT *(note 3)* | Volume/ Capacity Ratio |
|---|---|---|---|---|---|---|
| Avenue 58 | West of Madison St. | Secondary | **3** | 28,000[4] | 2,300 | 0.11 |
| | West of Monroe St. | Secondary | 4 | 28,000 | 4,100 | 0.15 |
| | West of Jackson St. | Secondary | **2** | 14,000[4] | 2,700 | 0.19 |
| Madison St. | South of Airport Blvd | Primary | 4 | 42,600 | 9,700 | 0.23 |
| Avenue 60 | West of Monroe Blvd | Secondary | **3** | 21,000[4] | 4,500 | 0.21 |
| Monroe St. | South of Airport Blvd | Primary | **3** | 31,950[5] | 4,400 | 0.14 |

1. Existing Number of Through Lanes; **1** = City of La Quinta General Plan Buildout number of lanes.
2. Source: City of La Quinta Engineering Bulletin #06-13 (Oct 2017)
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

The traffic signal warrant analysis further found that under E+P traffic conditions, two study intersections are anticipated to require installation of a traffic signal (which are funded in the CIP) in order to maintain acceptable LOS under E+P conditions. (#6 Jefferson Street/Avenue 54; and #15 Monroe Street/Avenue 52.). As shown in **Table 4.13-16** because the project will contribute to the need for signalization, the project's share of these improvements will be 1%.

**Table 4.13-16 E+P Fair Share Contributions**

| Intersection # | Intersection | Fair Share Contribution (E+P) |
|---|---|---|
| 6 | Jefferson Street/Avenue 54 | 1% |
| 15 | Monroe Street/Avenue 52 | 1% |

All but 5 study roadway intersections analyzed are anticipated to operate at acceptable LOS for EAP without Project traffic conditions. All but 6 study roadway intersections analyzed are anticipated to operate at acceptable LOS for EAP with Project traffic conditions. Proposed improvements will result in all study intersections operating at acceptable LOS. **Table 4.13-17** illustrates that following proposed improvements, intersections will operate with acceptable LOS.

## Table 4.13-17 Intersection Analysis for Existing Plus Ambient Without and With Project (EAP)

| # | Intersection | Traffic Control *(Note 3)* | Intersection Approach Lanes *(Note 1)* | | | | EA (2026) Without Project | | | | EA (2026) With Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | North-bound | South-bound | East-bound | West-bound | Delay (Secs) *(Note 2)* | | Level of Service *(Note 2)* | | Delay (Secs) *(Note 2)* | | Level of Service *(Note 2)* | |
| | | | L/T/R | L/T/R | L/T/R | L/T/R | AM | PM | AM | PM | AM | PM | AM | PM |
| 1 | Madison St/Avenue 58 | AWS | 1/2/1 | 1/2/d | 1/1/1 | 1/2/1 | 9.7 | 12.1 | A | B | 11.9 | 19.9 | B | C |
| 2 | Madison St/Airport Blvd. | TS | 1/2/d | 1/2/0 | 0/0/0 | 1/0/1 | 10.0 | 11.4 | A | B | 10.0 | 11.4 | A | B |
| 3 | Madison St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | **41.4** | **>80** | **E** | **F** | **57.7** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | 35.6 | 36.1 | D | D | 36.9 | 38.2 | D | D |
| 4 | Madison St./ Avenue 52 | TS | 2/2/1 | 2/2/d | 1/2/d | 1/2/1 | 30.2 | 31.3 | C | C | 31.0 | 32.2 | C | C |
| 5 | Madison St./ Avenue 50 | TS | 2/2/1 | 2/2/1 | 1/2/1 | 1/2/1 | 31.0 | 32.1 | C | C | 31.3 | 23.4 | C | C |
| 6 | Jefferson St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/1 | 18.7 | **72.4** | **C** | **F** | 22.2 | **>80** | C | **F** |
| | -With Improvements | **TS** | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/**1>** | 24.4 | 25.0 | C | C | 24.7 | 25.5 | C | C |
| 7 | Jefferson St./ Avenue 52 | | | | | | | | | | | | | |
| | -Without Improvements | RDB | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 18.5 | **36.7** | C | **E** | 21.9 | **40.4** | C | **E** |
| | -With Improvements | RDB | 0.5/**1.5**/1/>> | 0.5/**1.5**/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 7.8 | 8.6 | A | A | 8.3 | 9.5 | A | A |
| 8 | Jefferson St./ Pomelo | TS | 1/3/0 | 1/3/0 | 0.5/0.5/1 | 0.5/0.5/1 | 8.0 | 14.0 | A | B | 10.6 | 14.4 | B | B |
| 9 | Jefferson St./ Avenue 50 | TS | 1/3/1 | 2/3/1 | 1/2/1 | 1/1/1 | 46.6 | 50.4 | D | D | 46.8 | 50.4 | D | D |
| 10 | Madison St./ Avenue 60 | AWS | 0/0/0 | 1/0/1 | 0.5/0.5/0 | 0/1/1 | 8.9 | 11.0 | A | B | 9.5 | 11.9 | A | B |
| 11 | Monroe St./Avenue 60 | AWS | 1/1/0 | 1/1/1 | 0.5/0.5/1 | 0/1!/0 | 9.5 | 10.9 | A | B | 10.0 | 12.1 | B | B |
| 12 | Monroe St./Avenue 58 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 0.5/0.5/1 | 0/1!0 | 0/1!/0 | 9.8 | 20.1 | A | C | 11.2 | **39.8** | B | **E** |
| | -With Improvements | **TS** | 0/1!/0 | 0.5/0.5/1 | 0/1!0 | 0/1!/0 | 22.1 | 23.0 | C | C | 24.4 | 24.5 | C | C |
| 13 | Monroe St./Airport Blvd | AWS | 1/1/0 | 1/2/d | 1/1/1 | 0/1!/0 | 10.6 | 15.4 | B | C | 11.5 | 18.8 | B | C |
| 14 | Monroe St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 0.5/0.5/1 | 1/1/0 | 0/1!/0 | **50.7** | **70.1** | **F** | **F** | **66.1** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 0/1!/0 | 0.5/0.5/1 | 1/1/0 | 0/1!/0 | 25.4 | 25.9 | C | C | 12.9 | 16.1 | B | B |
| 15 | Monroe St./ Avenue 52 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | **39.4** | **>80** | **E** | **F** | **50.4** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | 12.6 | 15.4 | B | B | 12.9 | 16.1 | B | B |
| 16 | Monroe St./ 50th Avenue | TS | 1/2/0 | 1/2/0 | 1/1/1 | 1/1/1> | 17.1 | 21.8 | B | C | 17.2 | 21.8 | B | C |
| 17 | Jackson St./ 58th Avenue | AWS | 0/1!/0 | 0/1!/0 | 0/1!/0 | 0/1!/0 | 8.4 | 11.3 | A | B | 8.8 | 12.4 | A | B |
| 18 | S. Access/ Avenue 60 | **CSS** | 0/0/0 | 0/**1!/**0 | 0/**1**/0 | 0/**1**/0 | Future Intersection | | | | 8.9 | 8.9 | A | A |
| 19 | Madison St/Main Access | **CSS** | **1**/2/0 | 0/2/0 | **1**/0/**1** | 0/0/0 | Future Intersection | | | | 14.8 | 19.2 | B | C |
| 20 | Project Access 1/Ave. 58 | **CSS** | 0/**1!/**0 | 0/0/0 | 0/1/0 | **1***/2/0 | Future Intersection | | | | 9.3 | 10.0 | A | B |
| 21 | Project Access 2/Ave. 58 | **CSS** | 0/0/**1** | 0/0/0 | 0/1/0 | 0/2/0 | Future Intersection | | | | 8.6 | 9.2 | A | A |
| 22 | Madison St /Project Access 3 | **CSS** | 0/2/0 | 0/2/0 | 0/0/**1** | 0/0/0 | Future Intersection | | | | 9.3 | 10.6 | A | B |

1. When a right turn is designated the land can either be striped or unstriped. To function as a right turn lane there must be sufficient

for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap Phasing; d = Defacto Right Turn Lane; **1 = Improvement**
1! = Shared Left/Thru/Right Lane; 0.5=Shared Lane; *=Left turn lane accommodated within two-way turn lane

2. Per the Highway Capacity Manual 6th Edition (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.
Delay and level of service is calculated using Synchro 10.1 software
**BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
3. TS = Traffic Signal; AWS = All Way Stop; CSS = Controlled; RDB = Roundabout

*EAP Traffic Volume Forecasts Summary:*

Under EAP traffic conditions, five study intersections are anticipated to require installation of a traffic signal (which are funded in the CIP) in order to maintain acceptable LOS under EAP "without project" conditions. (#3 Madison Street/Avenue 54; #6 Jefferson Street/Avenue 54; #14 Monroe Street/Avenue 54 and #15 Monroe Street/Avenue 52.)

Under EAP "with project" conditions the previously described 5 intersections as well as one additional intersection (#12 Monroe Street/Avenue 58) are anticipated to require installation of a traffic signal.

In addition, EAP analysis results indicate that the intersection of Jefferson Street at Avenue 52 (#7) experiences deficient operations under cumulative "without project" conditions. Jefferson Street at Avenue 52 requires reconstruction of the current roundabout design to incorporate 2 circulating lanes around the center island. This effectively accommodates an additional through lane in the northbound and southbound directions to provide acceptable LOS. The improvements are needed with or without the project, so a fair share contribution is appropriate.

**Table 4.13-18** provides the project's contribution to the needed signals.

**Table 4.13-18 Project EAP Fair Share Contributions**

| Intersection # | Intersection | Fair Share Contribution (EAP) |
|---|---|---|
| 3 | Madison Street/Avenue 54 | 2% |
| 6 | Jefferson Street/Avenue 54 | 1% |
| 12 | Monroe Street/Avenue 58 | N/A |
| 14 | Monroe Street/Avenue 54 | 1% |
| 15 | Monroe Street/Avenue 52 | 1% |
| 7 | Jefferson Street/Avenue 52 | 0.4% |

All study roadway segments analyzed are anticipated to operate at acceptable LOS for EAP traffic conditions, consistent with Existing traffic conditions.

### *Traffic Signal Warrants*

Traffic Signal Warrants for existing traffic conditions indicate that, based on existing peak hour intersection turning volumes, the following 4 unsignalized study area intersections currently warrant a traffic signal beyond the 2 (#6 and #15) that satisfy signal warrants for Existing or E+P conditions.

- Madison Street at Avenue 58 (#1)
- Madison Street at Main Access (#19)
- Monroe Street at Avenue 58 (#12)
- Monroe Street at Airport Boulevard (#13)

## ***Project Phase 1 (2021)***

### *Phase 1 Improvements*

The traffic analysis was based on the following assumptions for on-site improvements, which must be made conditions of approval for the project, in order to assure that impacts remain less than significant:

**Avenue 58** will be constructed to its ultimate half‐section width as a Secondary along the commercial portion of the project.

**Madison Street** will be constructed to its ultimate half‐section width as a Secondary along the commercial portion of the project.

**Avenue 60** will be constructed as a 2‐lane roadway along the project boundary.

**For Project Access 1 & Avenue 58 (intersection 20)**, provide northbound cross‐street stop control. Construct south leg with one shared northbound left‐right turn lane. Accommodate westbound left turn lane within two‐way left turn lane (TWLTL) striping.

Northbound cross‐street stop control should be provided for **Project Access 2 & Avenue 58 (intersection 21).** Construct south leg with one right turn outbound lane. Left turns should not be accommodated at this intersection.

For **Madison Street & Project Access 3 (intersection 22),** provide eastbound cross‐street stop control. Construct west leg with one right turn outbound lane. Left turns should not be accommodated at this intersection.

Eastbound cross-street stop control should be provided for **Madison Street & Main Access (intersection 19).** Construct west leg with one left turn outbound and one right turn outbound lane. Construct a northbound left turn inbound lane with a minimum turn bay length of 150’.

For **South Access & Avenue 60 (intersection 18)**, provide southbound cross‐street stop control. Construct north leg with one shared left‐right turn outbound lane. Construct west leg with one shared left‐through lane. Construct east leg with one shared through‐right lane.

As shown in **Table 4.13-19** four study area intersections are anticipated to require installation of a traffic signal (which are funded in the CIP) in order to maintain acceptable LOS with the construction of Phase 1.

Under EAPC conditions, as shown in **Table 4.13-19,** without the project 5 study area intersections will be impacted. With the addition of Project Phase 1, the same intersections are impacted, without improvements. Phase 1 of the project increases the trips at the affected intersections, but does not worsen LOS levels at these intersections. As indicated in the table, project and CIP improvements will result in acceptable LOS for all intersections.

## Table 4.13-19 Intersection Analysis for Phase 1 (2021)
## Existing Plus Ambient Plus Cumulative (EAPC) Without and With Project

| # | Intersection | Traffic Control *(Note 3)* | Intersection Approach Lanes *(Note 1)* | | | | Without Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Delay (Secs) *(Note 2)* | | Level of Service *(Note 2)* | | Delay (Secs) *(Note 2)* | | Level of Service *(Note 2)* | |
| | | | Northbound | Southbound | Eastbound | Westbound | AM | PM | AM | PM | AM | PM | AM | PM |
| | | | L/T/R | L/T/R | L/T/R | L/T/R | | | | | | | | |
| 1 | Madison St/Avenue 58 | AWS | 1/2/1 | 1/2/d | 1/1/1 | 1/2/1 | 10.9 | 14.2 | B | B | 11.4 | 15.6 | B | C |
| 2 | Madison St/Airport Blvd. | TS | 1/2/d | 1/2/0 | 0/0/0 | 1/0/1 | 8.8 | 10.2 | A | B | 8.9 | 10.2 | A | B |
| 3 | Madison St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | 21.3 | **47.6** | C | **E** | 22.6 | **53.0** | C | **F** |
| | -With Improvements | **TS** | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | 31.4 | 31.6 | C | C | 31.5 | 31.7 | C | C |
| 4 | Madison St./ Avenue 52 | TS | 2/2/1 | 2/2/d | 1/2/d | 1/2/1 | 30.2 | 30.0 | C | C | 30.5 | 30.2 | C | C |
| 5 | Madison St./ Avenue 50 | TS | 2/2/1 | 2/2/1 | 1/2/1 | 1/2/1 | 29.9 | 31.3 | C | C | 30.0 | 31.3 | C | C |
| 6 | Jefferson St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/1 | 18.8 | **49.7** | C | **E** | 19.3 | **52.1** | C | **F** |
| | -With Improvements | **TS** | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/**1>** | 36.1 | 29.9 | D | D | 36.2 | 40.3 | C | C |
| 7 | Jefferson St./ Avenue 52 | | | | | | | | | | | | | |
| | -Without Improvements | RDB | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | **42.8** | **78.7** | **E** | **F** | **44.3** | **>80** | **E** | **F** |
| | -With Improvements | RDB | 0.5/**1.5**/1/>> | 0.5/**1.5**/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 10.2 | 12.8 | B | B | 10.3 | 13.0 | B | B |
| 8 | Jefferson St./ Pomelo | TS | 1/3/0 | 1/3/0 | 0.5/0.5/1 | 0.5/0.5/1 | 9.3 | 34.4 | A | C | 9.4 | 34.3 | B | B |
| 9 | Jefferson St./ Avenue 50 | TS | 1/3/1 | 2/3/1 | 1/2/1 | 1/1/1 | 52.4 | 50.6 | D | D | 52.5 | 50.7 | D | D |
| 10 | Madison St./ Avenue 60 | AWS | 0/0/0 | 1/0/1 | 0.5/0.5/0 | 0/1/1 | 8.8 | 10.6 | A | B | 8.9 | 10.8 | A | B |
| 11 | Monroe St./Avenue 60 | AWS | 1/1/0 | 1/1/1 | 0.5/0.5/1 | 0/1!/0 | 10.4 | 12.0 | B | B | 10.5 | 12.3 | B | B |
| 12 | Monroe St/Avenue 58 | AWS | 0/1!/0 | 0.5/0.5/1 | 0/1!0 | 0/1!/0 | 10.8 | 23.8 | B | C | 11.0 | 14.1 | B | B |
| 13 | Monroe St./Airport Blvd | AWS | 1/1/0 | 1/2/d | 1/1/1 | 0/1!/0 | 11.1 | 13.8 | B | B | 11.3 | 14.1 | B | B |
| 14 | Monroe St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 0.5/0.5/1 | 1/1/0 | 0/1!/0 | 31.1 | **35.7** | D | **E** | 33.0 | **35.9** | D | **E** |
| | -With Improvements | **TS** | 0/1!/0 | 0.5/0.5/1 | 1/1/0 | 0/1!/0 | 23.5 | 23.0 | C | C | 23.7 | 23.2 | C | C |
| 15 | Monroe St./ Avenue 52 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | **50.3** | **>80** | **F** | **F** | **53.1** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | 13.0 | 14.7 | B | B | 13.0 | 14.7 | B | B |
| 16 | Monroe St./ 50th Avenue | TS | 1/2/0 | 1/2/0 | 1/1/1 | 1/1/1> | 16.3 | 20.4 | B | C | 16.3 | 20.4 | B | C |
| 17 | Jackson St./ 58th Avenue | AWS | 0/1!/0 | 0/1!/0 | 0/1!/0 | 0/1!/0 | 8.1 | 9.8 | A | A | 8.1 | 9.8 | A | A |
| 18 | S. Access/ Avenue 60 | **CSS** | 0/0/0 | 0/**1!/**0 | 0/**1**/0 | 0/**1**/0 | Future Intersection | | | | 8.6 | 8.6 | A | A |
| 19 | Madison St/Main Access | **CSS** | **1**/2/0 | 0/2/0 | **1**/0/**1** | 0/0/0 | Future Intersection | | | | 11.2 | 12.6 | B | B |
| 20 | Project Access 1/Ave. 58 | **CSS** | 0/**1!/**0 | 0/0/0 | 0/1/0 | **1***/2/0 | Future Intersection | | | | 9.9 | 10.6 | A | B |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | Project Access 2/Ave. 58 | **CSS** | 0/0/**1** | 0/0/0 | 0/1/0 | 0/2/0 | Future Intersection | 9.3 | 9.8 | A | A |
| 22 | Madison St /Project Access 3 | **CSS** | 0/2/0 | 0/2/0 | 0/0/**1** | 0/0/0 | Future Intersection | 9.0 | 9.7 | A | B |

1. When a right turn is designated the land can either be striped or unstriped. To function as a right turn lane there must be sufficient for right turning vehicles to travel outside the through lanes.
   L = Left; T = Through; R = Right; > = Right Turn Overlap Phasing; d = Defacto Right Turn Lane; **1 = Improvement**

   1! = Shared Left/Thru/Right Lane; 0.5=Shared Lane; *=Left turn lane accommodated within two-way turn lane
2. Per the Highway Capacity Manual 6th Edition (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.
   Delay and level of service is calculated using Synchro 10.1 software
   **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
3. TS = Traffic Signal; AWS = All Way Stop; CSS = Controlled; RDB = Roundabout

### *Phase 1 Traffic Volume Forecasts Summary*

Four study area intersections are anticipated to require installation of a traffic signal (which are funded in the CIP) in order to maintain acceptable LOS with the implementation of Phase 1.

- #3 Madison Street/Avenue 54.
- #6 Jefferson Street/Avenue 54.
- #14 Monroe Street/Avenue 54 and
- #15 Monroe Street/Avenue 52.

The impacted intersections are the same as those under EAP conditions, and require the same improvements in order to operate at acceptable LOS.

As is the case under EAP conditions, analysis results indicate that the intersection of Jefferson Street at Avenue 52 requires reconstruction of the current roundabout design to incorporate 2 circulating lanes around the center island.

**Table 4.13-20** provides the Project Phase 1 fair share contributions which are the same as EAP contributions:

**Table 4.13-20 Project Phase 1 Fair Share Contributions**

| Intersection # | Intersection | Fair Share Contribution (Phase 1) |
|---|---|---|
| 3 | Madison Street/Avenue 54 | 2% |
| 6 | Jefferson Street/Avenue 54 | 1% |
| 12 | Monroe Street/Avenue 58 | N/A |
| 14 | Monroe Street/Avenue 54 | 1% |
| 15 | Monroe Street/Avenue 52 | 1% |
| 7 | Jefferson Street/Avenue 52 | 0.4% |

All study roadway segments analyzed are anticipated to operate at acceptable LOS for Phase 1 traffic conditions, consistent with Existing traffic conditions.

### *Traffic Signal Warrants*

Traffic Signal Warrants for existing traffic conditions indicate that, based on existing peak hour intersection turning volumes, the following 3 unsignalized study area intersections currently warrant a traffic signal that also satisfy Warrants for E+P conditions (#1, #12 and #13).

- Madison Street at Avenue 58 (#1)
- Monroe Street at Avenue 58 (#12)
- Monroe Street at Airport Boulevard (#13)

### *Project Phase 2 (2023)*

#### *Phase 2 Improvements*

For **Project Phase 2** conditions, the same improvements are required as for Project Phase 1 (see previous discussion).

In 2023, **Table 4.13-21** indicates that without the project 6 study area intersections will require improvements in order to operate at acceptable LOS levels. Phase 2 of the project increases the trips at the affected intersections, but does not worsen LOS levels at these intersections. As indicated in the table, project and CIP improvements will result in acceptable LOS for all intersections.

## Table 4.13-21 Intersection Analysis for Phase 2 (2023)
## Existing Plus Ambient Plus Cumulative (EAPC) Without and With Project

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] | | | | Without Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Delay (Secs)[2] | | Level of Service[2] | | Delay (Secs)[2] | | Level of Service[2] | |
| | | | Northbound | Southbound | Eastbound | Westbound | AM | PM | AM | PM | AM | PM | AM | PM |
| | | | L/T/R | L/T/R | L/T/R | L/T/R | | | | | | | | |
| 1 | Madison St/Avenue 58 | AWS | 1/2/1 | 1/2/d | 1/1/1 | 1/2/1 | 11.4 | 15.9 | B | C | 12.0 | 18.2 | B | C |
| 2 | Madison St/Airport Blvd. | TS | 1/2/d | 1/2/0 | 0/0/0 | 1/0/1 | 9.0 | 10.4 | A | B | 9.2 | 10.4 | A | B |
| 3 | Madison St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | 33.9 | **>80** | D | **F** | **36.9** | **>80** | **E** | **F** |
| | -With Improvements | **TS** | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | 34.5 | 38.5 | C | D | 34.8 | 38.8 | C | D |
| 4 | Madison St./ Avenue 52 | TS | 2/2/1 | 2/2/d | 1/2/d | 1/2/1 | 30.8 | 30.8 | C | C | 31.0 | 31.1 | C | C |
| 5 | Madison St./ Avenue 50 | TS | 2/2/1 | 2/2/1 | 1/2/1 | 1/2/1 | 30.7 | 32.1 | C | C | 30.8 | 32.1 | C | C |
| 6 | Jefferson St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/1 | 24.1 | **79.4** | C | **F** | 25.2 | **>80** | D | **F** |
| | -With Improvements | **TS** | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/**1>** | 42.7 | 41.6 | D | D | 43.0 | 42.3 | C | C |
| 7 | Jefferson St./ Avenue 52 | | | | | | | | | | | | | |
| | -Without Improvements | RDB | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | **59.8** | **>80** | **F** | **F** | **61.7** | **>80** | **F** | **F** |
| | -With Improvements | RDB | 0.5/**1.5**/1/>> | 0.5/**1.5**/1/>> | 0.5/0.5/1/>> | 0.5/0.5/1/>> | 11.7 | 16.6 | B | C | 11.8 | 16.9 | B | C |
| 8 | Jefferson St./ Pomelo | TS | 1/3/0 | 1/3/0 | 0.5/0.5/1 | 0.5/0.5/1 | 15.6 | 34.8 | B | C | 15.6 | 34.8 | B | C |
| 9 | Jefferson St./ Avenue 50 | TS | 1/3/1 | 2/3/1 | 1/2/1 | 1/1/1 | 52.3 | 53.3 | D | D | 52.4 | 53.4 | D | D |
| 10 | Madison St./ Avenue 60 | AWS | 0/0/0 | 1/0/1 | 0.5/0.5/0 | 0/1/1 | 9.0 | 11.2 | A | B | 9.2 | 11.7 | A | B |
| 11 | Monroe St./Avenue 60 | AWS | 1/1/0 | 1/1/1 | 0.5/0.5/1 | 0/1!/0 | 13.0 | 18.0 | B | C | 13.3 | 19.1 | B | C |
| 12 | Monroe St./Avenue 58 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 0.5/0.5/1 | 0/1!0 | 0/1!/0 | 15.7 | **>80** | C | **F** | 16.4 | **>80** | C | **F** |
| | -With Improvements | **TS** | 0/1!/0 | 0.5/0.5/1 | 0/1!0 | 0/1!/0 | 17.3 | 21.7 | B | C | 18.1 | 22.9 | B | C |
| 13 | Monroe St./Airport Blvd | AWS | 1/1/0 | 1/2/d | 1/1/1 | 0/1!/0 | 15.6 | 27.7 | C | D | 16.2 | 29.1 | C | D |
| 14 | Monroe St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 0.5/0.5/1 | 1/1/0 | 0/1!/0 | **>80** | **>80** | **F** | **F** | **>80** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 0/1!/0 | 0.5/0.5/1 | 1/1/0 | 0/1!/0 | 24.4 | 24.4 | C | C | 24.5 | 24.0 | C | C |
| 15 | Monroe St./ Avenue 52 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | **>80** | **>80** | **F** | **F** | **>80** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | 13.9 | 15.5 | B | B | 13.9 | 15.5 | B | B |
| 16 | Monroe St./ 50th Avenue | TS | 1/2/0 | 1/2/0 | 1/1/1 | 1/1/1> | 16.6 | 21.5 | B | C | 16.6 | 21.5 | B | C |
| 17 | Jackson St./ 58th Avenue | AWS | 0/1!/0 | 0/1!/0 | 0/1!/0 | 0/1!/0 | 8.5 | 11.3 | A | B | 8.1 | 9.8 | A | A |
| 18 | S. Access/ Avenue 60 | **CSS** | 0/0/0 | 0/**1!**/0 | 0/**1**/0 | 0/**1**/0 | Future Intersection | | | | 8.6 | 8.6 | A | A |
| 19 | Madison St/Main Access | **CSS** | **1**/2/0 | 0/2/0 | **1**/0/**1** | 0/0/0 | Future Intersection | | | | 11.5 | 13.5 | B | B |
| 20 | Project Access 1/Ave. 58 | **CSS** | 0/**1!**/0 | 0/0/0 | 0/1/0 | **1***/2/0 | Future Intersection | | | | 10.1 | 10.9 | B | B |
| 21 | Project Access 2/Ave. 58 | **CSS** | 0/0/**1** | 0/0/0 | 0/1/0 | 0/2/0 | Future Intersection | | | | 9.3 | 9.9 | A | A |
| 22 | Madison St /Project Access 3 | **CSS** | 0/2/0 | 0/2/0 | 0/0/**1** | 0/0/0 | Future Intersection | | | | 9.1 | 9.9 | A | A |

1. When a right turn is designated the land can either be striped or unstriped. To function as a right turn lane there must be sufficient for right turning vehicles to travel outside the through lanes.
   L = Left; T = Through; R = Right; > = Right Turn Overlap Phasing; d = De facto Right Turn Lane;
   1! = Shared Left/Thru/Right Lane; 0.5=Shared Lane; **1**=Improvement; **1** =Improvement per City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis (May 2012); *=Left turn lane accommodated within two-way left turn lane.

2. Per the Highway Capacity Manual 6th Edition (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.
   Delay and level of service is calculated using Synchro 10.1 software
   **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
3. TS = Traffic Signal; AWS = All Way Stop; CSS = Controlled; RDB = Roundabout

### *Phase 2 Traffic Volume Forecasts Summary*

For Phase 2 traffic conditions, five study area intersections are anticipated to require installation of a traffic signal (which are funded in the CIP) in order to maintain acceptable LOS.

- #3 Madison Street/Avenue 54
- #6 Jefferson Street/Avenue 54
- #12 Monroe Street/Avenue 58 and
- #14 Monroe Street/Avenue 54,
- #15 Monroe Street/Avenue 52.

This Phase results in impacts to one additional intersection not impacted in Phase 1 (#12).

As is the case under EAP conditions, the (#7) Jefferson Street/Avenue 52 intersection experiences deficient operations under cumulative "without project" conditions. Jefferson Street at Avenue 52 requires reconstruction of the current roundabout design to incorporate 2 circulating lanes around the center island.

**Table 4.13-22 Project Phase 2 Fair Share Contributions**

| Intersection # | Intersection | Fair Share Contribution (Phase 2) |
|---|---|---|
| 3 | Madison Street/Avenue 54 | 2% |
| 6 | Jefferson Street/Avenue 54 | 1% |
| 12 | Monroe Street/Avenue 58 | 3% |
| 14 | Monroe Street/Avenue 54 | 1% |
| 15 | Monroe Street/Avenue 52 | 1% |
| 7 | Jefferson Street/Avenue 52 | 0.4% |

All study roadway segments analyzed are anticipated to operate at acceptable LOS for EAPC (2023) traffic conditions, consistent with Existing traffic conditions.

## ***Project Phase 3 (2026)***

### *Project Phase 3 Improvements **

*(*Project Phase 3 with Special Events is described in a separate section)*

For Project Buildout **(Phase 3)** conditions, the following improvements are required, which must be made conditions of approval for the project, in order to assure that impacts remain less than significant:

**Avenue 58** will be constructed to its ultimate half‐section width as a Secondary along the residential / remaining portion of the project.

**Madison Street** will be constructed to its ultimate half - section width as a Secondary along the residential / remaining portion of the project.

Construct traffic signal for the intersection of **Madison Street & Main Access**.

Under build out conditions, **Table 4.13-23** indicates that without the project, 9 study area intersections will be impacted. The addition of the project will result in a total of 10 impacted intersections under build out (Phase 3) conditions. As indicated in the table, project and CIP improvements will result in acceptable LOS for all intersections.

## Table 4.13-23 Intersection Analysis for Phase 3 (2026)
## Existing Plus Ambient Plus Cumulative (EAPC) Without and With Project

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] | | | | Without Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Delay (Secs)[2] | | Level of Service[2] | | Delay (Secs)[2] | | Level of Service[2] | |
| | | | Northbound | Southbound | Eastbound | Westbound | AM | PM | AM | PM | AM | PM | AM | PM |
| | | | L/T/R | L/T/R | L/T/R | L/T/R | | | | | | | | |
| 1 | Madison St/Avenue 58 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 1/2/1 | 1/2/d | 1/**1**/1 | 1/2/1 | 12.7 | 20.8 | B | C | 17.3 | **57.9** | C | **F** |
| | -With Improvements | **TS** | 1/2/1 | 1/2/d | 1/1/1 | 1/2/1 | 27.4 | 32.0 | C | C | 27.4 | 32.1 | C | C |
| 2 | Madison St/Airport Blvd. | TS | 1/2/d | 1/2/0 | 0/0/0 | 1/0/1 | 9.6 | 10.9 | A | B | 9.6 | 10.9 | A | B |
| 3 | Madison St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | **79.2** | **>80** | **F** | **F** | **>80** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | 41.2 | 43.6 | D | D | 41.6 | 50.3 | D | D |
| 4 | Madison St./ Avenue 52 | TS | 2/2/1 | 2/2/d | 1/2/d | 1/2/1 | 31.6 | 32.3 | C | C | 32.2 | 33.1 | C | C |
| 5 | Madison St./ Avenue 50 | TS | 2/2/1 | 2/2/1 | 1/2/1 | 1/2/1 | 31.9 | 33.4 | C | C | 32.2 | 33.6 | C | C |
| 6 | Jefferson St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/1 | **40.6** | **>80** | **F** | **F** | **54.2** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/**1>** | 22.7 | 22.5 | C | C | 22.9 | 22.6 | C | C |
| 7 | Jefferson St./ Avenue 52 | | | | | | | | | | | | | |
| | -Without Improvements | RDB | 0.5/0.5/1>> | 0.5/0.5/1>> | 0.5/0.5/1>> | 0.5/0.5/1>> | **>80** | **>80** | **F** | **F** | **>80** | **>80** | **F** | **F** |
| | -With Improvements | RDB | 0.5/**1.5**/1>> | 0.5/**1.5**/1>> | 0.5/0.5/1>> | 0.5/0.5/1>> | 15.1 | 28.3 | C | D | 16.8 | 34.3 | C | D |
| 8 | Jefferson St./ Pomelo | TS | 1/3/0 | 1/3/0 | 0.5/0.5/1 | 0.5/0.5/1 | 19.4 | 35.4 | B | D | 19.5 | 35.8 | B | C |
| 9 | Jefferson St./ Avenue 50 | | | | | | | | | | | | | |
| | -Without Improvements | TS | 1/3/1 | 2/3/1 | 1/2/1 | 1/1/1 | 52.4 | **58.8** | D | **E** | 53.0 | **60.3** | D | **E** |
| | -With Improvements | TS | 1/3/1 | 2/3/1 | 1/2/1 | 1/**2**/1 | 51.4 | 51.0 | D | D | 51.8 | 51.6 | D | D |
| 10 | Madison St./ Avenue 60 | AWS | 0/0/0 | 1/0/1 | 0.5/0.5/0 | 0/1/1 | 9.4 | 12.8 | A | B | 10.2 | 14.8 | B | B |
| 11 | Monroe St./Avenue 60 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 1/1/0 | 1/1/0 | 0.5/0.5/1 | 0/1!/0 | 25.9 | **76.4** | D | **F** | 30.9 | **>80** | D | **F** |
| | -With Improvements | **TS** | 1/1/0 | 1/1/0 | 0.5/0.5/1 | 0/1!/0 | 33.3 | 34.9 | C | C | 34.4 | 37.7 | C | D |
| 12 | Monroe St./Avenue 58 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 0.5/0.5/1 | 0/1!/0 | 0/1!/0 | **52.2** | **>80** | **F** | **F** | **>80** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | **1**/1/0 | **1**/1/0 | **1**/1/0 | **1**/1/0 | 23.2 | 33.3 | C | C | 25.9 | 38.1 | C | D |
| 13 | Monroe St./Airport Blvd | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 1/1/0 | 1/2/d | 1/1/1 | 0/1!/0 | **47.3** | **>80** | **E** | **F** | **70.4** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 1/1/0 | 1/2/d | 1/1/1 | 0/1!/0 | 24.0 | 24.9 | C | C | 24.6 | 25.8 | C | C |
| 14 | Monroe St./ Avenue 54 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 0.5/0.5/1 | 1/1/0 | 0/1!/0 | **>80** | **>80** | **F** | **F** | **>80** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | **1**/1/0 | **1**/1/0 | 1/1/0 | **1**/1/0 | 34.7 | 37.0 | C | D | 35.0 | 37.7 | C | D |
| 15 | Monroe St./ Avenue 52 | | | | | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | **>80** | **>80** | **F** | **F** | **>80** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | 33.7 | 41.2 | C | D | 34.1 | 44.1 | C | D |
| 16 | Monroe St./ 50th Avenue | TS | 1/2/0 | 1/2/0 | 1/1/1 | 1/1/1> | 17.7 | 25.0 | B | C | 17.9 | 25.8 | B | C |
| 17 | Jackson St./ 58th Avenue | AWS | 0/1!/0 | 0/1!/0 | 0/1!/0 | 0/1!/0 | 9.5 | 16.9 | A | C | 9.9 | 21.5 | A | C |
| 18 | S. Access/ Avenue 60 | **CSS** | 0/0/0 | 0/**1!/**0 | 0/**1**/0 | 0/**1**/0 | Future Intersection | | | | 8.9 | 8.9 | A | A |
| 19 | Madison St/Main Access | **CSS** | **1**/2/0 | 0/2/0 | **1**/0/**1** | 0/0/0 | Future Intersection | | | | 17.4 | 24.3 | C | C |
| 20 | Project Access 1/Ave. 58 | **CSS** | 0/**1!/**0 | 0/0/0 | 0/1/0 | **1***/2/0 | Future Intersection | | | | 10.2 | 11.1 | B | B |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | Project Access 2/Ave. 58 | **CSS** | 0/0/**1** | 0/0/0 | 0/1/0 | 0/2/0 | Future Intersection | 9.4 | 10.0 | A | B |
| 22 | Madison St /Project Access 3 | **CSS** | 0/2/0 | 0/2/0 | 0/0/**1** | 0/0/0 | Future Intersection | 9.6 | 11.3 | A | B |

1. When a right turn is designated the land can either be striped or unstriped. To function as a right turn lane there must be sufficient for right turning vehicles to travel outside the through lanes.
   L = Left; T = Through; R = Right; > = Right Turn Overlap Phasing; d = De facto Right Turn Lane;
   1! = Shared Left/Thru/Right Lane; 0.5=Shared Lane; **1**=Improvement; **1** =Improvement per City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis (May 2012); *=Left turn lane accommodated within two-way left turn lane.
2. Per the Highway Capacity Manual 6th Edition (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.
   Delay and level of service is calculated using Synchro 10.1 software
   **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
3. TS = Traffic Signal; AWS = All Way Stop; CSS = Controlled; 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.)

*Phase 3 Traffic Volume Forecasts Summary :*

For Phase 3 traffic conditions, eight study area intersections are anticipated to require installation of a traffic signal in order to maintain acceptable LOS.

- #1 Madison Street/Avenue 58
- #3 Madison Street/Avenue 54
- #6 Jefferson Street/Avenue 54
- #11 Monroe Street/Avenue 60
- #12 Monroe Street/Avenue 58
- #13 Monroe Street/Airport Boulevard
- #14 Monroe Street/Avenue 54
- #15 Monroe Street/Avenue 52.

This includes 3 intersections that were not needed for Phase 2 (#1, #11 and #13). Fair share contributions for intersections that were included in Phase 2 are increased at Phase 3 due to additional traffic volumes contributed by the project.

In addition, the Jefferson Street at Avenue 50 intersection (#9) requires a second westbound through lane to maintain acceptable level of service. As with EAP conditions, the intersection of Jefferson Street at Avenue 52 requires reconstruction of the current roundabout design to incorporate 2 circulating lanes around the center island.

For the intersection of Madison Street at Avenue 58 (#1), the addition of project traffic requires the installation of a traffic signal. Therefore, the required signal will be installed by the project, and reimbursement to the project developer may be provided for all but the project's fair share by future developments, or CIP, or DIF credits.

For the remaining deficient study area intersections, the improvements are needed with or without the project, so a fair share contribution is appropriate for these locations.

**Table 4.13-24 Project Phase 3 Fair Share Contributions**

| Intersection # | Intersection | Fair Share Contribution (Phase 3) |
|---|---|---|
| 1 | Madison Street/Avenue 58 | 23% |
| 3 | Madison Street/Avenue 54 | 9% |
| 6 | Jefferson Street/Avenue 54 | 4% |
| 7 | Jefferson Street/Avenue 52 | 2% |
| 9 | Jefferson Street/Avenue 50 | 2% |
| 11 | Monroe Street/Avenue 60 | 6% |
| 12 | Monroe Street/Avenue 58 | 11% |
| 13 | Monroe Street/Airport Blvd | 6% |
| 14 | Monroe Street/Avenue 54 | 5% |
| 15 | Monroe Street/Avenue 52 | 4% |

All study roadway segments analyzed are anticipated to operate at acceptable LOS for EAPC Phase 3 (2026) traffic conditions.

### *Special Events*

The applicant anticipates the potential occurrence of multi-day special events at this location involving attendance of not-to-exceed 2,500 guests per day. Events will be restricted to 4 days duration with peak trips anticipated on Saturdays (up to 4 events per year). Staggered arrivals and departures will result in fewer trips on the three other days. Therefore, Saturdays were selected to illustrate the worst-case traffic scenario.

Improvement recommendations identified for weekend special event conditions are consistent with the improvements identified for Phase 3 weekday typical operations. Therefore, any event occurring prior to the build out of the project, and concurrent improvements, including traffic signal installations, would result in a significant impact on traffic operations. If project special events are held prior to the construction of Phase 3 improvements the following mitigation measures will be required to mitigate impacts to less than significant levels (as provided in Mitigation Measures **TRA-9** and **TRA-10**):

- Traffic improvements will be completed or the applicant shall provide a focused traffic analysis with the Temporary Use Permit that identifies any improvements that are not necessary to maintain acceptable levels of service at study intersections. If the analysis does not demonstrate acceptable operations, the TUP will be denied.
- A special event traffic and parking plan will be submitted with each Temporary Use Permit to ensure that special events will not cause any significant traffic or parking impacts. If the analysis does not demonstrate acceptable operations, the TUP will be denied.

#### *Weekend Traffic Volumes and Conditions*

Weekend special event intersection LOS analysis is based on traffic volumes observed during the weekend peak hour conditions using traffic count data collected on February 22, 2020. Discussions with City staff resulted in the selection of the Saturday peak hour between 10:00 am and 2:00 pm.

The sample comparison of the PM weekday data and weekend counts focuses on 4 key intersections. These intersections are identified in **Table 4.13-25.**

**Table 4.13-25 Weekend Intersection Count Locations**

| ID | Intersection Location | ID | Intersection Location |
|---|---|---|---|
| 1 | Madison Street at Avenue 58 | 11 | Madison Street at Avenue 58 |
| 5 | Madison Street at Avenue 50 | 13 | Monroe Street at Avenue 54 |

The average peak hour intersection change between weekday PM peak hour and weekend peak hour count data at selected study area and nearby intersections is a decrease of approximately 17.20%. This

percentage reduction was applied to the other project area intersections for purposes of analysis of special events.

The ITE Trip Generation Manual does not provide weekend trip generation rates for special events at a wave pool facility since the use is very specific. Vehicle trips were calculated based on estimated number of guests anticipated for these special events and a vehicle occupancy average of 2.4.

The Weekend Project Trip generation during a special event was based on 2,500 guests per day at the Wave Pool facility and approximately 25% of the guests arriving or departing during the arrival and departure peak hours. Weekend rates for other on-site land uses represent typical Saturday rates. As shown in **Table 4.13-26**, the proposed project is anticipated to generate a net total of 8,932 trip-ends per day on a Saturday during a special event with 906 vehicles per hour (VPH) during the arrival peak hour and 844 VPH during the departure peak hour.

**Table 4.13-26 Weekend Special Event Trip Generation**

| Trip Generation Results | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | **ITE LU Code** | **Quantity[2]** | **Arrival Peak Hour** | | | **Departure Peak Hour** | | | **Weekend Daily** |
| | | | **In** | **Out** | **Total** | **In** | **Out** | **Total** | |
| Single Family Detached | 210 | 496 DU | 248 | 213 | 461 | 248 | 213 | 461 | 4,732 |
| Multi-Family Housing (Low-Rise) | 220 (note 6) | 104 DU | 40 | 33 | 73 | 40 | 33 | 73 | 847 |
| *Internal to Retail/Resort* | | | *(29)* | *(52)* | *(81)* | *(65)* | *(36)* | *(101)* | *(777)* |
| Residential External Trips | | | 259 | 194 | 453 | 223 | 210 | 433 | 4,802 |
| Shopping Center | 820 | 60 TSF | 140 | 130 | 270 | 140 | 130 | 270 | 2,767 |
| *Pass-By (26%)* | | | *(35)* | *(35)* | *(70)* | *(35)* | *(35)* | *(70)* | *(719)* |
| *Internal to Residential/Resort* | | | *(25)* | *(33)* | *(58)* | *(35)* | *(26)* | *(61)* | *(501)* |
| Shopping Center External Trips | | | 80 | 62 | 142 | 70 | 69 | 139 | 1,537 |
| Resort Hotel | 310 (note 5) | 150 RM | 60 | 48 | 108 | 60 | 48 | 108 | 1,229 |
| *Internal to Residential/Retail* | | | *(28)* | *(37)* | *(65)* | *(33)* | *(27)* | *(60)* | *(720)* |
| Resort Hotel External Trips | | | 40 | 20 | 60 | 36 | 29 | 65 | 799 |
| Wave Basin Facility | (note 4) | 2500 Guests | 260 | 14 | 274 | 14 | 260 | 274 | 2,084 |
| *Internal to Residential/Retail/Resort* | | | *(42)* | *(4)* | *(46)* | *(4)* | *(46)* | *(50)* | *(480)* |
| Wave Pool Facility External Trips | | | 218 | 10 | 228 | 10 | 214 | 224 | 1,604 |
| Wave Village | 861 | 15 TSF | 32 | 31 | 63 | 31 | 32 | 63 | 871 |
| *Internal to Residential/Resort* | | | *(14)* | *(15)* | *(29)* | *(15)* | *(14)* | *(29)* | *(348)* |
| Wave Village External Trips | | | 18 | 16 | 34 | 16 | 18 | 34 | 523 |
| The Farm | 495 | 16 TSF | 9 | 8 | 17 | 8 | 9 | 17 | 146 |
| *Internal to Residential/Resort* | | | *(7)* | *(4)* | *(11)* | *(4)* | *(7)* | *(11)* | *(132)* |
| The Farm External Trips | | | 2 | 4 | 6 | 4 | 2 | 6 | 14 |
| Project Subtotal | | | 748 | 438 | 1,186 | 502 | 684 | 1,186 | 11,659 |
| *Internal Capture Subtotal* | | | *(105)* | *(105)* | *(210)* | *(116)* | *(116)* | *(232)* | *(2,008)* |
| *Pass-By (Shopping Center)* | | | *(35)* | *(35)* | *(70)* | *(35)* | *(35)* | *(70)* | *(719)* |
| **Project Total External Trips** | | | **608** | **298** | **906** | **351** | **533** | **884** | **8,932** |

1. *Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).*
2. *DU = Dwelling Unit; TSF = Thousand Square Feet; RM = Occupied Room*
3. *Source: Trip Generation Handbook, 3rd Edition (2017)*
4. *Vehicle trips are calculated based on estimated number of guests during special events and vehicle occupancy of 2.4*

5. *Saturday data for Hotel (ITE Land Use 310) has been utilized*
6. *Since Saturday peak hour in/out ratio is not available for ITE Land Use 220, the in/out Saturday split for ITE LU 210 (Single Family Detached Residential) has been utilized.*
7. *Hotel trip rates account for 23.5 tsf of ancillary facilities which include bar, restaurant, kitchen, rooftop bar, pool bar & grill, spa, and back of house resort operations.*
8. *The Wave Basin Facility trip rates account for pool area and 1.5 tsf of back of house wave operations.*
9. *Wave Village trip rates account for 15 tsf of ancillary facilities which include shape studio, surf shop, board room, surf lounge/living room, surf classroom, fitness pavilion, high performance center, & beach club.*
10. *The Farm trip rates account for 16 tsf of ancillary facilities which include Barn, Greenhouse, Equipment Barn, Tool Shed, Family Camp, Gym, Outfitters, & Locker Rooms.*
11. *The 1 tsf back of house guardhouse use is accounted for in the Project rates.*

The intersection analysis results indicate that the following study area intersections are anticipated to operate at an unacceptable LOS Conditions:

**Table 4.13-27 Intersection Analysis for EAPC Phase 3 (2026) Weekend Special Event Conditions**

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] | | | | Delay (Secs)[2] | | Level of Service[2] | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | Southbound | Eastbound | Westbound | AM | PM | AM | PM |
| | | | L/T/R | L/T/R | L/T/R | L/T/R | | | | |
| 1 | Madison St/Avenue 58 | | | | | | | | | |
| | -Without Improvements | AWS | 1/2/1 | 1/2/d | 1/**1**/1 | 1/2/1 | 41.6 | **37.8** | **E** | **E** |
| | -With Improvements | **TS** | 1/2/1 | 1/2/d | 1/1/1 | 1/2/1 | 29.9 | 30.9 | C | C |
| 2 | Madison St/Airport Blvd. | TS | 1/2/d | 1/2/0 | 0/0/0 | 1/0/1 | 10.5 | 10.8 | B | B |
| 3 | Madison St./ Avenue 54 | | | | | | | | | |
| | -Without Improvements | AWS | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | **45.9** | **39.3** | **E** | **E** |
| | -With Improvements | **TS** | 2/2/1 | 1/2/0 | 1/2/d | 1/2/1 | 42.6 | 41.4 | D | D |
| 4 | Madison St./ Avenue 52 | TS | 2/2/1 | 2/2/d | 1/2/d | 1/2/1 | 32.3 | 32.0 | C | C |
| 5 | Madison St./ Avenue 50 | TS | 2/2/1 | 2/2/1 | 1/2/1 | 1/2/1 | 32.5 | 32.5 | C | C |
| 6 | Jefferson St./ Avenue 54 | | | | | | | | | |
| | -Without Improvements | AWS | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/1 | **>80** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 0.5/1/0.5 | 2/2/1 | 1/2/0 | 1/1/**1>** | 21.9 | 21.8 | C | C |
| 7 | Jefferson St./ Avenue 52 | | | | | | | | | |
| | -Without Improvements | RDB | 0.5/0.5/1>> | 0.5/0.5/1>> | 0.5/0.5/1>> | 0.5/0.5/1>> | **>80** | **>80** | **F** | **F** |
| | -With Improvements | RDB | 0.5/**1.5**/1>> | 0.5/**1.5**/1>> | 0.5/0.5/1>> | 0.5/0.5/1>> | 13.5 | 13.4 | B | B |
| 8 | Jefferson St./ Pomelo | TS | 1/3/0 | 1/3/0 | 0.5/0.5/1 | 0.5/0.5/1 | 29.0 | 28.9 | C | C |
| 9 | Jefferson St./ Avenue 50 | | | | | | | | | |
| | -Without Improvements | TS | 1/3/1 | 2/3/1 | 1/2/1 | 1/1/1 | 48.1 | **48.1** | D | **D** |
| | -With Improvements | TS | 1/3/1 | 2/3/1 | 1/2/1 | 1/**2**/1 | 47.3 | 47.3 | D | D |
| 10 | Madison St./ Avenue 60 | AWS | 0/0/0 | 1/0/1 | 0.5/0.5/0 | 0/1/1 | 12.7 | 13.9 | B | B |
| 11 | Monroe St./Avenue 60 | | | | | | | | | |
| | -Without Improvements | AWS | 1/1/0 | 1/1/0 | 0.5/0.5/1 | 0/1!/0 | **47.0** | **45.2** | **E** | **E** |
| | -With Improvements | **TS** | 1/1/0 | 1/1/0 | 0.5/0.5/1 | 0/1!/0 | 35.3 | 35.4 | D | D |
| 12 | Monroe St./Avenue 58 | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 0.5/0.5/1 | 0/1!/0 | 0/1!/0 | **>80** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | **1**/1/0 | **1**/1/0 | **1**/1/0 | **1**/1/0 | 30.2 | 30.4 | C | C |
| 13 | Monroe St./Airport Blvd | | | | | | | | | |
| | -Without Improvements | AWS | 1/1/0 | 1/2/d | 1/1/1 | 0/1!/0 | **66.3** | **66.4** | **F** | **F** |
| | -With Improvements | **TS** | 1/1/0 | 1/2/d | 1/1/1 | 0/1!/0 | 22.9 | 22.8 | C | C |
| 14 | Monroe St./ Avenue 54 | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 0.5/0.5/1 | 1/1/0 | 0/1!/0 | **>80** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | **1**/1/0 | **1**/1/0 | 1/1/0 | **1**/1/0 | 32.6 | 32.6 | C | C |
| 15 | Monroe St./ Avenue 52 | | | | | | | | | |
| | -Without Improvements | AWS | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | **>80** | **>80** | **F** | **F** |
| | -With Improvements | **TS** | 0/1!/0 | 1/2/0 | 1/1/1 | 1/2/d | 34.3 | 34.3 | C | C |
| 16 | Monroe St./ 50th Avenue | TS | 1/2/0 | 1/2/0 | 1/1/1 | 1/1/1> | 20.7 | 20.7 | C | C |
| 17 | Jackson St./ 58th Avenue | AWS | 0/**1**!/0 | 0/**1**!/0 | 0/**1**!/0 | 0/**1**!/0 | 14.6 | 14.6 | B | B |
| 18 | S. Access/ Avenue 60 | **CSS** | 0/0/0 | 0/**1!**/0 | 0/**1**/0 | 0/**1**/0 | 8.9 | 8.9 | A | A |
| 19 | Madison St/Main Access | **CSS** | **1**/2/0 | 0/2/0 | **1**/0/**1** | 0/0/0 | 30.9 | 32.2 | D | D |
| 20 | Project Access 1/Ave. 58 | **CSS** | 0/**1!**/0 | 0/0/0 | 0/1/0 | **1***/2/0 | 12.6 | 12.1 | B | B |
| 21 | Project Access 2/Ave. 58 | **CSS** | 0/0/**1** | 0/0/0 | 0/1/0 | 0/2/0 | 9.9 | 10.3 | A | B |
| 22 | Madison St /Project Access 3 | **CSS** | 0/2/0 | 0/2/0 | 0/0/**1** | 0/0/0 | 11.0 | 11.1 | B | B |

4. *When a right turn is designated the land can either be striped or unstriped. To function as a right turn lane there must be sufficient for right turning vehicles to travel outside the through lanes.*
   L = *Left;* T = *Through;* R = *Right; > = Right Turn Overlap Phasing;* d = *De facto Right Turn Lane;*
   *1! = Shared Left/Thru/Right Lane; 0.5=Shared Lane;* **1**=*Improvement;* **1** =*Improvement per City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis (May 2012); *=Left turn lane accommodated within two-way left turn lane.*
5. *Per the Highway Capacity Manual 6th Edition (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.*
   *Delay and level of service is calculated using Synchro 10.1 software*
   ***BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).*
6. *TS = Traffic Signal; AWS = All Way Stop; CSS = Controlled; RDB = Roundabout*
7. *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.)*

**Table 4.13-28a. Impacted Intersections during Weekend Events**

| **Impacted Intersections during Weekend Events** | |
|---|---|
| Madison Street at Avenue 58 | Monroe Street at Airport Blvd |
| Madison Street at Avenue 54 | Monroe Street at Avenue 54 |
| Jefferson Street at Avenue 54 | Monroe Street at Avenue 52 |
| Monroe Street at Avenue 60 | Jefferson Street at Avenue 52 |
| Monroe Street at Avenue 58 | |

The improvement recommendations for weekend events are consistent with the improvements for Phase 3 project build out weekday typical operations. Mitigation Measures **TRA-9** and **TRA-10** will reduce impacts of special events in the event Special Events are to take place prior to the construction of Phase 3.

A queuing analysis was performed for the Weekend Special Event conditions to assess the adequacy of turn bay lengths to accommodate vehicle queues at the Project Entries.

Special events of up to 2,500 guests are anticipated to generate approximately 2,084 daily trips to and from the wave pool facility alone, of which 1,604 are from outside the project residential, retail, and resort hotel. During the arrival and departure peak hours, approximately 624 guests are anticipated to arrive or depart per hour, with an average of 2.4 persons per vehicle.

Approximately 260 total inbound trips to the wave pool facility alone are anticipated during the arrival peak hour (of which 214 are from outside the project residential, retail, and resort hotel,) with a similar quantity occurring in the outbound direction during the departure peak hour.

A queuing analysis was performed for the With Project Special Event Conditions to assess the adequacy of turn bay lengths to accommodate vehicle queues at the project entries. The results are found in Table **4.13-28b.** Turn bays on surrounding streets are anticipated to accommodate the estimated 95th Percentile queue length during Weekend Special Events.

**Table 4.13-28b. Project Access Turn Lane Storage Lengths**
**For EAPC Phase 3 (2026) Weekend Special Event Conditions**

| ID | Intersection | Turning Movement Lane | EAPC (2026) Weekend Special Event | | | | Storage Length (ft) | 95th Percentile Queue Length | |
|---|---|---|---|---|---|---|---|---|---|
| | | | AM | PM | Peak Hour | Volume | | Arrival | Departure |
| **18** | S. Access/Ave 60 | SBL/SBR | 52 | 56 | PM | 56 | >300 | 44 | 53 |
| **19** | Madison St/Main Access | | | | | | | | |
| | | NBL | 110 | 53 | AM | 110 | 150 | 89 | 61 |
| | | EBL | 175 | 229 | PM | 229 | 150 | 107 | 137 |
| | | EBR | 15 | 27 | PM | 27 | >150 | 41 | 42 |
| **20** | Project Access 1/Ave 58 | | | | | | | | |
| | | NBL/NBR | 29 | 94 | PM | 94 | >50 | 20 | 69 |
| | | WBL | 106 | 39 | AM | 106 | >50 | 44 | 37 |
| **21** | Project Access 2/Ave 58 | NBR | 18 | 51 | PM | 51 | >50 | 52 | 44 |
| **22** | Madison St/Project Access 3 | EBR | 34 | 78 | PM | 78 | >50 | 43 | 42 |

Special event attendee vehicles are anticipated to access the wave pool facility via the Project Main Entry and, to the extent warranted, through the back of house overflow parking area off of Avenue 60. **Table 4.13-28b** indicates that approximately 10% of special event vehicle trips for both the AM and PM Peak Hours will be diverted to the Avenue 60 entrance. **Exhibit 4.13-2** Project Residential and Resort External Trip Distribution indicates that 10% of traffic is expected to occur on Madison Street south of the Project Main Entry to Avenue 60. The Avenue 60 entrance is expected to account for 25% of vehicle trips for all project scenarios, including Special Events. As provided in Mitigation Measure **TRA-11,** Traffic Management Plans will be submitted to the City and the Police Department for review and approval prior to special events. Timing for installation of traffic management measures will be scaled to the size and duration of the event. In general, signage for large events should be in place five days prior and two days following special events. The City and Police Department may impose additional measures if determined to be necessary to meet the City's traffic management and public safety standards.

As provided in Mitigation Measures **TRA-12** through **TRA-14**, for large special event venues, traffic control typically includes special event flaggers, law enforcement personnel, online or transmitted event information (suggested routes, parking, etc.,) and portable changeable message signs (CMS) (or moveable mechanical electronic message boards.) CMS will be located at critical locations identified by the La Quinta Police Department (LQPD) and in place 5 days ahead of the event and 2 days after.

Each special event will require a Temporary Use Permit (TUP). The TUP process may require additional parking to be accommodated onsite based on the size of the event. The Back of House subarea (Planning Area III-G) of the project (to the south) will be the primary location for event parking. This 26.5-acre area can accommodate approximately 3,460 passenger vehicles (approximately 132 vehicles/acre), if not used for other purposes during a special event. An Event Parking Program will be provided with each TUP when applications are submitted for City and Police Department Review when the nature of the future event is known. Other event-specific traffic measures will be considered for each event, based on

the event's specific demands, to ensure compliance with the City's and Police Department's traffic management and public safety standards. These measures included in Mitigation Measures **TRA-12** through **TRA-14** will be included in TUP conditions of approval for each occurrence.

With implementation of these mitigation measures, all project entries were determined to be adequate for special event conditions, and the impacts associated with special events will be reduced to less than significant levels.

### *Congestion Management Plan*

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

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

The project will be required to pay TUMF fees in place at the time that building permits are sought. This requirement will assure that the project impacts on the regional roadway system will be mitigated. Following the payment of required fees such as TUMF and DIF, less than significant impacts are anticipated relative to the CMP.

### *Alternative Transportation*

As mentioned previously, the General Plan requires a Class II Golf/NEV path and multi-use path along Avenue 58, Madison Street and Avenue 60. The multi-use path is located on the east side of Madison Street and not adjacent to the project. Offsite improvements will include sidewalks along project adjacent roadways. This will provide connectivity to the surrounding area as well as the proposed retail located at the southwest corner of Avenue 58 and Madison Street.

The Desert Recreation District Master Plan includes a proposed trail along the toe of Coral Mountain associated with the future Coral Mountain Interpretive Center. The proposed trail alignment falls within the project boundaries. As shown in Mitigation Measure **TRA-15** project plans will include accommodations for this trail within the designated conservation area at the southwestern edge of the property.

Interior to the project, Project Design Features (PDF) are incorporated that encourage the use of alternative transportation measures including pedestrian and bicycle travel. The project will include design elements such as sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and other physical variables that differentiate pedestrian‐oriented

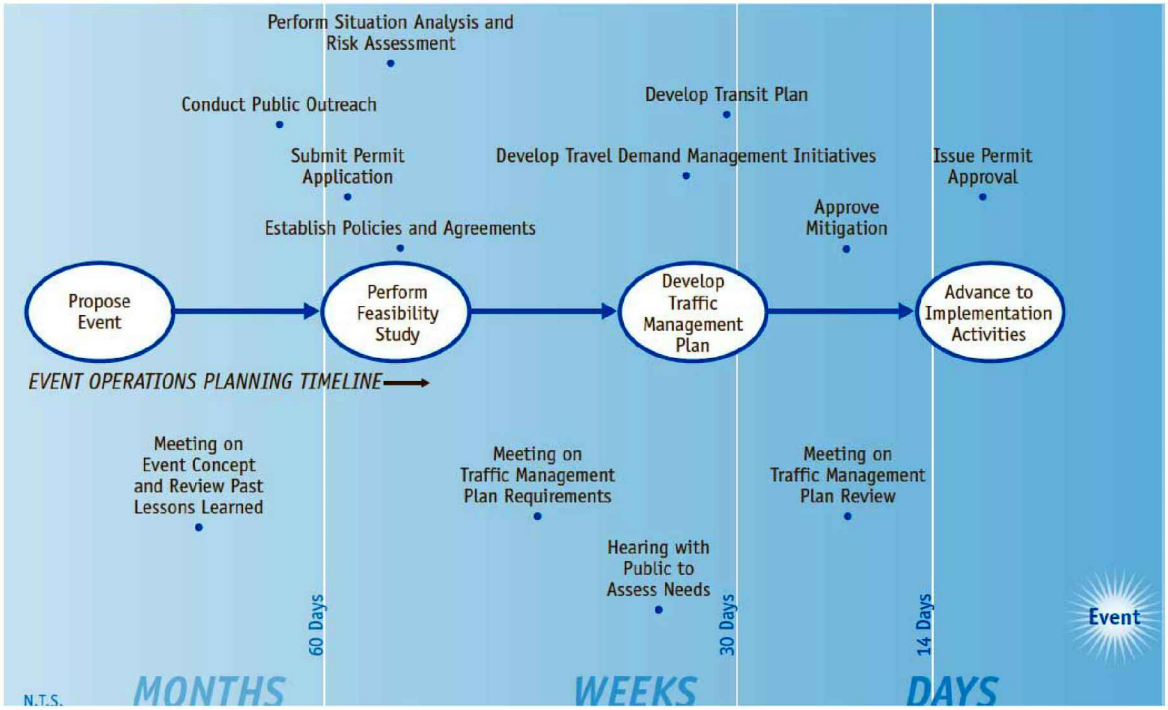
environments from auto-oriented environments. The project will provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. The project would minimize barriers to pedestrian access and interconnectivity. The project includes sidewalk connections, particularly to / from the retail areas interacting with residential and resort uses on-site.

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

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

### *Special Event Traffic Management*

**Exhibit 4.13-4** shows a potential generalized schedule of special event operation planning.




URBAN CROSSROADS

N.T.S.

**MSA** CONSULTING, INC.
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**SCHEDULE OF SPECIAL EVENT OPERATION PLANNING**

**CORAL MOUNTAIN RESORT**
ENVIRONMENTAL IMPACT REPORT

EXHIBIT
*4.13-4*

*Fair Share Contribution*

In general, a project's fair share contribution can include a combination of fee payments to established programs, construction of specific improvements with applicable fee credits or reimbursements, payment of a fair share contribution toward future improvements, or a combination of these approaches. Except to the extent provided otherwise below, the project's fair share contribution for the required improvements specified above is satisfied through the project's payment of the City's development impact fees. As set forth in the Development Impact Fee Study adopted by the City on February 4, 2020, the traffic component of the City's DIF is calculated to ensure that future development funds its fair share of necessary improvements to meet the City's General Plan transportation policies. See, pp. 9-1 through 9-7 of Development Impact Fee Study, dated September 23, 2019, and attached as Exhibit A to City Council Resolution No. 2020-003.

**Table 4.13-29** illustrates the project fair share percentages. **Table 4.13-29** illustrates the estimated timing of offsite improvement and associated fair share contributions.

For the intersection of Madison Street at Avenue 58 (#1), addition of project traffic requires the installation of the traffic signal. The required signal will be installed by the project.

For the remaining deficient study intersections, the improvements are needed under both with or without project conditions. The project will be required to contribute to these CIP-programmed improvements on a fair share basis, as shown in **Table 1.13-29,** through payment of the City's DIF**.**

With the installation of project and CIP-programmed improvements, impacts are expected to be less than significant.

## Table 4.13-29
## Project Fair Share Percentages

| ID | Intersection | Project Only Traffic | | | EAPC Peak Hour Traffic | | | 2040 With Project Peak Hour Traffic | Fair Share (%) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Phase 1 (2021) | Phase 2 (2023) | Phase 3 Buildout (2026) | Phase 1 (2021) | Phase 2 (2023) | Phase 3 (2026) | | EAPC Phase 1 (2021)[1] | EAPC Phase 2 (2023)[2] | EAPC Phase 3 (2026)[3] | 2040 With Project[4] |
| 1 | Madison St. / Avenue 58 | | | | | | | | | | | |
| | • AM Peak Hour | N/A | N/A | 339 | N/A | N/A | 1,455 | 3,235 | N/A | N/A | 23% | 10% |
| | • PM Peak Hour | | | 464 | | | 2,034 | 4,690 | | | 23% | 10% |
| 3 | Madison St. / Avenue 54 | | | | | | | | | | | |
| | • AM Peak Hour | 36 | 38 | 182 | 1,469 | 1,679 | 2,165 | 5,224 | 2% | 2% | 8% | 3% |
| | • PM Peak Hour | 43 | 52 | 240 | 1,845 | 2,130 | 2,769 | 6,689 | 2% | 2% | 9% | 4% |
| 4 | Madison St. / Avenue 52 | | | | | | | | | | | |
| | • AM Peak Hour | N/A | N/A | 98 | N/A | N/A | N/A | 4,330 | N/A | N/A | N/A | 2% |
| | • PM Peak Hour | | | 129 | | | | 5,452 | | | | 2% |
| 5 | Madison St. / Avenue 50 | | | | | | | | | | | |
| | • AM Peak Hour | N/A | N/A | 58 | N/A | N/A | 1,967 | 4,587 | N/A | N/A | N/A | 1% |
| | • PM Peak Hour | | | 72 | | | 2,594 | 6,410 | | | | 1% |
| 6 | Jefferson St. / Avenue 54 | | | | | | | | | | | |
| | • AM Peak Hour | 12 | 13 | 61 | 1,331 | 1,443 | 1,669 | 3,135 | 1% | 1% | 4% | 2% |
| | • PM Peak Hour | 15 | 17 | 80 | 1,604 | 1,749 | 2,044 | 3,871 | 1% | 1% | 4% | 2% |
| 7 | Jefferson St. / Avenue 52 | | | | | | | | | | | |
| | • AM Peak Hour | 12 | 12 | 76 | 2,792 | 2,965 | 3,301 | 5,035 | 0.4% | 0.4% | 2% | 2% |
| | • PM Peak Hour | 13 | 13 | 97 | 3,233 | 3,462 | 3,900 | 6,097 | 0.4% | 0.4% | 2% | 2% |
| 9 | Jefferson St. / Avenue 50 | | | | | | | | | | | |
| | • AM Peak Hour | N/A | N/A | 77 | 3,213 | 3,344 | 3,622 | 4,954 | N/A | N/A | 2% | 2% |
| | • PM Peak Hour | | | 96 | 3,853 | 4,054 | 4,440 | 6,161 | | | 2% | 2% |
| 10 | Madison St. / Avenue 60 | | | | | | | | | | | |
| | • AM Peak Hour | N/A | N/A | 125 | N/A | N/A | N/A | 2,875 | N/A | N/A | N/A | 4% |
| | • PM Peak Hour | | | 169 | | | | 3,853 | | | | 4% |
| 11 | Monroe St. / Avenue 60 | | | | | | | | | | | |
| | • AM Peak Hour | N/A | N/A | 82 | 685 | 941 | 1,334 | 3,094 | N/A | N/A | 6% | 3% |
| | • PM Peak Hour | | | 111 | 840 | 1,194 | 1,733 | 4,863 | | | 6% | 2% |
| 12 | Monroe St. / Avenue 58 | | | | | | | | | | | |
| | • AM Peak Hour | N/A | 29 | 141 | 695 | 919 | 1,320 | 3,311 | N/A | 3% | 11% | 4% |
| | • PM Peak Hour | | 37 | 185 | 1,007 | 1,334 | 1,914 | 4,733 | | 3% | 10% | 4% |
| 13 | Monroe St. / Airport Blvd. | | | | | | | | | | | |
| | • AM Peak Hour | N/A | N/A | 76 | 640 | 854 | 1,218 | 3,200 | N/A | N/A | 6% | 2% |
| | • PM Peak Hour | | | 97 | 864 | 1,163 | 1,654 | 4,442 | | | 6% | 2% |
| 14 | Monroe St. / Avenue 54 | | | | | | | | | | | |
| | • AM Peak Hour | 12 | 12 | 76 | 1,120 | 1,349 | 1,738 | 3,987 | 1% | 1% | 4% | 2% |
| | • PM Peak Hour | 13 | 13 | 97 | 1,250 | 1,566 | 2,108 | 5,384 | 1% | 1% | 5% | 2% |
| 15 | Monroe St. / Avenue 52 | | | | | | | | | | | |
| | • AM Peak Hour | 12 | 12 | 76 | 1,589 | 1,769 | 2,113 | 4,174 | 1% | 1% | 4% | 2% |
| | • PM Peak Hour | 13 | 13 | 97 | 1,932 | 2,190 | 2,673 | 5,664 | 1% | 1% | 4% | 2% |
| 16 | Monroe St. / 50th Avenue | | | | | | | | | | | |
| | • AM Peak Hour | 9 | 9 | 58 | 1,561 | 1,734 | 2,067 | 4,319 | 1% | 1% | 3% | 1% |
| | • PM Peak Hour | 10 | 9 | 72 | 2,137 | 2,378 | 2,839 | 6,011 | 0% | 0% | 3% | 1% |
| 17 | Jackson St. / 58th Avenue | | | | | | | | | | | |
| | • AM Peak Hour | 13 | 13 | 61 | 370 | 464 | 670 | 2,594 | 4% | 3% | 9% | 2% |
| | • PM Peak Hour | 13 | 17 | 81 | 559 | 700 | 995 | 3,735 | 2% | 2% | 8% | 2% |

[1] Project Fair Share % = ("Project Only Phase 1 (2021) Traffic" / "EAPC Phase 1 (2021) Peak Hour Traffic")

[2] Project Fair Share % = ("Project Only Phase 2 (2023) Traffic" / "EAPC Phase 2 (2023) Peak Hour Traffic")

[3] Project Fair Share % = ("Project Only Phase 3 Buildout (2026) Traffic" / "EAPC Phase 3 (2026) Peak Hour Traffic")

[4] Project Fair Share % = ("Project Only Phase 3 Buildout (2026) Traffic" / "2040 With Project Peak Hour Traffic")

*C:\UXRjobs\ 12600-13000\12615\Excel\[12615 - Report.xlsx]9-1 Fair Share*

## *b. Conflict or be inconsistent with CEQA Guidelines sections 15064.3, subdivision (b)*

## Vehicle Miles Travelled (VMT):

The California Environmental Quality Act (CEQA) procedures for determination of transportation impacts have recently changed to an evaluation of Vehicle Miles Traveled (VMT) rather than vehicle delay or LOS, due to Senate Bill 743 (SB 743).

### *Methodology*

The Vehicle Miles Traveled Analysis Policy (June 2020) (**City Guidelines**) is consistent with the VMT analysis methodology recommended by OPR. As outlined in the La Quinta Guidelines, a Mixed-Use project such as Coral Mountain, which includes both residential and non-residential uses is required to analyze each type of uses independently, applying the following significance thresholds for each land use component:

- 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.
- Retail Uses (Includes Hotels): a net increase in the total existing VMT for the region.

The La Quinta Guidelines identifies 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.

**Table 4.13-30** summarizes the service population (population and employment) estimates for the project. Employment estimates have been developed from land use and employment generation factors from the Riverside County General Plan and modified for the specific project characteristics and then confirmed with the Client. The Wave Basin and ancillary resort land uses are private, for use of residents and resort hotel guests. Although the project employment is a mix of service and retail, the City of La Quinta guidelines are explicit in requiring that the hotel land uses are categorized as retail uses for the purposes of VMT analysis.

**Table 4.13-30 Project Service Population**

| Land Use | Estimated Service Population |
|---|---|
| Residential | 1,698 Residents |
| Hotel / Wave Basin | 434 Employees |
| Commercial Retail | 240 Employees |
| Hotel | 300 Hotel Occupants |
| **Total** | **2,672 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 socio-economic data (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 land uses, whereas hotel occupants, Wave Basin visitors and retail patrons are evaluated separately using the boundary method discussed below. **Table 4.13-31** 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 4.13-31 Baseline and Cumulative Project Residential Home-Based VMT**

| Category | Project 2012 | Project 2040 | Project 2020 (interpolated) |
|---|---|---|---|
| Residents | 1,698 | 1,698 | 1,698 |
| VMT | 19,437 | 20,642 | 19,773 |
| VMT / Resident | 11.45 | 12.14 | 11.64 |

The project is estimated to generate 19,773 Home-Based VMT for baseline (2020) conditions. There are an estimated 1,698 project residents. The result is approximately 11.64 home-based VMT / Capita for the 2020 Baseline with project conditions. In addition, the cumulative (2040) project scenario results in approximately 12.14 VMT / SP.

Citywide home-based VMT estimates were developed from the "with Project" RIVTAM model run for baseline conditions for comparison purposes. Once total home-based VMT for the area is calculated, total area VMT was then normalized by dividing by the population as shown on **Table 4.13-32.**

**Table 4.13-32 Base Year 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 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 a level of 15 percent below the Citywide VMT per resident (15% below 12.98 is 11.03 VMT / capita) represents a project impact. The project home-based VMT / Capita of 11.64 is greater than the City VMT / Capita threshold of 11.03, resulting in a potentially significant VMT impact.

### *Project Design Features for VMT Reduction*

Transportation demand management (TDM) strategies were 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.

The project setting best reflects what CAPCOA refers to as a *suburban* place type because it is characterized by dispersed, low-density, single-use automobile dependent land use patterns. 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.

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. These features are considered after the VMT data is extracted from the traffic model.

Project VMT is reduced by the following project design features/attributes, which are enforceable by the City pursuant to the terms of the Development Agreement, and are anticipated to collectively reduce project home-based VMT by approximately 6%.

- The placement of 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 commercial and resort land uses, a resident does not need to travel outside of the neighborhood to meet his/her recreational and retail needs. The project's mixed-use environment could provide for a potential reduction in project residential VMT of 3% according to CAPCOA guidance.

- The project includes improved design elements to enhance walkability and connectivity. Recognized improved street network characteristics within the project include sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments. The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. The project minimizes barriers to pedestrian access and interconnectivity. The project includes sidewalk connections, particularly to / from the retail areas resulting in interaction with residential and resort uses on-site. The project's implementation of this measure is anticipated to result in a potential reduction in project residential VMT of 2% according to CAPCOA guidance.
- The project will implement marketing strategies to optimize 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 implementation of this measure could provide for a potential reduction in project residential VMT of 1% according to CAPCOA guidance.

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 considered after the modeling process reduce residential VMT from 11.64 VMT / resident to 10.94 VMT per resident, which is less than the City's VMT residential threshold for a significant impact. The unique mixed-use characteristics of the project, combined with walkability and connectivity design elements, optimize on-site interaction and result in a lower VMT than standalone uses. Implementation of the previously stated project PDFs will reduce potential impacts to below the City's established threshold for a significant VMT impact, and therefore, the residential portion of the project would have a less than significant VMT impact. The project Development Agreement will ensure that the mitigation measures and project design features identified in the Draft EIR are enforceable by the City.

### *Project Employment Impact on VMT*

The VMT analysis methodology for retail uses (including hotels) focuses on the net increase in the total existing VMT for the region. The project consists of approximately 674 employees.

Travel activity associated with total link-level VMT was extracted from the "without Project" and "with non-residential Project" RIVTAM model run for 2012 and 2040 conditions, then interpolated for baseline (2020) conditions. This methodology is commonly referred to as "boundary method." As mentioned previously, hotel occupants, Wave Basin visitors and retail patrons are evaluated in this regional methodology. The "boundary method" VMT per service population for the CVAG subregion was utilized to normalize VMT into a standard unit for comparison purposes, focusing on the total population and employment in the Coachella Valley, as shown on **Table 4.13-33.**

**Table 4.13-33 Base Year Sub-Regional Link-Level VMT**

| Category | Without Project Employment | With Project Employment |
|---|---|---|
| VMT Interacting with CVAG Area | 15,173,739 | 15,166,580 |
| CVAG Area Population | 510,550 | 510,550 |
| CVAG Area Employment | 193,090 | 193,764 |
| VMT / Service Population | 21.56 | 21.53 |

Using the boundary method, CVAG area VMT with project employment is compared to without project conditions to determine whether there is a significant impact. The CVAG subregion VMT / SP without Project employment is estimated at 21.56, whereas with the Project employment, the CVAG subregion VMT is estimated at 21.53. The project's effect on VMT (for non-residential uses) is not considered significant because it results in a cumulative link-level boundary CVAG VMT per service population decrease under the plus project condition compared to the no project condition.

Therefore, impacts associated with VMT can be considered less than significant.

### *c. Increase hazards due to a geometric design feature or incompatible uses*

A queuing analysis was performed for the With Project Conditions to assess the adequacy of turn bay lengths to accommodate vehicle queues at the project entries. Turn pocket lengths for project access intersections with exclusive turn lanes were estimated based on the updated peak hour volumes presented for the General Plan Buildout Year (2040) With Project conditions.

Simulation and optimization traffic modelling tools Syncro and SimTraffic were utilized to evaluate traffic flows and identify potential queuing issues at the project entry intersections.

For each of the turn lanes evaluated, the maximum of the AM or PM peak hour 95$^{th}$ percentile queue is anticipated to be less than the storage length provided. The TIA recommended turn bay lengths, which are incorporated into project design, and are anticipated to provide adequate storage for the 95$^{th}$ percentile queue.

The project will be developed in accordance with design guidelines included in the SP and will not create a substantial increase in hazards due to a design feature. As provided in Mitigation Measures **TRA-3** and **TRA-4**, the project's access points will be located with adequate sight distances, which will be required

to meet City standards. The installation of site and Landscape improvements will be required to avoid interfering with adequate sight distances. Project plans will be reviewed for any sight distance conflicts and will require approval by the City.

As required in Mitigation Measures **TRA-5** and **TRA-7**, the internal circulation system would provide adequate fire department access. Final layout and site access design shall be reviewed and approved by the City Traffic Engineer as well as the Fire Department to ensure compliance with their established standards.

As provided in Mitigation Measure TRA-8, Traffic Control Plans will be required to be implemented during construction activities. These plans will reduce potential impacts that may arise due to conflicts with construction traffic, consistent with City standards.

The project is not anticipated to increase hazards due to geometric design feature or incompatible uses, following implementation of the mitigation measures, as well as the review and approval process at the City of La Quinta. Impacts will be less than significant.

### *d. Result in Inadequate Emergency Access*

Regional access to the project site will be provided via primary arterials, secondary arterials and a variety of local roads. The project proposes no changes to the City's roadway system. As mentioned previously, primary Resort/Residential project access will be provided on Madison Street via the Main Access at Intersection 19; emergency access for Resort/Residential project access will also be provided on Avenue 60 via the South Access. Primary commercial access will be provided at Project Access 1, 2 and 3.

All project access points onto public streets will be gated, as will be entrances to the residential portions of the project in Planning Area 2. For gated projects, the Fire Department requires the installation of a Knox-Box Rapid Entry System or similar device to facilitate emergency access by fire fighters and other emergency first responders. Mitigation Measure **TRA-6** addresses this requirement.

Prior to construction, both the Fire Department and Police Department will review the project site plan, and individual sub-area plans as they are brought forward, to ensure safety measures are addressed, including emergency access, consistent with Fire Department and Police Department standards. The project is not anticipated to result in inadequate emergency access. Therefore, impacts are less than significant relative to inadequate emergency access.

## 4.13.5 Cumulative Impacts

### *General Plan buildout (2040 Without Project Conditions)*

**Table 4.13-34** indicates that without the project as well as modified La Quinta General Plan Circulation Element (GPCE) Update improvements, 3 study area intersections will be impacted. These intersections are #1 Madison Street and Avenue 58, #11 Monroe Street and Avenue 60 and #12 Monroe Street and

Avenue 58 (this means following the implementation of improvements proposed in the GPCE, these 3 intersections remain impacted.)

**Table 4.13-34 Intersection Analysis for Horizon Year (2040) without Project Conditions**

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] | | | | Delay (Secs)[2] | | Level of Service[2] | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound L/T/R | Southbound L/T/R | Eastbound L/T/R | Westbound L/T/R | AM | PM | AM | PM |
| 1 | Madison St/Avenue 58 | | | | | | | | | |
| | -With GPCE Update Improvements | **TS** | 1/2/1 | 1/2/d | 1**/2**/1 | 1/2/**1>** | 40.1 | **63.2** | D | **E** |
| | -With Modified GPCE Improvements | **TS** | 1/2/1 | 1/2/d | **2**/**1**/1 | 1/2/**1>** | 35.1 | 45.5 | C | D |
| 2 | Madison St/Airport Blvd. | TS | 1/2/d | 1/2/0 | 0/0/0 | 1/0/1 | 23.2 | 28.6 | C | C |
| 3 | Madison St./ Avenue 54 | **TS** | 2/2/1 | 1/2/0 | 1/2/**1>>** | 1/2/**1>** | 42.9 | 49.0 | D | D |
| 4 | Madison St./ Avenue 52 | TS | 2/2/1 | 2/2/**1** | 1/2/d | 1/2/1 | 38.8 | 52.0 | D | D |
| 5 | Madison St./ Avenue 50 | TS | 2/**3**/1 | 2/2/1 | 1/2/1 | 1/2/**1>** | 36.7 | 53.2 | D | D |
| 6 | Jefferson St./ Avenue 54 | **TS** | **1**/2/**1** | 2/2/1 | 1/1/1 | 1/1/**2>** | 24.0 | 43.5 | C | D |
| 7 | Jefferson St./ Avenue 52 | RDB | 0.5/**2.5**/1>> | 0.5/**2.5**/1>> | 0.5/**2.5**/1>> | 0.5/**2.5**/1>> | 5.8 | 8.3 | A | A |
| 8 | Jefferson St./ Pomelo | TS | 1/3/0 | 1/3/0 | 0.5/0.5/1 | 0.5/0.5/1 | 5.8 | 8.3 | A | A |
| 9 | Jefferson St./ Avenue 50 | TS | 1/3/1 | 2/3/1 | **2**/2/1 | **2/2**/1 | 41.5 | 52.8 | D | D |
| 10 | Madison St./ Avenue 60 | **TS** | 0**/1!/**0 | **2/1/1>** | **2**/2/0 | **1/2**/1 | 50.9 | 48.0 | D | D |
| 11 | Monroe St./Avenue 60 | | | | | | | | | |
| | -With GPCE Update Improvements | **TS** | 1/**2**/0 | 1/**2**/0 | **1**/**2**/1 | **1**/1/**1>** | 45.1 | **98.8** | D | **F** |
| | -With Modified GPCE Improvements | **TS** | 1/**2**/0 | 1/**2**/1 | 1/**2**/**1>** | **1**/**2**/**1>** | 36.7 | 50.3 | D | D |
| 12 | Monroe St./Avenue 58 | | | | | | | | | |
| | -With GPCE Update Improvements | **TS** | 1/**2/1** | **1/2**/0 | **1/2**/0 | **1/2**/0 | 47.8 | **72.0** | D | **E** |
| | -With Modified GPCE Improvements | **TS** | **2/2/1>** | **2/2**/0 | **1/2/1** | **1/2**/0 | 38.0 | 48.6 | D | D |
| 13 | Monroe St./Airport Blvd | **TS** | 1/**2**/0 | 1/2/d | 1/**2**/0 | **1/2/1>** | 33.3 | 44.1 | D | D |
| 14 | Monroe St./ Avenue 54 | **TS** | **1/2/1** | **1/2/1** | **2/2/1** | **1/2/1** | 38.0 | 48.6 | C | D |
| 15 | Monroe St./ Avenue 52 | **TS** | **2/2/1** | **2**/2/0 | 1/**2**/1 | 1/2/**1** | 39.0 | 52.7 | D | D |
| 16 | Monroe St./ 50th Avenue | TS | **2**/2/**1** | **2**/2/0 | 1/**2**/1 | 1/**2**/1> | 34.5 | 53.3 | C | D |
| 17 | Jackson St./ 58th Avenue | **TS** | **1/2**/0 | **1/2**/0 | **1/2**/0 | **1/2**/0 | 29.7 | 36.7 | C | D |
| 18 | S. Access/ Avenue 60 | | Intersection Does Not Exist | | | | | | | |
| 19 | Madison St/Main Access | | Intersection Does Not Exist | | | | | | | |
| 20 | Project Access 1/Ave. 58 | | Intersection Does Not Exist | | | | | | | |
| 21 | Project Access 2/Ave. 58 | | Intersection Does Not Exist | | | | | | | |
| 22 | Madison St /Project Access 3 | | Intersection Does Not Exist | | | | | | | |

1. *When a right turn is designated the land can either be striped or unstriped. To function as a right turn lane there must be sufficient for right turning vehicles to travel outside the through lanes.*
   L = *Left;* T = *Through;* R = *Right; > = Right Turn Overlap Phasing;* d = *De facto Right Turn Lane;*
   *1! = Shared Left/Thru/Right Lane; 0.5=Shared Lane;* **1**=*Improvement;* **1** =*Improvement per City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis (May 2012); *=Left turn lane accommodated within two-way left turn lane.*
2. *Per the Highway Capacity Manual 6th Edition (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.*
   *Delay and level of service is calculated using Synchro 10.1 software*
   ***BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).*
3. *TS = Traffic Signal; AWS = All Way Stop; CSS = Controlled; 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.)*

## *2040 Traffic Volume Forecasts Summary:*

General Plan Buildout (Year 2040) conditions include the Travertine project currently under consideration in the City of La Quinta that proposes to eliminate the connection of Madison Street as a General Plan roadway south of Avenue 60. Therefore, the General Plan Buildout (Year 2040) conditions analysis assumes elimination of this connection. Intersection lane recommendations described previously provide acceptable LOS under Year 2040 traffic conditions.

### *Horizon year (2040) with Project Conditions*

**Table 4.13-35** shows the traffic conditions at General Plan buildout, with the addition of the proposed project. The addition of the project results in the need for improvements at one additional intersection when compared to "without project" conditions. The intersection is #19 Madison Street and Main Access.

**Table 4.13-35 Intersection Analysis for Horizon Year (2040) with Project Conditions**

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] | | | | Delay (Secs)[2] | | Level of Service[2] | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | Southbound | Eastbound | Westbound | AM | PM | AM | PM |
| | | | L/T/R | L/T/R | L/T/R | L/T/R | | | | |
| 1 | Madison St/Avenue 58 | | | | | | | | | |
| | -With GPCE Update Improvements | **TS** | 1/2/1 | 1/2/d | 1/**2**/1 | 1/2/**1>** | 41.5 | **70.3** | D | **E** |
| | -With Modified GPCE Improvements | **TS** | 1/2/1 | 1/2/d | **2**/**1**/1 | 1/2/**1>** | 35.1 | 53.0 | D | D |
| 2 | Madison St/Airport Blvd. | **TS** | 1/2/d | 1/2/0 | 0/0/0 | 1/0/1 | 23.7 | 29.7 | C | C |
| 3 | Madison St./ Avenue 54 | **TS** | 2/2/1 | 1/2/0 | 1/2/**1>>** | 1/2/**1>** | 44.2 | 53.3 | D | D |
| 4 | Madison St./ Avenue 52 | TS | 2/2/1 | 2/2/**1** | 1/2/d | 1/2/1 | 39.5 | 53.3 | D | D |
| 5 | Madison St./ Avenue 50 | TS | 2/**3**/1 | 2/2/1 | 1/2/1 | 1/2/**1>** | 37.6 | 54.8 | D | D |
| 6 | Jefferson St./ Avenue 54 | **TS** | **1**/2/**1** | 2/2/1 | 1/1/1 | 1/1/**2>** | 24.2 | 48.4 | C | D |
| 7 | Jefferson St./ Avenue 52 | RDB | 0.5//**2.5**/1>> | 0.5/**2.5**/1>> | 0.5/**2.5**/1>> | 0.5/**2.5**/1>> | 5.9 | 9.1 | A | A |
| 8 | Jefferson St./ Pomelo | TS | 1/3/0 | 1/3/0 | 0.5/0.5/1 | 0.5/0.5/1 | 6.4 | 21.4 | A | C |
| 9 | Jefferson St./ Avenue 50 | TS | 1/3/1 | 2/3/1 | **2**/2/1 | **2/2**/1 | 42.2 | 54.6 | D | D |
| 10 | Madison St./ Avenue 60 | **TS** | 0/**1!/**0 | **2/1/1>** | **2**/2/0 | **1/2**/1 | 49.6 | 53.1 | D | D |
| 11 | Monroe St./Avenue 60 | | | | | | | | | |
| | -With GPCE Update Improvements | **TS** | 1/**2**/0 | 1/**2**/0 | 1/**2**/0 | **1**/1/**1>** | 46.1 | **103.9** | D | **F** |
| | -With Modified GPCE Improvements | **TS** | 1/**2**/0 | 1/**2**/**1** | 1/**2**/**1>** | **1**/**2**/**1>** | 37.2 | 53.0 | D | D |
| 12 | Monroe St./Avenue 58 | | | | | | | | | |
| | -With GPCE Update Improvements | **TS** | 1/**2/1** | **1/2**/0 | **1/2**/0 | **1/2**/0 | 50.1 | 75.9 | D | **E** |
| | -With Modified GPCE Improvements | **TS** | **2/2/1>** | **2/2**/0 | **1/2/1** | **1/2**/0 | 39.5 | 52.0 | D | D |
| 13 | Monroe St./Airport Blvd | **TS** | 1/**2**/0 | 1/2/d | 1/**2**/0 | **1/2/1>** | 33.3 | 44.1 | D | D |
| 14 | Monroe St./ Avenue 54 | **TS** | **1/2/1** | **1/2**/1 | **2/2/1** | **1/2/1** | 31.6 | 54.5 | C | D |
| 15 | Monroe St./ Avenue 52 | **TS** | **2/2/1** | **2**/2/0 | 1/**2**/1 | 1/2/**1** | 39.0 | 54.3 | D | D |
| 16 | Monroe St./ 50th Avenue | TS | **2**/2/**1** | **2**/2/0 | 1/**2**/1 | 1/**2**/1> | 34.1 | 54.5 | C | D |
| 17 | Jackson St./ 58th Avenue | **TS** | **1/2**/0 | **1/2**/0 | **1/2**/0 | **1/2**/0 | 29.7 | 38.0 | C | D |
| 18 | S. Access/ Avenue 60 | **CSS** | 0/0/0 | 0/**1!**/0 | 0/**1**/0 | 0/**1**/0 | 34.2 | 34.8 | D | D |
| 19 | Madison St/Main Access | | | | | | 12.7 | 15.6 | B | C |
| | -With Cross-Street Stop Control | **CSS** | **1**/2/0 | 0/2/0 | **1**/0/**1** | 0/0/0 | **113.2** | **91.7** | **F** | **F** |
| | -With Traffic Signal | **TS** | **1**/2/0 | 0/2/0 | **1**/0/**1** | 0/0/0 | 7.6 | 9.0 | A | A |
| 20 | Project Access 1/Ave. 58 | **CSS** | 0/**1!/**0 | 0/0/0 | 0/**2**/0 | **1***/2/0 | 12.9 | 14.5 | B | B |
| 21 | Project Access 2/Ave. 58 | **CSS** | 0/0/**1** | 0/0/0 | 0/**2**/0 | 0/2/0 | 10.2 | 10.4 | B | B |
| 22 | Madison St /Project Access 3 | **CSS** | 0/2/0 | 0/2/0 | 0/0/**1** | 0/0/0 | 13.6 | 14.4 | B | B |

1. *When a right turn is designated the land can either be striped or unstriped. To function as a right turn lane there must be sufficient for right turning vehicles to travel outside the through lanes.*
   L = *Left;* T = *Through;* R = *Right; > = Right Turn Overlap Phasing;* d = *De facto Right Turn Lane;*
   *1! = Shared Left/Thru/Right Lane; 0.5=Shared Lane;* **1**=*Improvement;* **1** =*Improvement per City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis (May 2012); *=Left turn lane accommodated within two-way left turn lane.*
2. *Per the Highway Capacity Manual 6th Edition (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.*
   *Delay and level of service is calculated using Synchro 10.1 software*
   ***BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).*
3. *TS = Traffic Signal; AWS = All Way Stop; CSS = Controlled; 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.)*

## *2040 Horizon Year With Project Conditions*

The project will be responsible for the installation of the main access Traffic Signal at #19 Madison Street and Main Access, improvements to adjacent roadways included in engineering plans and fair share contributions to offsite improvements pursuant to the transportation component of the City's DIF. Additionally, the project will participate in the Traffic Uniform Mitigation Fee (TUMF) program prior to issuance of building permits.

**Table 4.13-36 Roadway Segment Volume/Capacity Analysis**
**For General Plan Buildout (2040) With Project Conditions**

| Roadway | Segment | Roadway Designation | Through Travel Lanes *(note 1)* | Capacity *(note 2)* | ADT *(note 3)* | Volume/ Capacity Ratio |
|---|---|---|---|---|---|---|
| Avenue 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 Airport Blvd | Primary | 4 | 42,600 | 34,000 | 0.80 |
| Avenue 60 | West of Monroe Blvd | Secondary | **4** | 28,000 | 24,000 | 0.86 |
| Monroe St. | South of Airport Blvd | Primary | **4** | 42,600 | 26,000 | 0.61 |

8. *Existing Number of Through Lanes;* **1** *= City of La Quinta General Plan Buildout number of lanes.*
9. *Source: City of La Quinta Engineering Bulletin #06-13 (Oct 2017)*
10. *Average Daily Traffic (ADT) expressed in vehicles per day.*

## *2040 Traffic Volume Forecasts Summary*

**Table 4.13-37** illustrates the project's 2040 fair share contribution for 15 area roadway improvements. These fair share percentages represent impacts based on 2040 project traffic volumes (GP buildout).

**Table 4.13-37 Project 2040 Fair Share Contributions**

| Intersection # | Intersection | Fair Share Contribution (2040) |
|---|---|---|
| 1 | Madison Street/Avenue 58 | 10% |
| 3 | Madison Street/Avenue 54 | 4% |
| 4 | Madison Street/Avenue 52 | 2% |
| 5 | Madison Street/Avenue 50 | 1% |
| 6 | Jefferson Street/Avenue 54 | 2% |
| 7 | Jefferson Street/Avenue 52 | 2% |
| 9 | Jefferson Street/Avenue 50 | 2% |
| 10 | Madison Street/Avenue 60 | 4% |
| 11 | Monroe Street/Avenue 60 | 2% |
| 12 | Monroe Street/Avenue 58 | 4% |
| 13 | Monroe Street/Airport Blvd | 2% |
| 14 | Monroe Street/Avenue 54 | 2% |
| 15 | Monroe Street/Avenue 52 | 2% |
| 16 | Monroe Street/50th Avenue | 1% |
| 17 | Jackson Street/58th Avenue | 2% |

As demonstrated above, build out of the project, in conjunction with General Plan (2040) build out conditions will result in potential impacts, without improvements. However, with the implementation of project and CIP-programmed improvements, cumulative transportation impacts will be reduced to less than significant levels.

## 4.13.6 Mitigation Measures

**TRA-1** The project proponent shall contribute DIF as required by the City of La Quinta.

**TRA-2** The project proponent shall contribute TUMF traffic impact mitigation fees prior to the issuance of Building Permits.

**TRA-3** The project proponent shall ensure that streetscape improvement plans for the project frontage on Avenue 58, Madison Street and Avenue 60, are submitted to the City for review and approval prior to the initiation of landscape or roadway improvements.

**TRA-4** The project proponent shall ensure that clear unobstructed sight distances are provided at all site access points and internal intersections. Sight distances shall be reviewed and approved by the City prior to approval of landscape and street improvement plans.

**TRA-5** The project proponent shall ensure that final layout and site access design are subject to the review and approval of the City Traffic Engineer prior to final project approval.

**TRA-6** The project proponent shall ensure that emergency police, fire and paramedic vehicle access are provided for the project prior to final project approval.

**TRA-7** The project proponent shall ensure that traffic signing and striping plans shall be developed in conjunction with street improvement plans and submitted to the City of La Quinta for review and approval during the project approval process

**TRA-8** The project proponent shall ensure that Construction Traffic Control Plans are reviewed and approved by the City prior to project construction. These plans are to be implemented during construction activities. Construction includes onsite and offsite improvements.

**TRA-9** If Special Events are to take place prior to the completion of Phase 3 construction, Phase 3 typical operations traffic improvements will be completed or the applicant shall provide a focused traffic analysis with the Temporary Use Permit that identifies any improvements that are not necessary to maintain acceptable levels of service at study intersections. If the analysis does not demonstrate acceptable operations, the TUP will be denied

**TRA-10** If Special Events are to take place prior to the construction of Phase 3, a special event traffic and parking plan will be submitted with each Temporary Use Permit to ensure that special events will not cause any significant traffic or parking impacts. If the analysis does not demonstrate acceptable operations, the TUP will be denied

**TRA-11**Traffic Management Plans will be submitted to the City and the Police Department for review and approval prior to special events. Timing for installation of traffic management measures will be scaled to the size and duration of the event. In general, signage for large events should be in place five days prior and two days following special events. The City and Police Department may impose additional measures if determined to be necessary. Individual management plans for specific special events shall be submitted at least 30 days prior to the start of the event. The special event Traffic Management Plans shall include the measures identified in Mitigation Measures TRA-12 through TRA-14 below.

**TRA-12** In developing the Special Event Traffic Management Plan, the project proponent shall include the use of Portable changeable message signs (CMS) or moveable mechanical electronic message boards. CMS will be located at critical locations identified by the La Quinta Police Department (LQPD) and in place 5 days ahead of the event and 2 days after.

**TRA-13** In developing the Special Event Traffic Management Plan the project proponent shall include the use of law enforcement personnel and/or special event flaggers to direct traffic in locations reviewed and approved by the City and Police Department.

**TRA-14** In developing the Special Event Traffic Management Plan the project proponent shall include the use of public service announcements (PSA) to provide information to event guests and surrounding neighborhoods prior to the event. Examples include online event information,

brochures and changeable message signs that include details such as suggested routes, drop-off and parking facility locations.

**TRA-15** The project proponent shall ensure that the proposed Coral Mountain Interpretive Center trail designated by the Desert Recreation District Master Plan and associated with the future Coral Mountain Interpretive Center is incorporated into project plans. Accommodations for this trail shall be located along the approximate toe of Coral Mountain, within the designated conservation area at the southwestern edge of the property.

## 4.13.7 Level of Significance After Mitigation

With the implementation of the Mitigation Measures described above, and the imposition of conditions of approval, impacts will be reduced to less than significant levels.

Implementation of the project will result in reduced Citywide VMT for service population and will not increase VMT at the regional level.

## 4.13.8 Resources

1. *Coral Mountain Resort Specific Plan Traffic Impact Analysis (TIA),* prepared by Urban Crossroads, November 2020
2. *Coral Mountain Resort Specific Plan Vehicle Miles Traveled (VMT)*

# 4.14 Tribal Cultural Resources

## 4.14.1 Introduction

This section discusses the Tribal Cultural Resources that may be present in the project site and assess potential impacts on these resources from future growth and development associated with the implementation of the proposed project. Descriptions and analysis in this section are based on information contained in the *Historical/Archaeological Resources Survey Report* prepared by CRM Tech, Inc. (October 2019, Revised May 2020), and the City of La Quinta *General Plan Chapter III Natural Resources Element*, and the Native American Tribal Consultation undertaken by the City of La Quinta, as required under Assembly Bill 52 (AB52) and Senate Bill 18 (SB18). This section discusses the cultural resources that may be present in the project site or in the vicinity and assesses impacts on these resources from the development associated with implementation of the project. The cultural resources report is included in the Appendices of this Draft EIR (**Appendix E,** *Cultural Report*). Correspondence regarding Tribal consultation under AB52 and SB18 is included in **Appendix F**. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

## 4.14.2 Existing Conditions

### Current Natural Setting

The City of La Quinta is situated in the Coachella Valley, a northwest-southeast trending desert valley that constitutes the western end of the Colorado Desert. Dictated by this geographic setting, the climate and environment of the region are typical of southern California's desert country, marked by extremes in temperature and aridity. Temperatures in the region reach over 120 degrees in summer and dip to freezing in winter. Average annual precipitation is less than five inches, and the average annual evaporation rate exceeds three feet.

The project area is located at the southwest corner of Avenue 58 and Madison Street, in the City of La Quinta, is adjacent to the eastern foothills of the Santa Rosa Mountains, and includes a portion of a rocky knoll known as Coral Mountains. The surrounding land uses feature primarily existing residential development associated with golf courses and vacant land to the north and the east; single family homes and vacant land to the south; and vacant land to the west. Much of the land within the project boundaries has been farmed in the past, with the exception of the northeastern corner, the southernmost portion, and the far western edge near Coral Mountain.

A partially collapsed adobe house is located near the center of the project area, along with concrete pads and footings left by demolished residential and agricultural buildings. Several unpaved roads traverse

through the project site. A large stockpile of soil sits in the southernmost portion, apparently removed from a retention basin located to the south of the property, across an earthen levee.

The terrain in most of the project area is relatively level due to past agricultural operations. The ground surface in much of the project area has been disturbed to various degrees, except for the portion in and around Coral Mountain. Historical sources consulted yielded no evidence of any settlement or development activities within the project area prior to the 1910s. Between 1855 and 1903, the only man-made feature known to exist in the project vicinity was a road from "Indian Wells to Torres", which was part of the historic Cocomaricopa-Bradshaw Trail, which ran roughly 1,000 feet to the east of the project site. By the 1930s and early 40s, the segment of the Cocomaricopa-Bradshaw Trail near the site had been abandoned in favor of a regular grid of new roads, including today's Avenue 58 and Madison Street. The Trail had disappeared from the landscape as result of agricultural development in the vicinity during the early 20th century.

The project area had been developed by the early 1900's into an agricultural enterprise know in the 1950s as the Coral Reef Ranch. Past studies suggest that the ranch was established by Hartman P. Travis, a Los Angeles physician, and his associate Lawton Clary. In 1941, at least four buildings were present on the landholdings of the ranch, all clustered on the north edge of the project area. This includes the partially collapsed adobe house, which is a remnant of the ranch complex.

On the Coral Reef Ranch, some of the building present in 1941 had been removed by the 1950s. In 1953-1954, another residence was built on the eastern edge of the project area. Located on the east side of the original alignment of Madison Street. However, this residence was demolished in 2004, during the realignment of Madison Street. Onsite farming operations continued into the late 20$^{th}$ century before finally being abandoned by the 1990s. Since then, the entire project area has stood undeveloped to the present time.

### *Ethnohistoric Context*

The Coachella Valley is a historical center of Native American settlement, where U.S. surveyors noted large numbers of Indian villages and *rancherías* occupied by the Cahuilla people in the mid-19th century. The origin of the name "Cahuilla" is unclear, but it may have originated from their own word *káwiya*, meaning master or boss. The Takic-speaking Cahuilla are generally divided by anthropologists into three groups, according to their geographic setting: the Pass Cahuilla of the San Gorgonio Pass-Palm Springs area, the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley. The basic written sources on Cahuilla culture and history include Kroeber (1925), Strong (1929), and Bean (1978), based on information provided by such Cahuilla members as Juan Siva, Francisco Patencio, Katherine Siva Saubel, and Mariano Saubel. The following ethnohistoric discussion is derived primarily from these sources.

The Cahuilla did not have a single name that referred to an all-inclusive tribal affiliation. Instead, membership was in terms of lineages or clans. Each lineage or clan belonged to one of two main divisions

of the people, known as moieties, which were named for the Wildcat, or *Tuktum,* and the Coyote*,* or *Istam*. Members of clans in one moiety had to marry into clans from the other moiety. Individual clans had villages, or central places, and territories they called their own for purposes of hunting game and gathering raw materials for food, medicine, ritual, or tool use. They interacted with other clans through trade, intermarriage, and ceremonies.

Cahuilla subsistence was defined by the surrounding landscape and primarily based on the hunting and gathering of wild and cultivated foods, exploiting nearly all of the resources available in a highly developed seasonal mobility system. They were adapted to the arid conditions of the desert floor, the lacustral cycles of Holocene Lake Cahuilla, and the environments of the nearby mountains. When the lake was full or nearly full, the Cahuilla would take advantage of the resources presented by the body of fresh water, building elaborate stone fish traps. Once the lake had desiccated, they relied on the available terrestrial resources. Walk-in wells were dug by hand to utilize groundwater. The cooler temperatures and resources available at higher elevations in the nearby mountains were also taken advantage of.

The Cahuilla diet included seeds, roots, wild fruits and berries, acorns, wild onions, piñon nuts, and mesquite and screw beans. Medicinal plants such as creosote, California sagebrush, yerba buena and elderberry were typically cultivated near villages. Common game animals included deer, antelope, big horn sheep, rabbits, wood rats and, when Holocene Lake Cahuilla was present, fish and waterfowl. The Cahuilla hunted with throwing sticks, clubs, nets, traps, and snares, as well as bows and arrow. Common tools included manos and metates, mortars and pestles, hammerstones, fire drills, awls, arrow-straighteners, and stone knives and scrapers. These tools were made from locally sourced material as well as materials procured through trade or travel. They also used wood, horn, and bone spoons and stirrers; baskets for winnowing, leaching, grinding, transporting, parching, storing, and cooking; and pottery vessels for carrying water, storage, cooking, and serving food and drink.

As the landscape defined their subsistence practices, the tending and cultivation practices of the Cahuilla helped shape the landscape. Biological studies have recently found evidence that the fan palms found in the Coachella Valley and throughout the southeastern California desert (*Washingtonia filifera*) may not be relics of palms from a paleo-tropical environment, but instead a relatively recent addition brought to the area and cultivated by native populations. Cahuilla oral tradition tells of a time before there were palms in the area, and how the people, birds, and animals enjoyed the palm fruit once it had arrived.

The planting of palms by the Cahuilla is well-documented, as is their enhancement of palm stands through the practice of controlled burning. Burning palm stands would increase fruit yield dramatically by eliminating pests such as the palm borer beetle, date scales, and spider mites. Firing palm stands prevented out-of-control wildfires by eliminating dead undergrowth before it accumulated to dangerous levels. The Cahuilla also burned stands of chia to produce higher yields, and deergrass to yield straighter, more abundant stalks for basketry.

Population data prior to European contact is almost impossible to obtain, but estimates range from 3,600 to as high as 10,000 persons covering a territory of over 2,400 square miles. During the 19th century, the Cahuilla population was decimated as a result of European diseases, most notably smallpox, for which the Native peoples had no immunity. Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the Indian reservations in and near the Coachella Valley, including Torres Martinez, Augustine, Cabazon, Agua Caliente, and Morongo. There has been a resurgence of traditional ceremonies, and the language, songs, and stories are now being taught to the younger generations.

### *Historic Context*

In 1823-1825, José Romero, José Maria Estudillo, and Romualdo Pacheco became the first noted European explorers to travel through the Coachella Valley when they led a series of expeditions in search of a route to Yuma. Due to its harsh environment, few non-Indians ventured into the desert valley during the Mexican and early American periods, except those who traveled along the established trails. The most important of these trails was the Cocomaricopa Trail, an ancient Indian trading route that was "discovered" in 1862 by William David Bradshaw and known after that as the Bradshaw Trail. In much of the Coachella Valley, this historic wagon road traversed a similar course to that of present-day Highway 111. During the 1860s-1870s, the Bradshaw Trail served as the main thoroughfare between coastal southern California and the Colorado River, until the completion of the Southern Pacific Railroad in 1876-1877 brought an end to its heyday.

Non-Indian settlement in the Coachella Valley began in the 1870s with the establishment of railroad stations along the Southern Pacific Railroad, and spread further in the 1880s after public land was opened for claims under the Homestead Act, the Desert Land Act, and other federal land laws. Farming became the dominant economic activity in the valley thanks to the development of underground water sources, often in the form of artesian wells. Around the turn of the century, the date palm was introduced into the Coachella Valley, and by the late 1910s dates were the main agricultural crop and the tree an iconic image celebrating the region as the "Arabia of America". Then, starting in the 1920s, a new industry featuring equestrian camps, resorts, hotels, and eventually country clubs began to spread throughout the Coachella Valley, transforming it into southern California's premier winter retreat.

In today's City of La Quinta, the earliest settlement and land development activities did not occur until the turn of the century. In 1926, with the construction of the La Quinta Hotel, the development of La Quinta took on the character of a winter resort, typical of the desert communities along Highway 111. Beginning in the early 1930s, the subdivision of the La Quinta Cove area and the marketing of "weekend homes" further emphasized this new direction of development. On May 1, 1982, La Quinta was incorporated as the 19th city in Riverside County.

## 4.14.3 Regulatory Setting

### Federal

#### *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.

### State

#### *California Environmental Quality Act*

CEQA requires lead agencies to determine if a project would have a significant effect on 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.

If a lead agency determines that an archaeological site is a historical resource, then the resource under CEQA must be protected. If a project may cause a substantial adverse change to the recourse and avoidance is not feasible, the lead agency must identify potentially feasible measures to lessen the impact to less than significant levels.

If an archaeological site does not meet the historical resource criteria contained in the State CEQA Guidelines, and it is not deemed a unique archaeological resource in accordance with PRC § 21083.2 and CEQA Guidelines § 1506.5, no further action would be required.

### *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.

### *California Health and Safety Code*

The California Native American Graves Protection and Repatriation Act of 2001 is intended to provide a seamless and consistent state policy to ensure that all California Indian human remains and cultural items be treated with dignity and respect. The intent of the legislature shall also do the following:

- Apply the state's repatriation policy consistently with the provisions of the Native American Graves Protection and Repatriation Act (25 U.S.C. Sec. 3001 et seq.), which was enacted in 1990.
- Facilitate the implementation of the provisions of the federal Native American Graves Protection and Repatriation Act with respect to publicly funded agencies and museums in California.
- Encourage voluntary disclosure and return of remains and cultural items by an agency or museum.
- Provide a mechanism whereby lineal descendants and culturally affiliated California Indian tribes that file repatriation claims for human remains and cultural items under the Native American Graves Protection and Repatriation Act (25 U.S.C. Sec. 3001 et seq.) or under this chapter with California state agencies and museums may request assistance from the commission in ensuring that state agencies and museums are responding to those claims in a timely manner and in facilitating the resolution of disputes regarding those claims.
- Provide a mechanism whereby California tribes that are not federally recognized may file claims with agencies and museums for repatriation of human remains and cultural items.

### *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 day 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 (PRC Section 21082.3[a]).

Under AB 52, the CEQA Lead Agency is required to begin consultation with a California Native American Tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. Tribal consultation can be initiated once a project application is deemed complete. 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 a party, in good faith and after reasonable effort, concludes that a mutual agreement cannot be reached.

## Regional and Local

### *The City of La Quinta General Plan*

The City of La Quinta General Plan, 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*.

# 4.14.4 Project Impact Analysis

## Thresholds of Significance

Upon development of the proposed project, Tribal Cultural Resources within or near the project site could potentially be impacted. The thresholds analyzed in this section 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 15064.5 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 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 Native American Participation*

On July 2, 2019, CRM Tech submitted a written request to the State of California's Native American Heritage Commission (NAHC) for a records search in the commission's Sacred Lands File. In the meantime, CRM Tech notified the Torres Martinez Desert Cahuilla Indians of the upcoming archaeological fieldwork and invited tribal participation.

In response to CRM Tech's inquiry, the NAHC reported in a letter dated July 23, 2019, that the Sacred Lands File identified no Native American cultural resources within the project area but recommended that local Native American groups be contacted for further information. For that purpose, the NAHC provided a list of potential contacts in the region. Upon receiving the NAHC's reply, on July 26 CRM TECH sent written requests for comments to all 11 tribal organizations on the referral list. For some of the tribes, the designated spokespersons on cultural resources issues were contacted in lieu of the individuals on the referral list, as recommended in the past by the tribal government staff. The 11 tribal representatives contacted are listed below:

- Patricia Garcia-Plotkin, Tribal Historic Preservation Officer, Agua Caliente Band of Cahuilla Indians;
- Amanda Vance, Chairperson, Augustine Band of Cahuilla Mission Indians;
- Judy Stapp, Director of Cultural Affairs, Cabazon Band of Mission Indians;
- BobbyRay Esparza, Cultural Coordinator, Cahuilla Band of Indians;
- Shane Chapparosa, Chairperson, Los Coyotes Band of Cahuilla and Cupeño Indians;
- Travis Armstrong, Tribal Historic Preservation Officer, Morongo Band of Mission Indians;
- John Gomez, Jr., Cultural Resource Coordinator, Ramona Band of Cahuilla Indians;
- Mercedes Estrada, Tribal Administrative Assistant, Santa Rosa Band of Cahuilla Indians;
- Joseph Ontiveros, Tribal Historic Preservation Officer, Soboba Band of Luiseño Indians;
- Michael Mirelez, Cultural Resources Coordinator, Torres Martinez Desert Cahuilla Indians;
- Anthony Madrigal, Jr., Tribal Historic Preservation Officer, Twenty-Nine Palms Band of Mission Indians.

Five Tribal representatives responded in writing. The Augustine Band of Mission Indians, Cabazon Band of Mission Indians, Cahuilla Band of Mission Indians all stated that their tribes are unaware of any cultural resources within the project area. The Cahuilla Band requested notification of future progress of the project and the Augustine Band requested notification of any cultural resources recovered during the project.

The Agua Caliente Band of Cahuilla Indians requested copies of all cultural resource documentation and Native American monitoring of all ground-disturbing activities. The Morongo Band of Cahuilla Indians deferred to the Agua Caliente and stated they may provide comments to the City during the AB 52 consultations.

### *City of La Quinta Tribal Consultation under SB 18 and AB 52*

The City of La Quinta initiated Tribal consultation, as required by SB 18 and AB 52. The Agua Caliente Band of Cahuilla Indians (ACBCI)_requested consultation. The meeting between the Tribe and the City of La Quinta took place in February 2020. At the time, the Tribe indicated that the project had the potential to significantly impact Tribal resources, including the sites that had been identified by the project archaeologist. ACBCI, in a search of their databases and site records, identified a number of important resources on and surrounding the project site, and indicated that they believed the area to be an important resource area for Tribal history. ACBCI also indicated that the adobe structure on the site, although not significant to Tribal history, was significant to the region's early farming tradition.

## Project Impacts

### *a.i.-ii. Would the project cause a substantial adverse change in the significance of a Tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local Register of historical resources as defined in Public Resource Code Section 5020.1(k); or a significant tribal cultural resource pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1?*

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.

The project archaeologist determined that only three sites constitute an archaeological and historical resource (33-00193, 33-001715, and 33-009545). These three sites contain panels of rock art as well as other associated artifacts and features. These sites are situated in proximity to one another along the eastern base of Coral Mountain and have been termed the "Coral Mountain Rock Art Complex". According to the project-specific Cultural Report, a previous study of the project area (conducted in 2003) stated that the images from the Rock Art Complex likely represent a style of rock art that was produced within a very narrow span of time. The Coral Mountain Rock Art Complex, originally recorded in 1973, was interpreted as "an old family or clan area", where house rings, fire pits, remains of a hand-dug well, and a cremation area were also reported, along with a small scatter of pottery and lithic artifacts. The two cremations observed in 1973 were apparently removed for reburial prior to 1980. During consultation, the ACBCI indicated that the area is especially important, and the Tribal Historic Preservation Officer (THPO) expects this area to be avoided and preserved. Therefore, **Mitigation Measure TCR-5** was established to assure that the sites are avoided and protected in situ during any development activity through the establishment of Environmentally Sensitive Areas (in compliance with

the ACBCI); to provide long term protection of these sites, through prohibition of development, and the recordation of protective easements, as well as a program of research and documentation of the sites. For the balance of Site 33-001715, where scattered artifacts but no features were found, mitigative surface collection and subsurface excavation is required in **Mitigation Measure TCR-6** to recover a representative sample of the cultural materials prior to the commencement of the project. With the implementation of these mitigation measures, impacts to sites 33-00193, 33-001715, and 33-009545 will be reduced to less than significant levels.

The project archaeologist determined that the remaining five of the eight sites and all seven isolates recorded within or partially within the current project area do not constitute a unique archaeological resource or an historical resource. The sites include: 33-001716, 33-001717, 33-008386, 33-008388, and 33-028909. The isolates include: 33-009001, 33-009003, 33-028907, 33-028908, 33-028910, 33-028911, and 33-028912. Sites 33-001716, 33-001717, 33-008386, and 33-028909 were classified as ceramic sherd scatters. Site 33-001717 was described as a small sherd scatter with a possible cremation. When it was revisited in 1987, no evidence of a cremation was found, and three sherds were collected at that time. The site was again visited in 1998, at which time a total of 23 ceramic sherds, a quartz flake, and a piece of purple glass were recorded. The one piece of sun-colored amethyst glass dated from the early 20th century, giving the site a minor historic component. During the current survey, site 33-001717 was revisited, and the only cultural remains observed within site boundaries were three ceramic sherds located northwest of a dirt road. Site 33-001717 was previously determined not to be eligible for listing in the California Register due to the low number of artifacts and the minimal archaeological data potential. Similarly, 33-008386 was described as having "very little research potential," as were Sites 33-001716 and 33-028909, where one single sherd and a scatter of six sherds, respectively, were found during CRM Tech's analysis of the site. The information potential of these small, sparse ceramic scatters has essentially been exhausted through their recordation, and the sites do not demonstrate any other unique or remarkable qualities. Therefore, the archaeologist determined that none of these four sites appears eligible for listing in the California Register of Historical Resources, and none of them qualifies as a "historical resource" under CEQA Public Resource Code (PRC) Section 5020.1(j) and Title 14 California Code of Regulations Section 15064.5(a). Isolates 33-009001, 33-009003, 33-028907, 33-028908, and 33-028910 to 33-028912 consisted of either prehistoric ceramic sherds, or glass fragments from the historic period. The project archaeologist opined that such isolates do not qualify as archaeological sites due to the lack of contextual integrity, therefore, the sites are not considered potential "historical resources" under CEQA. During Tribal consultation, however, the ACBCI disagreed. Based on their resource inventories, and the breadth and significance of resources identified in and surrounding the project site, the area is considered significant to the Tribe, and further surface investigation, testing, and excavation, if necessary, of these sites and isolates to assure that impacts to Tribal resources in the area are not significant. In order to assure that the impact is reduced to less than significant levels, **Mitigation Measure TCR-7** is provided below. **TCR-7** requires a qualified archaeologist to complete surface collection, testing and excavation if necessary, for the sites. A report of findings,

including written confirmation of completion to ACBCI's satisfaction, shall be provided to the City prior to ground disturbance.

As part of Tribal consultation, the Tribe requested and received all of the site records for the sites identified in the project's cultural resources analysis. The Tribe also undertook analysis of its resource files and database and reported that a number of areas surrounding the recorded sites had the potential to yield additional resources, and that interconnection of multiple sites was likely. Based on the Tribe's concerns, the Tribe developed mitigation measures that would reduce the project's potential impacts to these interconnected sites to less than significant levels. These measures were included in the Tribe's letter to the City, dated June 9, 2020, included as **Appendix F**. These mitigation measures are provided below. Their relationship to the potential significant impacts associated with Tribal cultural resources are described below:

Since the project is located within the ACBCI's Tribal Traditional Use Area and the Tribe's records indicate that Tribal cultural resources are located within the project area, cultural monitoring, including an ACBCI monitor, is required to address the Tribe's concern for the presence of Tribal cultural resources, as described in **Mitigation Measure TCR-1**. In addition, **TCR-2** and **TCR-9** require monitoring on the site for all earth moving activities (including vegetation removal, grubbing, grading and excavation) by both archaeological and Tribal monitors. These monitoring activities will provide further protection of these resources.

To protect the cultural resources that are significant to the Tribe, mitigation including the preservation, additional recordation, and testing shall occur at specific sites identified in the project area. The project's archaeologist will be required to prepare an Archaeological Treatment, Disposition, and Monitoring Plan and a Rock Art Management Plan prior to ground disturbing activities. Both plans are to be submitted to the ACBCI THPO for approval, and once approved provided to the City. This is indicated as **Mitigation Measures TCR-3** and **TCR-4**. Additionally, **Mitigation Measures TCR-5** through **TCR-8** will mitigate potential disturbance of the sites by implementing the preservation and testing of the site areas.

California law requires the protection of historic—era and Native American human burials, cremations, skeletal remains and items associated with Native American interments from vandalism and inadvertent destruction. **Mitigation Measure TCR-10** provides for this with the implementation of State law relating to human remains. To further protect resources that may be uncovered during project development, **Mitigation Measures TCR-11** and **TCR-12** will require a curation agreement with the ACBCI and construction worker sensitivity training during all aspects and phases of project construction. Together, these mitigation measures will assure that impacts to cultural resources unearthed during all phases of project construction will be reduced to less than significant levels. With the implementation of **Mitigation Measures TCR-1** through **TCR-12**, impacts to Tribal Resources will be reduced to less than significant levels.

As described in **Section 4.4**, ***Cultural Resources***, most of the project area had been developed by the 20th century into an agricultural business known in the 1950s as the Coral Reef Ranch. At least four buildings were present on the landholdings of the ranch, all clustered on the northern edge of the project area. The remains of the ranch complex, including the partially collapsed adobe house, have been recorded into the California Historical Resources Inventory (Site 33-008388). As described in **Section 4.4**, the ranch complex has historic significance, and is likely to include localities not yet identified. Mitigation Measures **CUL-1** and **TCR-8** are provided below to protect this resource.

## 4.14.5 Cumulative Impacts

Cumulative impacts relating to tribal cultural resources are regional in nature, due to the wide range of Native peoples in the Coachella Valley. Build out of the General Plan area, including lands of the proposed project, has the potential to cumulatively impact tribal cultural resources. Development within the project site will implement **Mitigation Measures TCR-1** through **TCR-12** to assure that impacts to Trial resources on the site are preserved and protected. 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.

## 4.14.6 Mitigation Measures

**TCR-1**: Before ground disturbing activities begin, the applicant shall contact the ACBCI Tribal Historic Preservation Office to arrange cultural monitoring. The project requires the presence of an approved Agua Caliente Native American 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 in the vicinity of the deposits, and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines), within 24 hours, to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.

**TCR-2:** The presence of a qualified archaeologist shall be required during all project related ground disturbing activities, including clearing and grubbing. A monitoring plan shall be prepared and approved by the ACBCI and provided to the City prior to the initiation of any ground disturbing activity for all construction phases and activities. If potentially significant archaeological materials are discovered, all work must be halted in the vicinity of the archaeological discovery until the archaeologist can assess the significance of the find.

**TCR-3:** Before ground disturbing activities, the project's archaeologist shall prepare an Archaeological Treatment, Disposition, and Monitoring Plan to be submitted to the ACBCI Tribal Historic Preservation Office for approval. The Treatment, Disposition and Monitoring Plan shall be deemed rejected by ACBCI's Tribal Historic Preservation Office if no action to approve the plan is taken within 30 days from submission for approval. If the ACBCI Tribal Historic Preservation Office rejects two Treatment, Disposition and Monitoring Plans submitted for approval, the applicant may appeal the second denial to the La Quinta City Council for a final determination. The approved Treatment, Disposition and Monitoring Plan shall be provided to the City prior to any ground disturbance on the site.

**TCR-4:** Before ground disturbing activities**,** the project's archaeologist shall prepare a Rock Art Management Plan, based on recommendations made in the report by McCarthy and Mouriquand, and shall submit the plan to the ACBCI Tribal Historic Preservation Office for approval. The Rock Art Management Plan shall be deemed rejected by ACBCI's Tribal Historic Preservation Office if no action is taken to approve the plan within 30 days of submission for approval. If the ACBCI Historic Preservation Office rejects two Rock Art Management Plans submitted for approval, the applicant may appeal the second denial to the La Quinta City Council for a final determination. The approved Rock Art Management Plan shall be provided to the City prior to any ground disturbance on the site.

**TCR-5:** Sites 33-00193, 33-001715, and 33-009545, along the base of Coral Mountain and at the toe of the slope, which contain the rock art panels and bedrock milling features, shall be avoided and protected in situ during project construction through the establishment of Environmentally Sensitive Areas; the Environmentally Sensitive Areas shall be recorded on the property, and proof of recordation shall be provided to the City prior to any ground disturbance in Planning Area III. Nominations of these sites to the National Register of Historic Places shall be filed with the appropriate federal agency prior to the issuance of the first grading permit; and the sites shall be subject to the provisions of the Rock Art Management Plan.

**TCR-6:** For the portion of Site 33-001715 outside the preservation area established in **TCR-5**, mitigative surface collection and subsurface excavation shall be completed prior to any ground disturbance in Planning Area III to recover a representative sample of the cultural materials prior to the commencement of the project and as a condition of grading permit issuance. The excavation shall include a combination of standard archaeological units, shovel test pits, and backhoe trenches to optimize both efficient coverage of the site area and safe recovery of cultural remains. The survey protocols shall be approved by ACBCI. A report of findings, including written confirmation of completion to ACBCI's satisfaction, shall be provided to the City prior to ground disturbance.

**TCR-7**: Prior to ground disturbance in Planning Area III, a qualified archaeologist shall complete surface collection, testing and excavation if necessary, for sites 33-1716, 33-1717, 33-8386, 33-9001, 33-9003, 33-28907, 33-28908, 33-28909, 33-28910, 33-28911, 33-28912. A report of findings,

including written confirmation of completion to ACBCI's satisfaction, shall be provided to the City prior to ground disturbance.

**TCR-8:** A comprehensive recordation program shall be prepared by a qualified archaeologist for Site 33-008388. The program shall contain detailed drawings and measurements to preserve the information on the adobe building. Such information would include the floor plan, elevations, building materials and their configurations, and any other notable structural and architectural details. The adobe remains and an appropriate buffer determined by the project archaeologist shall be flagged and cornered off during all ground disturbance and preserved in place. Prior to the occupancy of any structure in Planning Area II, the adobe will be fenced off and an informational plaque describing the history of the ranch complex shall be provided, and the project proponent shall provide the City with the CC&Rs for the project area, demonstrating that the feature would be maintained in perpetuity by the project's Homeowners Association. Special attention should be given to the residence foundation, which, may be the remains of one of the earlier structures at the site, dating from 1920s or before. The footings and slabs at this location should be cleared and measured, and attempts should be made to locate the original trash pits or privies which could contain valuable artifacts revealing much about life in the harsh environment at such an early date. The scatter of artifacts has the greatest number of pre-1925 artifacts, mostly in the form of sun-colored glass, but also in brown and olive glass, porcelain, ceramics and more. There may be remains of an early structure near this point, hidden amidst the broad stand of tamarisk trees, an original windbreak. Search of these remains is required to ensure the most complete recovery possible of the early 20$^{th}$ century artifacts and features. Photos, measurements, and artifacts shall be catalogued, analyzed, reported, and curated at the Coachella Valley Museum (Love et al.1998:54).

**TCR-9**: The applicant shall coordinate with ACBCI Tribal Historic Preservation Office to ensure there are a sufficient number of Native American monitors for the number of earth-moving machinery for each phase of development. The applicant shall provide the City with fully executed monitoring agreements prior to each phase of ground disturbing activity.

**TCR-10**: Should human remains be inadvertently discovered during ground disturbance, the provisions of California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5 shall be followed. 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 of the remains, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native American or has reason to believe that they are those of Native American, the coroner shall contact the Native American Heritage Commission within 24-hours.

**TCR-11**: Prior to any ground disturbance, the applicant shall sign a curation agreement with the ACBCI THPO. A fully executed copy of the agreement shall be provided to the City.

**TCR-12**: Prior to any ground disturbance, cultural sensitivity training shall take place for all contractors with the staff at the Agua Caliente Tribal Historic Preservation Office (THPO).

## 4.14.7 Level of Significance After Mitigation

With implementation of **Mitigation Measures TRC-1** through **TRC-12** impacts to Tribal Cultural Resources would be reduced to less than significant levels.

## 4.14.8 Resources

1. California Native American Heritage Commission http://nahc.ca.gov/ accessed July 2020.
2. Historical/Archaeological Resources Survey Report Coral Mountain Specific Plan, CRM Tech, October 2019, revised May 2021.

# 4.15 Utilities and Service Systems

## 4.15.1 Introduction

This section addresses the existing utilities and service systems for the proposed Coral Mountain Resort project ("project"). This section also addresses the potential for the proposed project to impact the water supply, wastewater demand, solid waste, electricity, natural gas, and telecommunication facilities of the project site and surroundings, and identifies and analyzes environmental impacts of the project's demand on these facilities. This section is based on the information contained in the *Coral Mountain Resort Specific Plan, Coral Mountain Water Supply Assessment and Water Supply Verification (WSA/WSV)* (**Appendix M**), the *Coral Mountain Master Plan Hydrology Report* (**Appendix J.3**), the *Coral Mountain Preliminary Hydrology Report (***Appendix J.1**), 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), the Imperial Irrigation District (IID), and Southern California Gas Company (SoCalGas). 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 terms and acronyms used in this Draft EIR.

## 4.15.2 Existing Conditions

### Proposed Project

The site is currently included in the previously approved specific plan Andalusia at Coral Mountain. The Specific Plan consists of approximately 929 acres located south of Avenue 58, west of Monroe Street, north of Avenue 60, and both east and west of Madison Street. Andalusia East (the area east of Madison Street) is currently under development, providing low density residential units, an 18-hole golf course, a clubhouse and associated amenities. Under the Specific Plan, lands on the west side of Madison Street are proposed to result in neighborhood commercial, residential and golf course uses; however, this area is currently undeveloped.

The proposed project includes a Specific Plan Amendment to remove the 386-acre area west of Madison Street, which is proposed to be covered under a new Specific Plan (the "Coral Mountain Resort Specific Plan", SP 2019-0003). The project also proposes a General Plan Amendment, Change of Zone, a Tentative Tract Map, Development Agreement and Site Development Permit leading to the development of a mix of uses including residential, resort, commercial, and recreational uses on the vacant land west of Madison Street. The Specific Plan would allow 496 low density residential units on approximately 232.3 acres, a full-service resort hotel (up to 150 keys), 104 resort residential units, a 16.62-acre artificial Wave basin, and 57,000 square feet of resort commercial uses on approximately 120.8 acres, 60,000 square feet of neighborhood commercial uses on 7.7 acres, and open space recreational uses on 23.6 acres.

## Existing Conditions

Currently, the 386-acre project site is vacant and undeveloped with desert vegetation of varying heights and densities. The site has been subject to previous agricultural and associated residential land uses, dirt roads and hiking trails. A historic period adobe house and remnant foundations for other farm buildings are located near the center of the project area. The site has been cleared and graded of agricultural vegetation.

The local area is characterized as a developing area with a number of golf course and residential communities to the north, west, east, and southeast; the Santa Rosa Mountains to the west and south; and single family residential, open space and the Coachella Valley Water District (CVWD) percolation ponds to the south.

### *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.

The Coachella Valley Groundwater Basin has been the principal source of water for the Valley since the early 1900s. This basin has an estimated storage capacity of 40 million acre-feet (AF) of water within the upper 1,000 feet and is divided into four subbbasins: 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. CVWD works with other local water agencies and Coachella Valley stakeholders to implement water conservation, water reuse, and a groundwater recharge strategy to ensure water availability and system capacity to meet the growing needs of the Coachella Valley.

The CVWD service area encompasses approximately 640,000 acres, mostly within Riverside County, but also extends into northern Imperial and San Diego Counties; however, CVWD provides no urban water services to San Diego County.

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.

CVWD currently has approximately 109,714 domestic water connections and provided approximately 87,959 AF of water in 2018. CVWD serves all of Rancho Mirage, Thousand Palms, Palm Desert, Indian Wells, La Quinta, and a portion of Indio and Coachella.

CVWD operates more than 100 wells and serves a population of 283,000 in its service area. CVWD's 2012 adopted Water Management Plan and 2015 Urban Water Management Plan have been developed to assist the agency in reliably meeting current and future water demands in a cost-effective manner.

### *Stormwater System*

The project is located in the Whitewater River Watershed, which is an arid desert region encompassing approximately 1,645 square miles. 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. However, the Whitewater River Region includes the Coachella Valley surface drainage up to, but not including, the Salton Sea, which is managed in a separate watershed. In relation to the project site, CVSC is located approximately 7.5 miles to the east at its closest point.

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. Broad flood control management responsibilities, which include planning, maintenance, and construction of improvements for these and other regional stormwater facilies is manageged by CVWD. Local drainage facilities are managed by the City and designed to collect and convey runoff from local streets and properties to the regional stormwater facilities noted above. Storm drain facilities can be public or private. Examples of public facilies 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 a homeowner's association. The project is located on the east side of Coral Mountain and two engineered flood control dikes (Dike No. 2 and Dike No. 4). The off-site dikes form part of the regional flood control system operated by CVWD to retain alluvial fan drainage descending from the eastern slopes of the Santa Rosa Mountains. The dikes have established a physical separation between off-site mountain drainage and the rest of the valley floor. Due to the location of these dikes, the project site is designated within Zone X by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), panels 06065C2244H, 06065C2900H, and 06065C2925H. Zone X designations are defined as an "area with reduced flood risk due to levee" and "area of minimal flood hazard".

The terrain at the project site is currently characterized as level with scattered vegetation covergage resulting from past site clearing and agricultural operations. On the eastern project boundary (west of Madison Street) there are two existing earthen basins designed to accept stormwater runoff from an eastern part of the site and from off-site street runoff, attributed to a portion of Madison Street. Aside from these earthen basins, the project site is absent of any private or public formal stormwater facilities, or any naturally occurring drainage courses, such as those associated with rivers, streams, or washes.

See **Section 4.9, *Hydrology and Water Quality***, of this Draft EIR for an in-depth discussion of existing flood control conditions, both locally and at the project site.

### *Wastewater Service System*

Wastewater that has been highly treated and disinfected can be reused for landscape irrigation and other purposes; however, treated wastewater is not suitable for direct potable use. Recycled wastewater has historically been used for irrigation of golf courses and municipal landscaping in the Coachella Valley since the 1960s.

CVWD provides the City with sanitary sewer collection and treatment. Most of the City and Sphere of Influence (SOI) are served by sewer, although some septic systems are still in use, particularly in the SOI area. CVWD operates six water reclamation plants (WRPs), two of which (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 5.0 million gallons per day (mgd). For all land in the City and Sphere located south of Miles Avenue, including the project site, sewage is treated at the Mid-Valley Water Reclamation Plant (WRP-4), located southeast of the City, which has a capacity to treat 9.9 mgd. WRP-4 became operational in 1986 and serves 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.

Currently, the project is not served by wastewater systems due to its undeveloped condition.

### *Solid Waste*

Riverside County Department of Waste Resources (RCDWR) is responsible for the landfilling of non-hazardous county waste. In this effort the Department operates five landfills, has a contract agreement for waste disposal with an additional private landfill and administers several transfer station leases. The RCDWR Planning Section ensures that the County's planned and proposed waste management activities and projects are in compliance with applicable federal, state and local land use and environmental laws, regulations, and ordinances.

Solid waste disposal and recycling services for the City of La Quinta are provided by Burrtec. This service provider offers its customers a wide range of services for residential and commercial businesses, construction-related activities and special events. Solid waste and recycling collected from the proposed project will 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:

- **The 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, 2020, and a total remaining capacity of approximately 8.7 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2029. Between January 2019 to December 2019, the Lamb Canyon Landfill accepted a daily average of 1,925 tons with a period total of approximately 591,125 tons. Landfill expansion potential exists at the Lamb Canyon Landfill site.
- **The 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, 2020, the landfill had a total remaining disposal capacity of approximately 5.1 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2022. Between January 2019 to December 2019, the Badlands Landfill accepted a daily average of 2,878 tons with a period total of approximately 886,388 tons. Landfill expansion potential exists at the Badlands Landfill site.

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.

The project site is not currently served by electricity, due to its vacant and undeveloped condition.

### *Natural Gas*

Natural gas is provided to the City of La Quinta, and 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.

Existing 4-inch underground natural gas lines are located along Avenue 58 and Madison Street, north and east of the project site, respectively. Currently, natural gas is not provided to the site.

### *Telecommunications*

As telephone service has become less regulated 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 property is not currently served by telecommunication facilities, but the project is located within the service areas of Frontier and Charter Communications.

## 4.15.3 Regulatory Setting

### Federal

### *Clean Water Act and Safe Drinking Water Act*

The Clean Water Act (CWA) was established in 1972 as the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. Under the CWA, the Environmental Protection Agency (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.

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).

### *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.

### *Resource Conservation and Recovery Act (RCRA)*

This law was enacted in 1976 and is the principal federal law governing the disposal of solid waste and hazardous waste. The U.S. Environmental Protection Agency (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

### *California Water Code*

Requirements for the preparation of a Water Supply Assessment (WSA) are set forth in 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.

The Water Code requires a WSA be prepared for any project that consists of one or more of the following:

- A proposed residential development of more than 500 dwelling units

- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space
- A proposed hotel or motel, or both, having more than 500 rooms
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area
- A mixed-use project that includes one or more of the projects specified above
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project
- For public water systems with fewer than 5,000 service connections, a project that meets the following criteria: any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of 10 percent or more in the number of the public water system's existing service connections, or a mixed-use project that would demand an amount of water equivalent to, or greater than, the amount of water required by residential development that would represent an increase of 10 percent or more in the number of the public water system's existing service connections.

### *California Water Boards*

The California Water Board consists of the State Water Resources Control Board and the Regional Water Quality Control Board. Together they work to preserve, protect, enhance, and restore water quality. The State Water Board sets statewide water quality standards, issues statewide general permits, conducts statewide surface and groundwater monitoring and assessment, and issues orders for cleaning up contaminated sites. The State and Regional Water Boards also work with federal, state, and local agencies, as well as other environmental agencies to ensure a coordinated approach to protecting human health and the environment.

There are nine regional water quality control boards statewide. The nine Regional Boards are semi-autonomous and are comprised of seven part-time Board members appointed by the Governor and confirmed by the Senate. Regional boundaries are based on watersheds and water quality requirements are based on the unique differences in climate, topography, geology, and hydrology for each watershed. Each Regional Board makes critical water quality decisions for its region, including setting standards, issuing waste discharge requirements, determining compliance with those requirements, and taking appropriate enforcement actions. The project site is located in the Colorado River Basin Region (Region 7).

### *Urban Water Management Plan*

In 1983, the Urban Water Management Planning Act (UWMPA) was established by Assembly Bill 797, and passage of this law recognized that water is a limited resource and that efficient water use and conservation would be actively pursued throughout the State of California. The 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.

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*

CalRecycle is the term the State of California uses for its Department of Resources Recycling and Recovery, formerly known as the California Integrated Waste Management Board (CIWMB). This state agency performs a variety of regulatory functions pursuant to California Code of Regulations (CCR) Title 27 and other regulations. 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 (see CCR Section 20050, for example). It is also the lead agency for implementing the State of California municipal solid waste program deemed adequate by the U.S. EPA for compliance with RCRA (Riv. County EIR No. 521).

## *California Integrated Waste Management Act (IWMA) (Assembly Bill (AB) 939)*

This act 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. With its passage, solid waste management practices were redefined to require California cities and counties to divert disposal of solid waste by 50% by the 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 (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 wastes going to landfills and thus extend their usable lives. AB 341 requires cities and counties, including 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." (Riv. County EIR No. 521).

### *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*

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. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. In December 2019, the California Energy Commission (CEC) adopted the 2019 Building and Energy Efficiency Standards effective January 1, 2020. This code requires new homes to include at least 50 percent of kitchen lighting to be LED, compact fluorescent or similar high efficiency fixtures, double pane windows, cool roofs, and other design techniques to reduce heat loss.

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. The 2019 CALGreen standards became effective on January 1, 2020. Part 11 establishes design and development methods that include environmentally responsible site selection, building design, building siting and development to protect, restore and enhance the environmental quality of the site and respect the integrity of adjacent properties.

## Regional and Local

### *Coachella Valley Water Management Plan 2010 Update*

CVWD initiated the first water management planning process in the early 1990s to address the overdraft conditions in the groundwater basin and to ensure that there would be adequate water supplies in the future. The plan is a 35-year blueprint for wise water management and the basis for all of CVWD's efforts to preserve the Coachella Valley's groundwater source.

The Coachella Valley Water Management Plan (CVWMP) was adopted by the CVWD Board in September 2002. The goal of the CVWMP is to reliably meet current and future water demands in a cost effective and sustainable manner. The CVWD Board recognized the need to update the CVWMP periodically to respond to changing external and internal conditions. The 2010 CVWMP Update defines how the goal

will be met given changing conditions and new uncertainties regarding water supplies, water demands, and evolving federal and state regulations.

### *CVWD Urban Water Management Plan*

CVWD prepared the 2005 CVWD Urban Water Management Plan (UWMP) and submitted the UWMP to DWR on December 13, 2005. It was approved on March 3, 2011. The most recent plan is the 2015 CVWD UWMP, which was prepared and adopted by the CVWD Board of Directors on June 14, 2016. CVWD submitted the 2015 CVWD UWMP to DWR on July 1, 2016, and it was approved on September 29, 2016.

The CVWD UWMP analyzes the potential sources of water supply and 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 UWMP by the identification of feasible and cost-effective opportunities to meet existing and future demands. CVWD explores the enhancements to supplies from traditional sources, such as groundwater, and sources including water exchanges, water recycling, utilizing Colorado River water from the Coachella Canal, desalination, and water banking/conjunctive use. The CVWD UWMP also analyzed water supply during normal year, single-dry year, and multiple-dry year conditions to ensure supply would appropriately meet regional demand.

### *CVWD Model Water Efficient Landscape Ordinance 1302.4*

CVWD Landscape Ordinance 1302.4 requires 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.

### *CVWD Maximum Applied Water Allowance*

CVWD established a Maximum Applied Water Allowance (MAWA) for areas within their service boundary. For design purposes, the MAWA is the upper limit of annual applied water for the established landacpae area. It is based upon the areas reference evapotranspiration (ET) adjustment factor, and the size of the landscaped area. The estimated applied water use for the landscaping and other outdoor water use provided at any project shall not exceed the MAWA.

### *Sanitary Sewer Management Plan*

The Sanitary Sewer Management Plan (SSMP) describes the management of CVWD's sewer collection system and minimizes the number of sanitary sewer overflows. The SSMP is required by the State Water Resources Control Board Order No. 2006-0003, Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (WDR 2006-0003) enacted May 2, 2006. The SSMP provides guidance for a properly managed, operated and maintained sanitary sewer system. All portions of CVWD's wastewater collection system are required to be managed, operated and maintained to provide adequate capacity to convey the peak wastewater flows, to minimize the frequency of Sanitary Sewer Overflows (SSOs), mitigate the impacts that are associated with any SSO that may occur, and meet all applicable regulatory notifications and reporting requirements.

### *Countywide Integrated Waste Management Plan*

The Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939), and is updated every five years. The CIWMP outlines and codifies the goals, policies and programs that the County of Riverside and its cities are implementing to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. The CIWMP's components include the Countywide Summary Plan, the Countywide Siting Element, the Source Reduction and Recycling Element, the Household Hazardous Waste Element and Non-Disposal Facility Element. Each of these Elements address plans for Riverside County and each of its cities. The Riverside Countywide Integrated Waste Management Plan was approved by the California Integrated Waste Management Board in September of 1996 and has subsequently been updated at five-year intervals as required by law (Riv. County EIR No. 521).

### *City of La Quinta Municipal Code*

#### *Chapter 8.13 Water Efficient Landscaping*

The purpose of Chapter 8.13 of the La Quinta Municipal Code is to establish effective water efficient landscape requirements for newly installed and rehabilitated landscapes. It is also the purpose of this chapter to implement 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. It is the intent of the City to promote water conservation through climate appropriate plant material and efficient irrigation as well as to create a city landscape theme through enhancing and improving the physical and natural environment.

### *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 Municipal Separate Storm Sewer System (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 municipal separate storm drains; control of the discharge to municipal separate storm drains from spills, dumping or disposal of materials other than stormwater; and reduction of 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 one hundred 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 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 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 (WQMP) to be implemented in accordance with the Whitewater River Watershed MS4 Permit.

## 4.15.4 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

The potential for project-specific and cumulative impacts associated with utilities and related service systems, was assessed based upon available data that considers the project, the project site, and related projects. Impacts on water demand, wastewater, solid waste, energy, and telecommunication facilities that would result from the project were identified by determining the future demand associated with project implementation. A quantitative comparison was used to determine impacts of the project on future demands.

The project-specific Water Supply Assessment/Water Supply Verification (WSA/WSV), Master Plan Hydrology Report, and a Preliminary Hydrology Report were consulted to determine water use, and proposed stormwater facilities. A brief summary of the reports are provided below.

### *Water Supply Assessment/Water Supply Verification*

The WSA/WSV was is intended to document the sufficiency of the local water supply to meet the demand of development that could occur under the proposed project. The public water supplier for the project will be CVWD, the domestic water supply (potable) for the project will be the Indio Subbasin in the Coachella Valley Groundwater Basin via CVWD's potable water distribution system. The WSA/WSV examines the current condition of the Indio Subbasin of the Coachella Valley Groundwater Basin and finds the water supply from the Indio Subbasin, the State Water Project (SWP), the Colorado River, and other sources adequate to supply the project in accordance with California Water Code Section 10910 et seq. The WSV verifies the ability of the water supplies from the Indio Subbasin, the SWP, the Colorado River, and other sources to serve the project in accordance with the California Government Code Section (GCS) 66473.7.

The 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 211, and SB 1262. The 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.

### *Master Plan and Preliminary Hydrology Report*

The project-specific Master Plan Hydrology Report and Preliminary Hydrology Report was prepared in January 2021, and May 2020 (respectively) by MSA Consulting, Inc. The purpose of the Coral Mountain Resort Mater Plan and Preliminary Hydrology Reports are to provide basin analyses for the subject property. The drainage requirements for this project fall under the jurisdiction of the City of La Quinta. Storm flows are conveyed through the site via street flow to localized low points. All proposed pad elevations are set a minimum of 1-foot above the high-side street elevation. Both reports concluded that the proposed retention basins are sufficiently sized to contain the flood volume from the controlling 100-year storm.

Analysis and findings of the project-specific WSA/WSV, Master Plan Hydrology Report, and Preliminary Hydrology Report 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

### *Water Supply*

The Coachella Valley Water District (CVWD) provides domestic water service to the City of La Quinta, and is the largest provider of potable water in the Coachella Valley. CVWD would supply water to the project site. Pursuant to an existing agreement with CVWD, the project will develop two onsite wells sites, one of which will be equipped with a well pumping plant as required by CVWD to serve the project. The project will also drill a private well to provide an additional source of water for non-domestic (outdoor) purposes. The exact location of the wells and well sites will be subject to CVWD approval.

As discussed in **Section 4.10**, ***Hydrology and Water Quality***, a project-specific Water Supply Assessment/Water Supply Verification (WSA/WSV) was approved by CVWD in March 2020. Additionally, a revised WSA/WSV Water Demand Revision was approved on September 29, 2020. According to the WSA/WSV Revision, the project would require approximately 958.63 acre-feet per year (AFY), or 2.49 acre-feet per acre. The residential indoor demand estimate is 97.22 AFY, the non-residential indoor use

estimate is 59.94 AFY, and the outdoor estimate is 801.47 AFY. See discussion b) below for further discussion of water supply.

The following water conservation measures are standard requirements of the City/CVWD landscape ordinance requirements and applicable State requirements, and will be implemented at the project site in order to assure the most efficient use of water resources and to meet and maintain the 2010 CVWMP Update goals throughout the life to the project:

1. Native plant materials and other drought tolerant plants shall be used in all non-turf areas of project landscaping. Large expanses of lawn and other water-intensive landscaped areas shall be kept to the minimum necessary and consistent with the functional and aesthetic needs of the project, while providing soil stability to resist erosion.
2. In the event recycled water becomes available to the project, the potential use of tertiary treated water will be reviewed to determine feasibility of its use for on-site landscaped areas to reduce the use of groundwater for irrigation.
3. The installation and maintenance of efficient on-site irrigation systems will minimize runoff and evaporation and maximize effective watering of plant roots. Drip irrigation and moisture detectors will be used to the greatest extent practicable to increase irrigation efficiency.
4. The use of low-flush toilets and water-conserving showerheads and faucets shall be required in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Code of Regulations Section 1601(b), and applicable sections of Title 24 of the State Code.
5. Project developers will pay any required CVWD groundwater replenishment fees for the purpose of buying additional supplies of water for importation into the basin.

Per the WSA, the project demand of 958.63 AFY, accounts for approximately 0.49 percent of the total projected growth in water demand presented in the 2015 UWMP for 2040. The project will conform to the requirements of CVWD's programs and requirements pertaining to water management and conservation. Therefore, it was concluded in the WSA/WSV that CVWD has sufficient facilities to serve the proposed project.

### *Water Infrastructure*

The project proposes to connect to the existing water lines located north of the project site on Avenue 58, to the east on Madison Street, and to the southeast on Avenue 60. Specifically, an 18-inch water main is located along Avenue 58; 30-inch and 24-inch water mains occur along Madison Street; and a 24-inch water main occurs along Avenue 60. The proposed project water lines will consist of 18-inch, 12-inch, and 8-inch public water lines. Two points of connection will occur at Aveune 58. The project will connect 12-inch lines at the northern boundary to the existing 18-inch water main. Four points of connection will occur on Madison Street. The project will connect an 18-inch water main to the existing 30-inch water main at Madison Street's northern-most point of connection. This water line will decrease in diameter from 18 inches to 12 inches to serve the residential and resort portions of the site. Two

additional points of connection will occur at the eastern-most property boundary. At this location, the project will connect two 12-inch water mains to the existing 30-inch water main. The southern-most Madison Street point of connection will connect a proposed 18-inch water main to the existing 24-inch water main. 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. Proposed connections and domestic water infrastructure are illustrated in **Exhibit 4.15-1, *Conceptual Water Domestic Water Plan.*** Non-potable water sources are intended to be used for the irrigation of common landscape areas. Non-potable water will be available from private well water as well as from irrigation canal water. The project will require two well sites and one well pumping plants to adequately serve the site and CVWD service area, which will be conveyed to CVWD. The well will be connected to the system and used by CVWD for domestic water. In addition, the project will drill one private well to provide irrigation and other outdoor water for the project.

No new off-site water facilities are required as a result of project development. The well sites and domestic well are required per CVWD ordinance and the existing agreement with CVWD to serve the region and the project, consistent with CVWD's adopted District Master Plan. Accordingly, the operation of the off-site water facilities are discussed in further detail in CVWD's District Master Plan.

## Wastewater

### *Wastewater Capacity*

CVWD provides the City with sanitary sewer collection and treatment. For all land in the City and Sphere located south of Miles Avenue, including the project site, sewage is treated at the Mid-Valley Water Reclamation Plant (WRP-4), located southeast of the City, which has a capacity to treat 9.9 MGD. The average annual flow to this facility is approximately 4.75 MGD. The proposed project is estimated to generate wastewater at 156,839 gallons per day (GPD) or 0.157 MGD, which is one percent of the plant's capacity, and a 3.3 percent increase of the existing annual flow. No new wastewater treatment facilities are required as a result of the proposed development.

### *Infrastructure*

Eight-inch sewer lines currently exist adjacent to the project site along Avenue 58 (north of the project), and along a portion of Avenue 60 (southeast of the project). Fifteen-inch sewer mains in the project vicinity are located within the existing Andalusia Country Club (east of the project), and at the Avenue 58 and Madison Street intersection (northeast of the project). The project proposes 15-inch, 12-inch and 8-inch sewer lines throughout the project site. A 15-inch proposed sewer main will connect to the existing 15-inch sewer main at the Avenue 58 and Madison Street intersection. A 12-inch sewer main will connect to an existing sewer main located at the northwest corner of the existing Andalusia Country Club community, east of the project site. This sewer main connection will travel north along Seville (an

existing internal roadway in Andalusia), and cross Madison Street to the project site. The sewer lines will provide sewer service to the project without the need for additional off-site infrastructure. See discussion c.) of the ***Utilities and Service Systems*** section for further discussion.

## Storm Water Drainage

Local drainage facilities are those designed to collect and convey runoff from local streets and properties to the regional stormwater facilities, such as the Coachella Valley Stormwater Channel (CVSC), the La Quinta Evacuation Channel, the Bear Creek System, the East La Quinta Channel, and Lake Cahuilla. These local drainage facilities are managed by the City of La Quinta. Within the City, there are also privately owned facilities, such as those occurring within privately managed residential developments designed to address on-site stormwater runoff. As a standard requirement, the project site design will incorporate stormwater management by conveying 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. This is discussed below.

The project-specific Master Plan Hydrology Report (**Appendix J.3**) and Preliminary Hydrology Report (**Appendix J.2**) was prepared by MSA Consulting, Inc. to evaluate the existing hydrologic factors, such as topography, drainage, soils, and rainfall characteristics relevant to the project site and tributary areas. The project-specific Hydrology Reports divided the proposed site plan into multiple engineered drainage areas generally consistent with the project's planning areas to facilitate the implementation of final engineering design and sizing of stormwater facilities (inlets, pipes, outlets, and retention basins) according to the phases of development. **Table 4.15-1** below summarizes the drainage area calculations and corresponding retention volumes accounted for in the Master Plan Hydrology Report. It provides the drainage area identification, corresponding area calculation, expected impervious ground cover resulting from development, the required retention capacity to handle the controlling 100-year storm event runoff volume, and the retention volume capacity provided by the basin design. For each on-site drainage area, the project provides sufficient retention capacity to meet the local requirements for properly retaining the 100-year storm event.

**Table 4.15-1 Summary of Drainage Areas and Retention Capacities**

| Drainage Area Identification | Area Calculation | Impervious Condition and Percentage of Drainage Area | Required Stormwater Retention Capacity to Manage the Controlling 100-Year Storm Event Runoff Volume | Retention Volume Capacity Provided by Basin Design |
|---|---|---|---|---|
| **A** | 162.745 Acres | 39.291 Acres (24%) | 803,730 Cubic Feet | 3,178,217 Cubic Feet<br>72.96 Acre-Feet |
| **B** | 41.586 Acres | 17.518 Acres (42%) | 182,917 Cubic Feet | 292,016 Cubic Feet<br>6.70 Acre-Feet |
| **C & F** | 55.002 Acres | 17.771 Acres (32%) | 219,690 Cubic Feet | 223,118 Cubic Feet<br>5.12 Acre-Feet |
| **D** | 28.403 Acres | 14.157 Acres (50%) | 134,950 Cubic Feet | 168,719 Cubic Feet<br>3.87 Acre-Feet |
| **E** | 61.802 Acres | 19.059 Acres (31%) | 246,363 Cubic Feet | 1,216,389 Cubic Feet<br>27.92 Acre-Feet |
| **G** | 35.742 Acres | 10.635 Acres (30%) | 141,025 Cubic Feet | 147,099 Cubic Feet<br>3.38 Acre-Feet |
| **H** | 7.118 Acres | 6.406 Acres (90%) | 56,379 Cubic Feet | 60,238 Cubic Feet<br>1.38 Acre-Feet |
| **I** | 51.629 Acres | 15.164 Acres (29%) | 202,969 Cubic Feet | 237,233 Cubic Feet<br>5.45 Acre-Feet |
| **Off-Site Portion of Madison Street (North)** | 11.704 Acres (Off-Site) | 5.754 Acres (49%) | 59,063 Cubic Feet | 126,903 Cubic Feet<br>2.91 Acre-Feet |
| **Off-Site Portion of Madison Street (South)** | 5.701 Acres (Off-Site) | 4.014 Acres (70%) | 40,668 Cubic Feet | 217,630 Cubic Feet<br>5.00 Acre-Feet |

Based on the project-specific Master Plan and Preliminary Hydrology Reports, the hydrologic area associated with the proposed development includes on-site and off-site tributary conditions, which, as a standard requirement, must be managed to satisfy the City's hydrologic requirements. Storm flows will be conveyed through the site via street flow to localized low points. All proposed pad elevations are set a minimum of 1-foot above the high-side street elevation. To achieve the City's hydrologic requirements, the project will include multiple retention facilities integrated with the storm drain design, such that all sub-drainage areas of the project are adequately covered. The proposed storm drain system will include the properly sized conveyance systems and meet the City's design criteria of retention facilities. The offsite and onsite tribuaties, proposed conveyance systems, and proposed retention facilities are discussed below.

The project will manage off-site tributary areas entering the project, including off-site street runoff from a portion of Avenue 58 and Madison Street to the north and east, respectively, and an off-site portion of hillside west of the project. The storm flows from the off-site street drainage areas are captured by existing catch basins on Madison Street and discharged into existing basins onsite (west of Madison Street). These basins are sized to contain the flood volume from the controlling 100-year storm. The off-

site hillside tributary area consists of rock out-cropping and open brush conditions immediately west of the site. This off-site drainage area will not be modified by the project. According to the Master Plan Hydrology Report, Drainage Area A occupies the southwest portion of the project site and consists primarily of Dike No. 2, Coral Mountain, a portion of Dike No. 4, and the south-westerly portion of Planning Area IV and Planning Area III. Drainage Area A consists of three drainage subareas, indicated as A1, A2 and A3. Storm runoff (approximately 18.4 acre-feet) from this drainage area is proposed to be directed to the Wave Basin facility which, when fully operational, provides over 73 acre-feet ofretention in freeboard. Shallow retention basins will be constructed on the west portion of the project property (on-site) to accept the naturally occurring flows produced by precipitation events (10-year storm) in drainage areas A1 and A3. Together with the proposed retention basins, the Wave Basin retention will accept the flows produced by 100-year storm events, which is compliant with La Quinta Municipal Code (LQMC) 13.24.120 (Drainage), and La Quinta Engineering Bulletin #06-16 (Hydrology and Hydraulic Report Criteria for Storm Drain Systems).

For the on-site conditions, stormwater runoff will be conveyed along engineered flow lines (pipes, surface swales, curb and gutter) to the proposed onsite retention facilities. Retention facilities will include surface retention basins, underground retention facilities, the Wave Basin retention, and lake systems for storage. The drainage designs for the SDP and TTM are based on the preliminary hydrology report submitted for the TTM (TTM 2019-0005). As indicated in Table 4.15-1, the project is separated into nine ionsite drainage areas (DA), indicated as A through I. Drainage Area A occupies the westerly portion of the project, and includes PA IV lands, as well as portions of PA III proposed for subdivision in the TTM and development approval in SDP 2021-0001. DA-A2 encompasses the southern half of the resort residential units and a portion of the hotel area, will drain towards the Wave Basin via surface/pipes. Drainage Area B covers the single family lots on the northwest portion of the TTM, which includes a lake feature at its center. Runoff within this drainage are, estimated 4.2 acre-feet, will be conveyed to the proposed lake feature. Drainage Area C, which encompasses the northwestern portion of the resort residential area, generates an estimated 1 acre-foot of storm flows that will be conveyed via a system of catch basins and pipes and controlled surface flows and retained in a retention basin located in a proposed lake feature in Drainage Area F. Drainage Area D includes the majority of the hotel site, and the eastern portion of the resort residential area shown n the TTM. This runoff, estaimated at 3.1 acre-feet, will be conveyed, via a system of catch basins and piples and controlled surfaces, to and retained in the proposed lake located in Drainage Area F. Drainage Areas E through I, which are located in PA I and II and proposed currently only for large lot subdivisions, will be subdivided at a later date, and will be required to provide hydrology studies. The design of these drainage systems will be required to comply with the City's requirements, including the retention of the 100-year storm, based on the designs of each of these subsequent maps. See **Exhibit 4.9-1, *Master Hydrology Drainage Area Exhibit***, in **Section 4.9, *Hydrology and Water Quality***, for locations of drainage areas. **Table 4.15-1** outlines the drainage areas (A through I, and offsite), corresponding area calculation, expected impervious ground cover resulting from development, the required retention capacity to handle the controlling 100-year

storm event runoff volume, and the retention volume capacity provided by the basin design. For each onsite drainage area, the project provides sufficient retention capacity to meet the local requirements for properly retaining the 100-year storm event. The proposed stormwater management concept would introduce on-site retention facilities sized sufficiently to accept, contain and infiltrate the stormwater volume resulting from the controlling 100-year storm event, as mandated by LQMC 13.12.120, and outlined in the La Quinta Engineering Bulletin #06-16.

## Electric Power

The site is within the Imperial Irrigation District (IID) service area for electric service. IID has indicated that additional offsite improvements will be required to meet the project's power demand. The project will be required to install twelve, 6-inch conduits along Avenue 58 to bring additional power to the site and install a transformer bank at IID's existing substation yard located at Avenue 58 and Monroe Street. The offsite improvements for the conduit system will take place in the existing right of way, on both sides of Avenue 58, between Andalusia and PGA West, and on Madison Street, west of Andalusia. Avenue 58 is an improved road and classified as a secondary arterial. These improvements would occur along the existing right-of-way and will be installed underground during Phase I of the development. The purpose of the extension is to provide electricity to the project only. The extension is not intended to provide electric power to the areas surrounding the project. The facility will be designed and constructed to the design standards of IID. The proposed offsite improvements (i.e., transformer bank and conduit system) must be approved by IID to ensure the design standards are met.

As determined in **Section 4.5, *Energy Resources***, of this Draft EIR, the project is expected to consume approximately 57,987.3 kiloWatt hours (kWh) of electricity during construction of the site, and approximately 8,642,729 kWh of electricity annually during operation of the project. 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 annual electrical consumption of 8,642,729 kWh (which is equivalent to 8,642.73 MWh), the project would account for approximately 0.19 percent of IID's total estimated demand in 2031.

IID's 2020 Service Area Plan states that IID must ensure the reliability, safety and security regulations promulgated by the Federal Energy Regulatory Commission (FERC) and enforced by the Western Electricity Coordinating Council (WECC). In order to maintain reliable energy services to meet future demand, IID outlines 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 in order to maintain an adequate energy supply to IID customers. IID has joined California Municipal Utilities Association (CMUA) in partnership with Northern California Power Agency (NCPA) and the Southern California Public Power Authority (SCPPA) to collaborate on the development of individual utility energy efficiency and demand-

reduction targets. IID implements an aggressive energy-efficiency portfolio with the goal of reducing both energy consumption and peak demand. Energy-efficiency programs may be classified as either conservation programs, or demand-side management (DSM) programs. Conservation programs attempt to reduce the total amount of energy required by consumers while DSM programs attempt to change the timing of energy use. Additionally, IID implements energy conservation measures in the service area. The project will be required to comply with regional and local conservation measures to ensure project-related energy consumption is not significant.

In a will serve letter dated May 26, 2020, IID indicated that it can extend electrical facilities to serve the site. Therefore, with the project's connection to the IID substation, it is anticipated that IID's existing and planned electricity capacity and electricity supplies would be sufficient to support the project's demand. In addition, energy codes established by the state will be implemented by the project site as an effort to reduce energy consumption and increase energy efficiency at the project site.

## Natural Gas

Underground natural gas lines exist adjacent to the project site along Avenue 58 and Madison Street, north and east of the project, respectively. The existing underground natural gas facilities are located at the northern side of Avenue 58, and consist of a 4-inch line. A 4-inch natural gas line also travels along Madison Street to approximately 425 feet south of the Madison Street and Avenue 58 intersection. At this location, the gas line enters the Andalusia Country Club property, east of the project site, and terminates at the southwestern corner of the Andalusia property.

The project will connect to the existing SoCalGas facilities. Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to extend them from Madison Street into the project. 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.

As determined in **Section 4.5**, ***Energy Resources***, it is anticipated that the project operation and special event operations, will generate an annual demand of 21,855,400 kBTU of natural gas. According to the LQGP EIR, at projected City build-out, residential units will use approximately 919,426,079 cubic feet of natural gas per year (cf/year). For commercial uses, consumption will be 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, which is equivalent to 1,485,030,724.4 kBTU. The project is anticipated to consume approximately 21,855,400 kBTU/year, which is approximately 1.47 percent of the City's natural gas consumption at build-out of the City.

In addition to the City's projected natural gas consumption, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be approximately 2,310 million

cf per day in 2030. The project would consume approximately 0.0025 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 California Code of Regulations (CCR) regarding energy consumption. As a part of the project design features to reduce energy consumption, the project will implement the use of:

- Specified use of Energy Star appliances.
- Installation of tankless water heater systems.

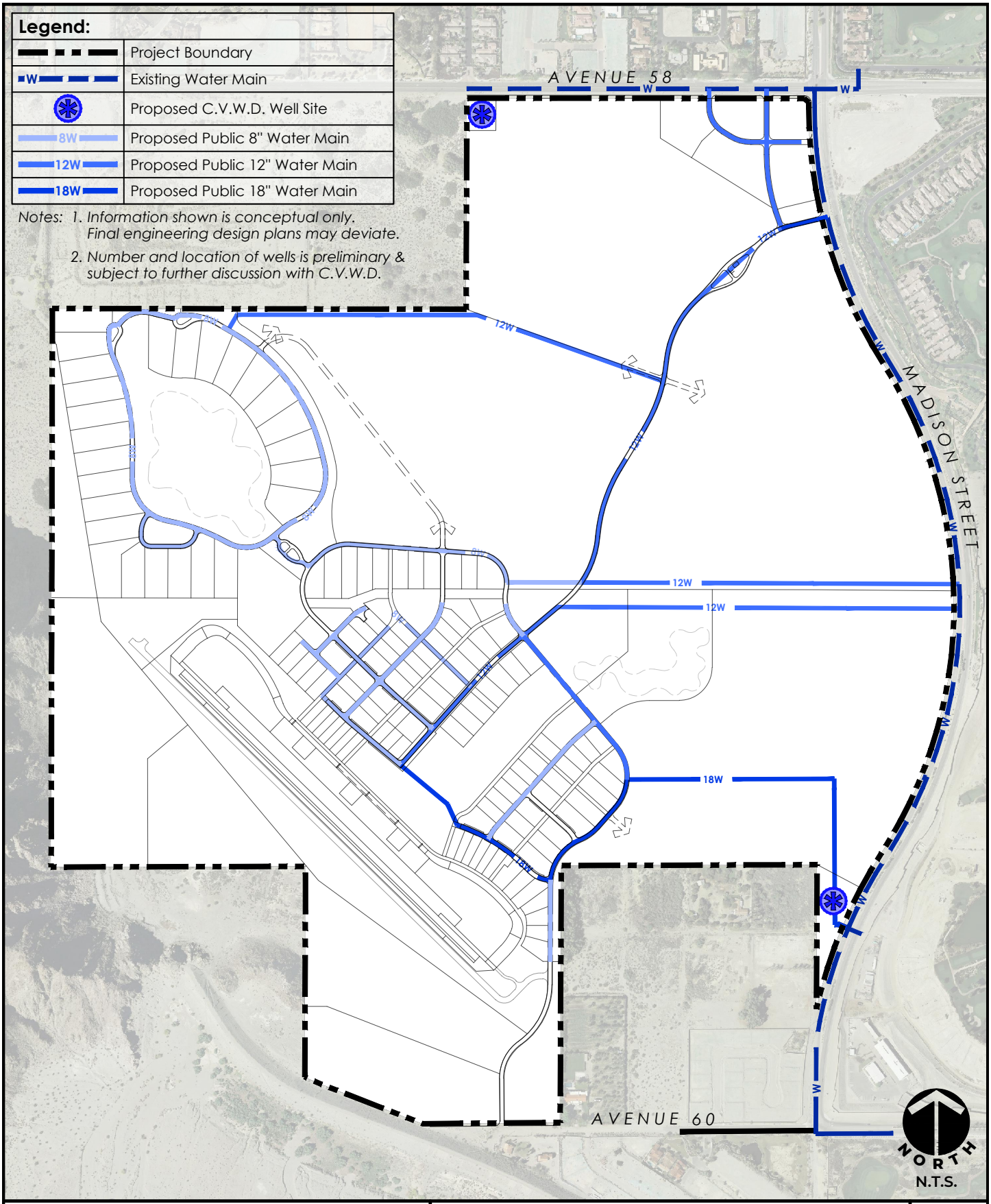
The implementation of these project design features will be included as an enforceable provision in the Development Agreement, and will reduce the amount of natural gas consumed during project operation. Therefore, the project will not require or result in the relocation or construction of new or expanded natural gas facilities.

## Telecommunications

The project is located within Frontier and Charter Communications' service area 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 project will not require or result in the relocation or construction of new or expanded telecommunication facilities.

## Conclusion

The project will not require or result in the relocation or construction of new or expanded off-site water, wastewater treatment, storm water drainage systems, natural gas, or telecommunication facilities. The connection to the existing IID substation facility will provide electricity to the site. The will serve letter provided by IID indicates that the service provider has sufficient capacity to support the connection to the substation. Communication between the project and the service providers during the project's construction and connection to existing facilities will occur throughout project development. Impacts would be less than significant.




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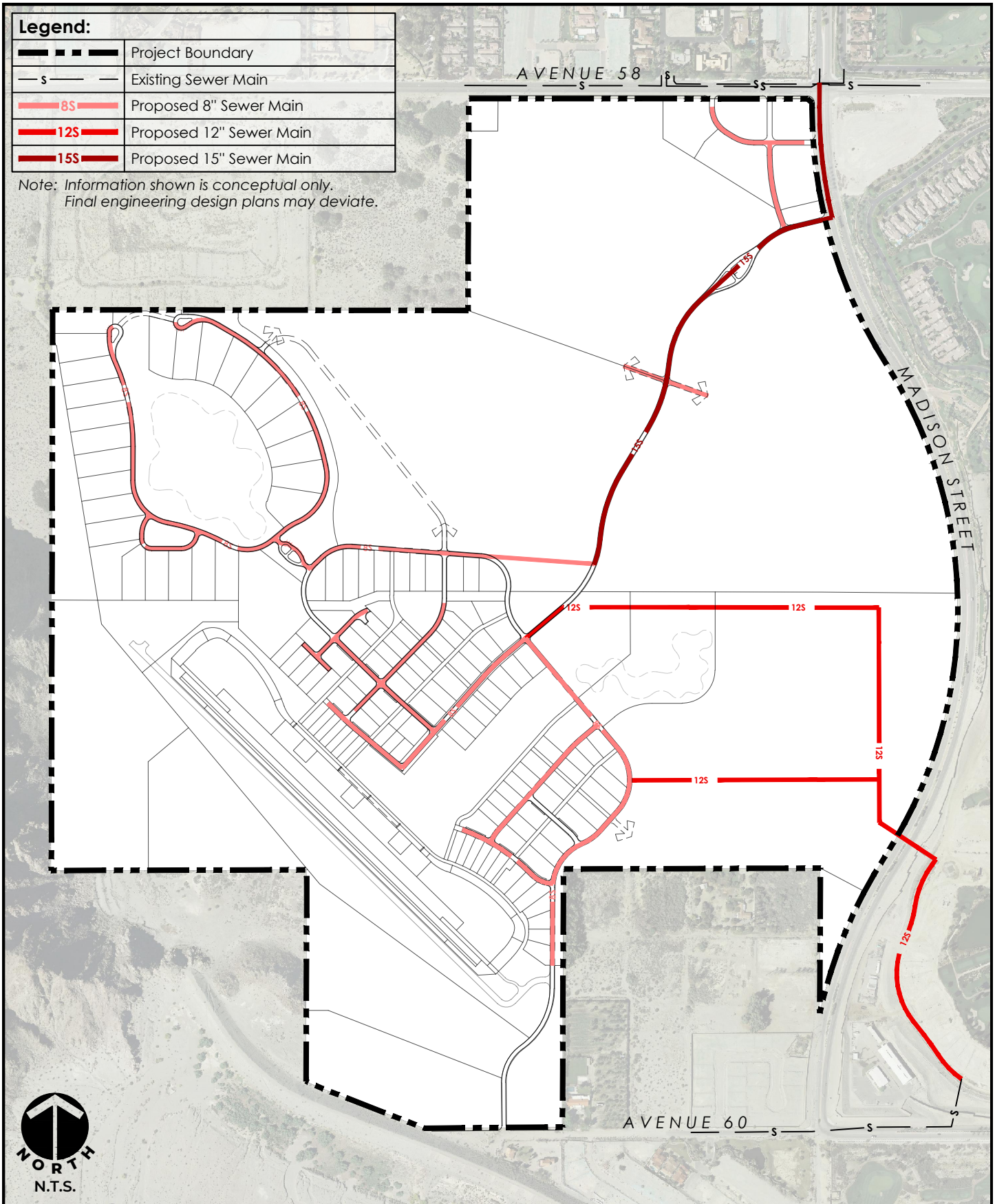
# CONCEPTUAL WATER PLAN

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

*4.15-1*




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# CONCEPTUAL SEWER PLAN

## CORAL MOUNTAIN RESORT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT

4.15-2

### *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?*

Groundwater is the primary source of domestic water supply in the Coachella Valley. CVWD is the largest provider of potable water in the Coachella Valley and currently provides potable water to the City of La Quinta. CVWD's 2012 adopted Water Management Plan (CVWMP) and 2015 Urban Water Management Plan (UWMP) have been developed to assist the agency in reliably meeting current and future water demands in a cost-effective manner. The comprehensive Water Management Plan guides efforts to eliminate overdraft, prevent groundwater level decline, protect water quality, and prevent land subsidence. The 2015 UWMP serves as a planning tool that documents actions in support of long-term water resources planning and ensures adequate water supplies are available to meet the existing and future urban water demands.

Development of the project would result in an overall increase in water demand from the project site during operation. Water consumed by the project was analyzed in the project-specific WSA/WSV (**Appendix M**). The analysis of water resources and water supply is based upon the understanding of projected water supplies as developed by CVWD and used for the WSA/WSV prepared and adopted for the project, including estimates of available groundwater, Colorado River water, and SWP sources.

The domestic water supply (potable) for the project will be the Indio Subbasin of the Coachella Valley Groundwater Basin via CVWD's potable water distribution system. As shown in **Table 4.15-2, *Coral Mountain Resort Specific Plan Conceptual Land Use Summary***, the project proposes the development of the following building floor areas:

**Table 4.15-2 Coral Mountain Resort Specific Plan Conceptual Land Use Summary**

| Planning Area (PA) | Land Use Category | Gross Land Area (Acres) | Non-Residential Building (SF) | Max. Dwelling Units (DU) | Max. Hotel/Resort Units (DU) |
|---|---|---|---|---|---|
| **PA I** | GC | 7.7 | 60,000[1] | | |
| **PA II** | LDR | 232.3 | | 496 | |
| **PA III** | TC | 120.8 | 57,000[2] | 104 | 150 |
| **PA IV** | OS-R | 23.6 | | | |
| **Right of Way** | | 1.5 | | | |
| **Total** | | **385.9** | **117,000** | **600** | **150** |

Note: GC = General Commercial, LDR = Low Density Residential, TC = Tourist Commercial, OS-R = Open Space Recreation

1. Consisting of retail commercial uses available to the general public.
2. Consisting of private resort-serving commercial uses available only to residents and hotel guests.

Based upon this analysis, the estimated total domestic water demand for indoor and outdoor use is approximately 958.63 acre-feet per year (AFY), or 2.49 acre-feet per acre. The residential indoor demand

estimate is 97.22 AFY, the non-residential indoor use estimate is 59.94 AFY, and the outdoor estimate is 801.47 AFY. This is indicated in **Table 4.15-3**, ***Estimated Project Water Service Demand for Residential, Commercial and Other Uses.***

**Table 4.15-3 Estimated Project Water Service Demand For Residential, Commercial and Other Uses**

| Land Use | AFY |
|---|---|
| Residential Indoor Demand | 97.22 |
| Non-Residential Indoor Demand | 59.94 |
| Outdoor Demand | 801.47 |
| **Total Project Demand** | **958.63** |

This estimation includes indoor and outdoor use for the Residential and Non-Residential areas. This quantity is approximately 0.49-percent of the total project water to be supplied by the CVWD in 2040 (194,300 AFY).

The domestic water supply (potable) for the project will be groundwater from the Indio Subbasin in the Coachella Valley Groundwater Basin via CVWD's potable water distribution system. Groundwater storage will be used in dry years to make up the difference between the demand and the supply. The Indio Subbasin has a storage capacity of approximately 29.8 million AF within the first 1,000 feet below ground surface, simulating the benefit of a very large reservoir, and is capable of meeting the water demands of the Coachella Valley for normal and extended drought periods, as determined in CVWD's 2015 UWMP. With almost 30 million AF of combined storage supplemented by groundwater management planning adopted in the 2015 UWMP and 2010 CVWMP Update, the aquifer has sufficient available water to supply the project and other present and anticipated needs for normal year, as well as one or more multiple dry years, over the next 20 years. CVWD's groundwater management practices include substantial groundwater replenishment through the Thomas E. Levy and Palm Desert Groundwater Recharge Facilities to avoid long-term overdraft of the aquifer.

### *Normal Year*

The Department of Water Resources (DWR) requires the supply reliability tables to include both potable and recycled water for the normal year. This is indicated in the table below.

**Table 4.15-4 Normal Year Supply and Demand Comparison (AF)**

| Retail | 2020 | 2030 | 2040 |
|---|---|---|---|
| Supply Total (AF) | 128,900 | 188,500 | 230,600 |
| Demand Total (AF) | 128,900 | 188,500 | 230,600 |
| Difference (AF) | 0 | 0 | 0 |

Per the 2015 UWMP, recycled water is not considered an urban water supply and is not delivered to CVWD's urban water customers. Instead, recycled water is used to offset the groundwater pumping of

private well owners (mainly golf courses) to eliminate overdraft. Therefore, water use without recycled water is presented in the table below. **Table 4.15-5** more accurately represents CVWD's urban water supply reliability.

**Table 4.15-5 Normal Year Supply and Demand Comparison (AF) – Urban Supply Only**

| Retail | 2020 | 2030 | 2040 |
|---|---|---|---|
| Supply Total (AF) | 114,600 | 157,700 | 194,300 |
| Demand Total (AF) | 114,600 | 157,700 | 194,300 |
| Difference (AF) | 0 | 0 | 0 |

*Single Dry Year and Multiple Dry Years*

Urban water supplies during the single dry year and multiple dry years are 100 percent reliable. Thus, the supply and demand comparison for the single dry year and multiple dry years, shown in the table below, is the same as the normal year.

**Table 4.15-6 Single Dry Year and Muliple Dry Years Supply and Demand Comparison (AF) – Urban Supply Only**

| Retail (Single Dry Year and Multiple Dry Years) | 2020 | 2030 | 2040 |
|---|---|---|---|
| Supply Total (AF) | 114,600 | 157,700 | 194,300 |
| Demand Total (AF) | 114,600 | 157,700 | 194,300 |
| Difference (AF) | 0 | 0 | 0 |

As indicated in the table below, total buildout water demand of the project is estimated to be approximately 958.63 AFY, or 2.49 AF per acre, which represents approximately 0.49 percent of the total anticipated urban demand of 194,300 AF in CVWD's urban water system projected for 2040. Per the 2015 UWMP Update, CVWD included water demand from new development that it assumed would occur within its service area. The projected demand for the property's existing Specific Plan land uses was already factored into the 2015 UWMP Update.

The project is requesting a General Plan Amendment from the existing land uses of Low Density Residential, General Commercial and Open Space Recreational to Low Density Residential, Open Space Recreation, General Commercial and Tourist Commercial. The Low Density Residential, Open Space Recreation and General Commercial land uses proposed for the project are consistent with the current General Plan land use designations. However, the project proposes to include approximately 120.8 acres of Tourist Commercial in the project. The development under the current Specific Plan assumes 171.9 acres of golf, and 750 homes. As shown in **Table 4.15-7,** the residential indoor water demand of the current permitted land uses is 121.52 AFY, 15.88 AFY for non-residential demand, and 921.14 AFY for the outdoor demand. The total water demand under the current land use designations is 1,058.54 AFY or 2.75 acre-feet per acre. This is approximately 0.54 percent of CVWD's projected demand in 2040.

**Table 4.15-7**
**Estimated Project Water Service Demand For Existing Specific Plan Land Uses**

| Land Use | AFY |
|---|---|
| Residential Indoor Demand | 121.52 |
| Non-Residential Indoor Demand | 15.88 |
| Outdoor Demand | 921.14 |
| **Total Project Demand** | **1,058.54** |

Accordingly, buildout of the site under the existing land use designation would result in an increase of 99.82 AFY , or 10.4% more water use, when compared with the proposed project. The overall reduction in water use for the proposed project, as compared to buildout under the approved General Plan land uses, accounts for all water needed for the Wave Basin, including evaporation, as well as the elimination of the 171.9 acres of golf course under the existing land use designation, as shown in **Table 4.15-8**. Accordingly, the project will use less water than has been accounted for in CVWD's projections, including the 2015 UWMP update.

**Table 4.15-8 Impact of Project Demand on Groundwater Supply**

| Project | Proposed Project | Existing Specific Plan | Difference |
|---|---|---|---|
| Total CVWD Supply **2040** | 194,300 AFY | | |
| Total Demand (AFY) | 958.63 AFY | 1,058.54 AFY | 99.82 AFY |
| Total Demand (AF/Acre) | 2.49 AF/Acre | 2.75 AF/Acre | 0.26 AF/Acre |
| Percent of CVWD Supply | 0.49 percent | 0.54 percent | |

The Indio Subbasin has a capacity of approximately 29.8 million AF. It acts as a very large reservoir and is capable of meeting the water demands of the Coachella Valley for extended periods.

As discussed in the 2010 CVWMP Update, CVWD has many programs to maximize the water resources available to it including recharge of its Colorado River and SWP Exchange supplies, recycled wastewater, desalinated shallow semi-perched brackish groundwater, conversion of groundwater uses to Canal water and conservation including tiered water rates, a landscaping ordinance, and outreach and education. The 2010 CVWMP Update and CVWD replenishment assessment programs establish a comprehensive and managed effort to eliminate overdraft.

The 2016 CVWMP Status Report evaluated progress to date on eliminating overdraft. The report illustrates the effectiveness of the CVWMP programs which helped reduce water consumption by 38 percent per capita, achieving (and substantially exceeding) the state-mandated reduction goal of 20 percent per capita. The report also shows that with continued implementation of CVWMP programs, overdraft will be eliminated by approximately 2022. CVWMP tools for reducing overdraft include:

- Water conservation through demand management and efficient water use practices;
- Additional water supplies via the acquisition and development of new water supplies to meet future needs;

- Groundwater recharge through the percolation of imported and recycled water;
- Source substitution through converting groundwater users to imported or recycled water sources to reduce groundwater pumping.
- Monitoring through the ongoing measurement and evaluation of groundwater conditions to determine the effectiveness of the CVWMP.

The effectiveness of the CVWMP's programs is measured by monitoring groundwater balance, groundwater levels, groundwater quality, subsidence, and drain flows.

According to the 2016 Status Report, the eastern Coachella Valley area is showing positive results from water conservation, source substitution (conversion of golf courses from groundwater to Canal water), and groundwater recharge (Thomas E. Levy GRF). However, per the Status Report, the mid-Coachella Valley area will have declining water levels until CVWMP programs reduce pumping through water conservation (on-going), source substitution (conversion of golf courses from groundwater to Canal and recycled water), and groundwater replenishment (proposed program to percolate Canal water near Water Reclamation Plant No. 10 (WRP-10). According to the CVWD's 2019-2020 Annual Review, the mid-Valley area is now benefitting from the CVWD's Palm Desert Groundwater Replensihment Facility.

According to the 2016 CVWMP Status Report, increased imported water recharge combined with reduced pumping due to water conservation and source substitution are expected to bring the basin into a long-term balance.Per CVWD's Urban Water Management Plan, the district has a 2020 target water use demand of 473 Gallons per Capita per Day (GPCD). CVWD's 2015 per capita daily water use of 383 GPCD was 19 percent below the 2020 target of 473 GPCD. CVWD has achieved its 2020 water use target but continues to implement demand management measures to reduce per capita water use. According to CVWD's 2019-2020 Annual Review, successful groundwater replenishment programs along with continued efforts to conserve, reduce water waste and to connect customers to the nonpotable water system for irrigation purposes resulted in the positive trends observed in groundwater storage during the past 10 years. Since 2010, groundwater levels have stabilized or partially recovered. CWVD customers saved 8.1 billion gallons of water in 2019 and reduced water use by 21 percent compared to 2013. It is expected that new customers will continue this trend of reduced water use as a result of the implementation of plumbing upgrades required by the building code and updated landscape ordinance requirements.

Per the 2015 UWMP and the 2010 CVWMP Update, CVWD included water demand from new development that it assumed would occur within its service area. The projected demand for the project will therefore account for only a small fraction of the projected demands as shown in **Table 4.15-9**.

**Table 4.15-9 Impact of Project Demand on Groundwater Supply**

| Coral Mountain Resort | Year (2035) |
|---|---|
| Total CVWD Supply | 194,000 AF |
| Total Project Demand | 958.63 |
| Total Project Demand | 2.49 AF/Acre |
| Percent of CVWD Supply | 0.49 |

Source: Total supply extrapolated from 2015 UWMP, Table 7-4. Project demand extrapolated from data Table 7 of the project WSA, based on a 20-year projection as required by Senate Bill 610.
Note: 2020-2040 is the projected demand within the 20-year WSA time frame.

Based on the information, analysis, and findings documented in the WSA for the project, CVWD has 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. This is based on the volume of water available in the aquifer, CVWD's Colorado River contract supply, SWP Table A amounts, water rights and 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 the primary elements of the 2010 CVWMP Update and 2015 UWMP, which includes the full utilization of imported water supplies, purchase of additional water supplies, water conservation, and source substitution.

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, CVWD established a Maximum Applied Water Allowance (MAWA) for outdoor water use (landscape). In this area, the MAWA for the project site at buildout is 962 AFY. As previously stated, the project will consume approximately 801.47 AFY of water for outdoor demand. This is compliant with CVWD's MAWA and the City's corresponding landscape ordinance.

The City has adopted a water-efficient landscape ordinance (LQMC Chapt. 8.31) 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. The project's outdoor water demand calculations assume implementation of these requirements in project landscaping plans. 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 will be 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 for 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 system. The wastewater system serves approximately 265,000 customers. The system collects municipal waste from residential and commercial users, delivering the collected wastewater to one of six Wastewater Reclamation Plants. The system includes approximately 1,100 miles of sewer, 34 lift stations and approximately 17,000 manholes.

The project is proposing a new 15-inch and 12-inch sewer main that would collect flow from the development and convey it to an existing 15-inch gravity sewer main at Avenue 58 and 12-inch sewer main off of Madison Street. The proposed sewer plan for the project is illustrated in **Exhibit 4.15-2, *Conceptual Sewer Plan*.** Flows would then be delivered to CVWDs Wastewater Reclamation Plant No.4 (WRP-4). WRP-4 has a plant capacity of 9.9 MGD located in Thermal. The annual average flow to this facility is approximately 4.75 MGD. The proposed project is estimated to generate wastewater at 156,839 GPD or 0.157 MDG, which is one percent of the plant's capacity, and which will increase flows by 3.3% over existing volumes. The proposed project will not cause existing volumes or planned capacity to be exceeded, and is consistent with the requirements set forth in CVWD's existing agreement to provide sanitary sewer service to the project.

The project's final engineering plans will undergo additional review by CVWD to assure compliance with all current and applicable requirements. As demonstrated above, 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 15,748,799 cubic yards of remaining capacity, the El Sobrante Landfill has a remaining capacity of 145,530,000 cubic yards of solid waste, and Lamb Canyon Disposal has a remaining solid waste capacity of 19,242,950 cubic yards. Using the residential solid waste generation factor of 0.41 tons per dwelling unit from the Riverside County EIR No. 521, 2.4 tons per 1,000 square feet for commercial uses, and 0.36 tons per hotel room, the project could generate up to 581.8 tons or 3,674.5 cubic yards of solid waste per year at full buildout, as indicated in the table below.

**Table 4.15-10 Solid Waste Generation**

| Land Use | Units | Rate | Solid Waste (tons/year) | Solid Waste (yard$^3$/year)* |
|---|---|---|---|---|
| Residential | 600 du | 0.41 tons per du | 246 | 2,184.5 |
| Commercial | 117,000 sf. | 2.4 tons per 1,000 sf. | 280.8 | 1,246.7 |
| Hotel | 150 rooms | 0.365 tons per room | 54.8 | 243.3 |
| **Total** | | | **581.6** | **3,674.5** |

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

Per **Table 4.15-10**, the project will generate 3,674.5 cubic yards of solid waste during the operation of the residential and commercial land uses. The waste generated by the project is approximately 0.023 percent of the remaining capacity at Badlands Disposal site, 0.0025 percent of El Sobrante Landfill's remaining capacity, and 0.019 percent of the remaining capacity of the Lamb Canyon Disposal site.

As part of its long-range planning and management activities, the Riverside County Department of Waste Resources (RCDWR) ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The most recent 15-year projection by the RCDWR indicates that no additional capacity is needed to dispose of countywide waste through 2024, with a remaining disposal capacity of 28,561,626 tons in the year 2024.

In addition, all future development would be required to comply with mandatory commercial and residential recycling requirements of Assembly Bill 341. 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 is required to comply with the mandatory commercial and residential recycling requirements of Assembly Bill 341. The California Green Building Standards Code (Cal Green) 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. Prior to applying for a permit, the contractor or property owner must submit a Construction & Demolition Debris Management Plan to the City's Environmental Coordinator. There are no impacts relative to applicable solid waste regulations because the project is required to, and will, comply with all such regulations.

## 4.15.5 Cumulative Impacts

New and existing local development within the City and the surrounding project area have the potential to result in cumulative impacts when combined with build-out of the City of La Quinta General Plan. As discussed below, the project would not result in a significant cumulative impact to the utilities and service systems.

### *Water Supply*

As discussed in the above analysis, the proposed project's water demand of 958.63 AFY would not exceed the water supplies available to serve the project, and would in fact reduce water use when compared to the existing Andalusia Specific Plan West. CVWD's 2015 UWMP and the WSA completed for the project have determined that CVWD has sufficient supplies to meet this demand, in addition to its other existing and projected demands, during normal, single dry, and multiple dry years. The proposed project's contribution to water supply impacts would also be less than significant.

Currently, the project is located within Specific Plan 03-067. Under SP 03-067, the development proposes 171.9 acres of golf, and 750 homes. As previously illustrated in **Table 4.15-7,** the residential indoor water demand of the current permitted land uses is 121.52 AFY, 15.88 AFY for non-residential demand, and 921.02 AFY for the outdoor demand. The total water demand under the current land use designations is 1,058.45 AFY or 2.75 acre-feet per acre. Accordingly, buildout of the site under the existing land use designation would result in an increase of 99.82 AFY , or 10.2% more water use, when compared with the proposed project, which would consume 958.63 AFY. The project would result in a reduced water use compared to the existing Specific Plan.

Buildout of the La Quinta General Plan could result in cumulatively significant impacts to water supplies and infrastructure if not reviewed by the City and CVWD. Like the proposed project, future development would be required to implement short-term and long-term water conservation efforst to ensure the continued availability of this resource. Water-efficient landscaping design and management, compliance with the City's Water efficient landscape ordinance, prohibitions on washing driveways and walkways with water, excessive runoff of landscape irrigation water, and other wasteful water practices will be applied to all future projects. According to the La Quinta General Plan Environmental Impact Report (LQGP EIR), the City of La Quinta requires water conserving appliances, such as low-flush toilets and low-flow showerheads and faucets in new developments. Furthermore, the City of La Quinta will continue to coordinate and cooperate with CVWD to ensure that the groundwater aquifer is protected from excessive extraction. Moreover, wastewater and recycled water continue to be treated and disinfected to be reused for landscape irrigation and other purposes. The use of recycled water creates an additional opportunity to maximize local water supply. CVWD WRP-7 and WRP-10 generate recycled water for irrigation of golf courses and large landscaped areas. WRP-4 serves the communities of La Quinta to Mecca. Effluent from WRP-4 is not currently recycled, however, CVWD anticipates that future demand for recycled water will require tertiary treatment system at this location to be constructed. CVWD

expects the expansion of the WRP facilities with growth in the service area, and the WRPs have the area to be expanded. With the adherence to local and regional water use and conservation guidelines established by the City of La Quinta and CVWD, as well as state regulations establishing water reduction goals, the project and future development would not result in cumulatively significant impacts.

### *Wastewater*

The project would result in an increase to wastewater flows. 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 9.9 MGD. The annual average flow to this facility is approximately 4.75 MGD (5,300 AFY). The proposed project is estimated to generate wastewater at 156,839 GPD or 0.157 MGD, which is one percent of the plant's capacity.

Buildout of the General Plan will result in increased demand on existing wastewater collection and treatment facilities. According to the LQGP EIR, buildout of La Quinta would generate approximately 4.4 million gallons per day (mgd) of wastewater, including both existing development and planned future development. This level of wastewater generation is substantial; however it will not exceed the combined treatment capacity at the CVWD treatment plants serving the City. WRP-4 has a current capacity of 9.9 mgd and currently processes approximately 4.75 mgd. CVWD's WRP-7, located at Madison Street and Avenue 38, and WRP-10, located in Palm Desert, also serve the CVWD service area. WRP-7 has an existing plant capacity of 5 mgd, and the ability to expand to 7.5 mgd. WRP-10 has an existing plant capacity of 18 mgd, and has the potential to expand to accept 22 to 24 mgd. As future development occurs, existing facilities may need to be expanded to build out capacity to accommodate wastewater generation, because CVWD serves multiple cities in addition to La Quinta. However, between existing unmet capacity and expansion potential, CVWD expects to have sufficient capacity to serve its service area's buildout.

Development in the General Plan area will occur gradually over time. CVWD will have an opportunity to plan for increased development, including construction of new sewer collection facilities and increased treatment capacity. CVWD will continue to review future development within its service area and expansion of facilities, including WRP-7 and WRP-4, may be required to support future developments. With the CVWD's review of future developments, impacts to wastewater infrastructure will not be cumulatively considerable, and given that development of the subject property was already assumed in the City General Plan and CVWD's long-term planning, the wastewater that will be generated by the proposed project will not contribute to any signicant cumulative impacts.

### *Solid Waste*

Buildout of the General Plan will result in the construction and operation of various land uses including residential, commercial, and industrial uses, which would result in the increase of solid waste generated in the area. As previously stated, the Badlands Disposal site has 15,748,799 cubic yards of remaining

capacity, the El Sobrante Landfill has a remaining capacity of 145,530,000 cubic yards of solid waste, and Lamb Canyon Disposal has a remaining solid waste capacity of 19,242,950 cubic yards.

According to the La Quinta General Plan EIR, buildout of the City would result in 31,603 residential units, and 9,632,074 square feet of commercial uses. Therefore, buildout of the City would result in 36,074.21 tons of solid waste annually, which converts to 217,699.58 cubic yards per year. This is indicated in the table below.

**Table 4.15-11 La Quinta General Plan Buildout Solid Waste Generation**

| Land Use | Units | Rate | Solid Waste (tons/year) | Solid Waste ($yard^3$/year)* |
|---|---|---|---|---|
| Residential | 31,603 du | 0.41 tons per du | 12,957.23 | 115,060.20 |
| Commercial | 9,632,074 sf. | 2.4 tons per 1,000 sf. | 23,116.98 | 102,639.39 |
| **Total** | | | **36,074.21** | **217,699.59** |

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

Based on the findings in **Table 4.15-11**, buildout of the City would result in 36,074.21 tons of solid waste annually. This accounts for approximately 0.41 percent of Lamb Canyon Landfill's remaining capacity of 8.7 million tons, and 0.71 percent of Badlands Landfill, which has a remaining capacity of 5.1 million tons.

Buildout of the City would result in 217,699.59 cubic yards of solid waste annually. This accounts for approximately 1.13 percent of Lamb Canyon Landfill's remaining capacity of 19,242,950 cubic yards, 0.15 percent of El Sobrante Landfill's remaining capacity of 145,530,000 cubic yards, and 1.38 percent of Badlands Landfill, which has a remaining capacity of 15,748,799 cubic yards. As discussed in this section, the project is conservatively projected to generate approximately 581.6 tons of solid waste per year and 1.59 tons per day. The landfills serving the City of La Quinta and the project site have an available remaining capacity for the project and planned future growth in La Quinta and the surrounding areas. There is potential for landfill extension at the Lamb Canyon Landfill and Badlands Landfill. Buildout of the City, including 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, cumulative impacts to solid waste would be less than significant.

Additionally, implementation of state and municipal requirements to reuse and recycle construction and operation waste would lessen the amount of solid waste generated by the project and future developments. When considered in conjunction with other development projects, solid waste generated as a result of buildout of the City, including the proposed project, would not result in any significant cumulative impacts.

### *Electricity*

Buildout of the La Quinta General Plan 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 in order to maintain an adequate energy supply to IID customers and future customers. As mentioned previously, IID estimates that electricity consumption within IID's planning area will be approximately 4,641,267 MWh annually by 2031. See **Section 4.5, *Energy Resources***, for further analysis.

Due to the resort uses proposed for the project, it is likely that the project would consume more electricity than the uses currently approved in SP 03-067. However, the proposed project, as well as future developments, would be required to implement state, regional, and local regulations regarding electricity consumption in the City and IID's service area.

IID has joined California Municipal Utilities Association (CMUA) to collaborate on the development of individual utility energy efficiency and demand-reduction targets, as described above. The programs implemented by IID are designed to ensure reliable electricity facilities to meet future demands, including the long term buildout of the General Plan. Additionally, IID has established a rate structure that accommodates growth through the extension of facilities. Build out of the General Plan area is expected to occur over time. Therefore, IID's expansion plans will be adjusted to accommodate future growth in the service area.

The City of La Quinta's General Plan and Greenhouse Gas (GHG) Reduction Plan also outlines measures to reduce energy consumed by existing and future developments within the City (please see **Section 4.5, *Energy Resoruces***). Future developments would be required to adhere to state and local standards for energy efficiency to reduce energy consumed by future development. These energy reduction measures are also included in the City's General Plan.

The City's GHG Reduction Plan and General Plan, in conjunction with IID's measures will reduce the relative consumption of electricity in the City at buildout and would not result in a significant cumulative impact.

### *Natural Gas*

Buildout of the City of La Quinta would result in additional natural gas demand within SoCalGas's service area. SoCalGas has adequate policies, programs, and projects in place to provide energy to their users, including the proposed project, for the foreseeable future. As described in **Section 4.5, *Energy***

***Resources***, SoCal Gas projects total gas demand to decline at an annual rate of 1 percent from 2020-2035.

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 California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be approximately 2,310 million cf per day in 2030.

According to the LQGP EIR, at General Plan buildout La Quinta is expected to consume approximately 1,432,045,057.28 cf per year, or 3,923,411.11 cf per day. This is approximately 0.17 percent of the 2030 forecased consumption in SoCalGas's service area.

Due to the resort uses proposed for the project, it is likely that the project would consume somewhat more natural gas than the uses currently approved in SP 03-067, but not in amounts that would meaningfully change the anticipated total natural gas required to serve the City at full buildout. In addition, the proposed project, as well as future developments, would be required to implement 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.

### *Telecommunication*

Buildout of the City of La Quinta would result in increased demand for telecommunication services. The project is located within Frontier's and Charter Communications' service areas for telecommunications. Although buildout of the City would increase demand of telecommunication services, future developments are required to participate in the design review process of telecommunication plans associated with the future development. Therefore, demand would not be cumulatively considerable and would not cause or contribute to a significant cumulative impact.

## 4.15.6 Mitigation Measures

No Mitigation Measures are required.

## 4.15.7 Level of Significance After Mitigation

Impacts associated with Utilities and Service Systems will be reduced to less than significant levels, with project compliance with all design standards of the City of La Quinta, CVWD, IID, and SoCalGas.

## 4.15.8 Resources


1. CalRecylce Estimated Solid Wase Generation Rates, CalRecycle, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Residential accessed August 2020.
2. Coachella Valley Water District Urban Water and Management Planning Website http://cvwd.org/543/Urban-Water-Management-Planning accessed July and August 2020.
3. Coachella Valley Water District 2019-2020 Annual Report https://www.cvwd.org/blog.aspx?iid=15
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, accessed August 2020.
6. Environmental Protection Agency, RecycleMania Volume-to-Weight Conversion Chart https://archive.epa.gov/wastes/conserve/tools/rogo/web/pdf/volume-weight-conversions.pdf, accessed March 2021.
7. Riverside County Department of Waste Resources https://www.rcwaste.org/business/planning/ciwmp accessed August 2020.

# Chapter 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 Guidelines require a section of the document to discuss significant unavoidable impacts, significant irreversible impacts (per Section 21100 (b)(2)), and growth-inducing impacts (per Section 15126.2). These topics are discussed in this chapter.

## 5.2 Significant and Unavoidable Impacts

Per Section 15126.2 (c) of the CEQA Guidelines, the EIR shall describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described. 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*

As determined in Chapter 4, **Sections 4.1** through **4.15**, the project would create impacts that are significant and unavoidable to aesthetics and greenhouse gas emissions. The other environmental topics resulted in impacts that could be mitigated to less than significant levels through adoption of the specific mitigation measures specified in those sections. Significant and unavoidable impacts related to aesthetics and greenhouse gases are discussed below.

#### *Aesthetics*

The project property is currently vacant and undeveloped with scattered desert vegetative cover of various densities throughout the project. The vacant character of the project site allows for unobstructed views of Coral Mountain, located west and southwest of the site, and the Santa Rosa Mountains, west and south of the site. These mountains are visible to motorists and pedestrians traveling along Avenue 58 (north) and Madison Street (east). Avenue 58 and Madison Street are considered image corridors by the City of La Quinta since they provide public views of the natural landscape created by Coral Mountain and the Santa Rosa Mountains. On the project site, areas of dense vegetation partially obstruct the base of the mountains, depending on viewpoint location. However, the midrange and peaks of the mountains are completely visible from public viewpoints.

Development of the proposed project would result in impacts to the scenic vistas, Coral Mountain and the Santa Rosa Mountains, when viewed from certain areas along the public rights-of-ways.

Through the analysis of aesthetic resources, it was determined that the perimeter landscaping and block walls, in conjunction with the development of the low density residential structures proposed in Planning Area II, adjacent to Avenue 58 and Madison Street, would result in the obstruction of Coral Mountain and the Santa Rosa Mountains.

Therefore, development of the project property would impact views of these scenic resources. However, when traveling along Avenue 58 and Madison Street the views of Coral Mountain and the Santa Rosa Mountains change depending on the landscaping at the various locations, as well as the buildings located near the project frontage. At various public viewshed locations, Coral Mountain may be visible to the passing motorist or pedestrian, while at other locations the views of Coral Mountain may be partially obstructed briefly by a tree with a large canopy, the perimeter walls, and roofs of a residential unit. Development of the proposed project will not completely remove the views of Coral Mountain and the Santa Rosa Mountains from public view. While the project's impacts on views of Coral Mountain and the Santa Rosa Mountains would be essentially the same as the impacts of any development of the project site, the project's perimeter walls, landscaping, and structures will partially obstruct views of these scenic resources, which is considered a significant impact. Mitigation to reduce impacts includes **Mitigation Measure AES-1**, which requires the perimeter walls to be setback from the Madison Street and Avenue 58 public rights-of-way by a minimum average of 30 feet (10 feet more than required under the LQMC), which shall be confirmed through the City's review and approval of final perimeter wall and landscape plans, and **Mitigation Measure AES-2**, which requires a minimum setback of 75 feet between any residential structure and the Madison Street and Avenue 58 public rights-of-way. Even with **Mitigation Measures AES-1** and **AES-2**, the impacts on scenic resources are significant and unavoidable.

### *Greenhouse Gas Emissions*

GHG emissions are understood to be inherently cumulative in nature with global implications. 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. The GHG emissions standards and strategies to which the project is held are those that have resulted in measurable statewide reductions in per capita and total GHG emissions, reaching the target 1990 levels. Moreover, according to the CARB report on California Greenhouse Gas Emissions for 2000 to 2017, California's GHG emissions have followed a declining trend between 2007 and 2017.

The GHG quantification and analysis conducted for this project resulted in a practicable strategy of Project Design Features (PDFs) drawn from California Air Pollution Control Officers Association (CAPCOA) methodology as energy-saving and sustainable measures integral to the project undertaking and aimed at meeting the GHG emissions per capita efficiency target set forth in California. Without the PDF strategy, the total GHG emissions from all project sources would be

17,270.47 MTCO2e per year. Considering a service population of 2,672, this total emission quantity would result in 6.46 MTCO2e per service population, which would be in excess of the efficiency target of 3.65 MTCO2e per service population, per year. By implementing the PDFs, total GHG emissions from all project sources would be reduced to 12,078.31 MTCO2e per year. Although PDFs would lower GHG emissions by approximately 30%, the resulting efficiency of 4.52 MTCO2e per service population, per year, would still exceed the intended target by 0.87 MTCO2e per service population, per year. The estimated exceedance is equivalent to approximately 2,400 MTCO2e per year. As a result, a mitigation approach involving the purchase of carbon credits from a California Air Resources Board (CARB)-approved carbon registry with independent third-party verification was developed. The estimated carbon credit amount would be equivalent to 2,400 MTCO2e per year in order to meet the efficiency target. 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, and because even with the purchase of carbon credits the project's actual GHG emissions exceed the applicable threshold (even though the emissions, net of carbon credits, do not), this analysis conservatively considers the project to have a significant and unavoidable impact concerning GHG emissions in a manner that cannot be mitigated to a less than significant level.

## 5.3 Significant Irreversible Environmental Changes

Per CEQA Guideline 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.

### *Project Analysis*

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. The proposed 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 the effect on biological resources; and
- Water supply for project operation

Development of the proposed 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 4.15, *Utilities and Service Systems***).

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 4.5, *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 4.2** Require that off-road diesel construction equipment (greater than 150 horsepower) complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards, and that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. The use of Tier 3 engines or higher 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 site would result in the consumption of electricity, natural gas, and petroleum use during the life of the project. As determined in **Section 4.5, *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 shorter distances between each use, pedestrian connections throughout the

property, a multi-modal transportation system to appeal to motorists, cyclists, pedestrians, and drivers of electric vehicles, as well as providing ride-sharing programs for employees. These project features reduce project-related energy consumption, avoiding the inefficient consumption of energy during project operation.

The construction of the proposed project will change the physical environment of the project site, which is currently vacant and undeveloped. The site is surrounded by development to the north, east, and south, and vacant land to the north, west, and south. Although the proposed project will result in the permanent loss of approximately 386 acres of vacant land, the project will be required to pay fees to assure the off-site conservation of habitat lands for sensitive species covered by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Therefore, the loss of biological resources will be less than significant with the payment of fees to avoid impacts on special status species. Additionally, the project is required to conduct burrowing owl, bat, and nesting bird surveys to determine whether roosting or nesting is occurring at the site. If roosting or nesting is discovered at the project site during the surveys, the mitigation measures include performance standards to ensure construction of the project does not significant impact biological resources (see **Section 4.3, *Biological Resources***).

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 958.63 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 2010 Coachella Valley Water Management Plan Update 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 Specific Plan, which includes 750 low density residential homes, 8.4 acres of neighborhood commercial uses, and a golf course. The existing Specific Plan uses would result in 1,058.54 AFY of water consumption annually. This is an increase of 99.97 AFY compared to the proposed project, which would consume approximately 958.63 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 4.9, *Hydrology and Water Quality,*** and **Section 4.15, *Utilities and Service Systems.***

Therefore, impacts would be less than significant with mitigation. See **Section 4.5, *Energy Resources***, **Section 4.3, *Biological Resources,* Section 4.9, *Hydrology and Water Quality,*** and **Section 4.15, *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 proposed 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. The EIR shall also discuss project characteristics that 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 proposed project is currently included in a previously approved specific plan, Andalusia at Coral Mountain. Andalusia East is currently under development, providing low density residential units, an 18-hole golf course, a clubhouse and associated amenities. Andalusia West proposes residential and golf course uses.

In order to achieve the land use goals of the properties east and west of Madison Street, the two areas are to be separated and governed by two specific plans. No changes to the land uses, development standards or guidelines are proposed for Andalusia East, and buildout of SP 03-067 on the east side of Madison Street will proceed as currently planned. The approximately 386-acre area west of Madison Street will be governed by the Coral Mountain Resort Specific Plan, a new Specific Plan that will address only the westerly area.

The proposed project includes a General Plan Amendment, Change of Zone, Specific Plan Amendment and new Specific Plan, as well as a Tentative Tract Map, a Development Agreement, and Site Development Permit(s) leading to the development of a mix of uses including residential, resort, commercial, and recreational uses on 386 acres. The project proposes 496 low density residential units on approximately 232.3 acres, a full-service resort hotel (up to 150 keys), 104 resort residential units, and 57,000 square feet of resort commercial uses on approximately 120.8 acres, 60,000 square feet of neighborhood commercial uses on 7.7 acres, and open space recreational uses on 23.6 acres. Additionally, an artificial Wave basin is proposed on approximately 16.62 acres of the site.

As described in this EIR, the proposed project could add approximately 1,698 new residents to the City based on estimates generated by Urban Crossroads, Inc., in the VMT Evaluation (**Appendix L.2**). The VMT Evaluation also estimates that the project would result in 674 employees from the operation of the hotel, Wave Basin, and commercial retail uses, and 300 temporary hotel occupants. The 300 temporary hotel occupants include the 2 guests per room of the 150-room resort hotel. The service population generated by the project is 2,672 people. The 150 hotel keys will not lead to permanent residents, however, the resort hotel, commercial uses and Wave Basin components of the project would induce growth in employment opportunities required for the operation of the hotel and Wave

Basin portion of the site, as well as the commercial retail portion of the site. 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 40,660 people in 2020. The project's addition of 1,698 residents would result in 42,358 residents of La Quinta, which is less than the City projected 2035 population. The project would increase the City's population by 4.2 percent, assuming that 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 750 low-density residential housing units, a golf course, and 8.4 acres of commercial in the northeast corner of the site. According to the DOF, there are approximately 2.60 people within each household in La Quinta. Therefore, the existing entitled property would generate approximately 1,950 new residents (750 dwelling units x 2.60 people per household). This is approximately 252 more residents than the proposed project. However, the proposed project would likely generate more employment opportunities due to the addition of the resort hotel, commercial, and Wave Basin facility. As previously stated, the project would generate temporary resort hotel guests (300 people) and approximately 674 employees. The previously entitled project would induce growth in employment generated by the golf course and 8.4 acres of commercial, however, operation of the golf course and commercial area would likely result in less employment opportunities onsite as compared to the proposed project. 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 674 jobs, which would result in 17,522 jobs in La Quinta. The project would represent 3.1 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 proposed project lies adjacent to the existing paved roadways, Avenue 58 (north) and Madison Street (east). Extensions of these roadways are not proposed as part of project implementation. Avenue 60, south of the proposed project, provides approximately 750 feet of paved access (from the Madison Street intersection) to the residential properties south of the site. Implementation of the proposed project will extend Avenue 60 approximately 525 feet to the west, to provide access to the southern portion of the project property, but will not extend or provide access beyond the project.

The project will be required to make offsite improvements for electrical power to the site. The project will be required to install an off-site transformer bank at an existing IID substation located at 81600 Avenue 58 and extend a distribution line along Avenue 58. Conduit systems will also be installed along Avenue 58 as part of the proposed upgrades. The extension of IID's infrastructure will provide electricity exclusivity to the proposed project and will not extend or provide service to other undeveloped properties.

Water lines currently occur along Avenue 58 and Madison Street, and sanitary sewer lines occur on Avenue 58 and Avenue 60. No additional extensions of infrastructure will be required.

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.

# 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 Coral Mountain Resort project ("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, ***Found to have No Impact***, is included in this Draft EIR. Chapter 4 contains a complete analysis of all impacts which the NOP determined could have an effect on the environment.

The latest CEQA Guideline thresholds, established in the 2020 CEQA Guidelines Appendix G Checklist, were used in the analysis of this Draft EIR. The following discussion presents the analysis of the effects related to agriculture and forestry, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, noise, population and housing, recreation, and wildfire determined to have no potential to impact the environment, per the 2020 CEQA Guidelines.

## 6.1 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

***Threshold 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?***

Historically, agriculture has been a major economic sector in the eastern portion of the Coachella Valley. Although most of the farms within the incorporated regions of La Quinta no longer exist, agriculture is still an economic factor east of the incorporated boundary and within the City's Sphere of Influence (SOI).

Per the most recent (2016) California Farmland Mapping and Monitoring Program, the project site is located in an area designated as Farmland of Local Importance. Therefore, the project will not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance to non-agricultural use. According to the United States Geological Survey (USGS) 1959 topographic map, Palm Desert Quadrangle (15-minute series), the project site operated as agricultural land in the past, likely

vineyards. Historical aerial imagery dating back from 1996 indicates that the site had been cleared of all agricultural remnants prior to 1996. The project site currently lies within a suburban area of La Quinta, with residential uses to the north, east and south.

Additionally, the project area currently is designated Low Density Residential, Open Space Recreational and General Commercial by the City of La Quinta, and has been since 1993 when the property was annexed to the City. The project site is not currently designated within an agriculture land use category and the site has not been in agricultural use for over 25 years. Overall, the project will not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance to non-agricultural use. Moreover, the project site is not in use as Farmland of Local Importance and is not planned for such use in the General Plan. No impact will occur.

### *Threshold b: Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The project property is not under a Williamson Act contract. Additionally, there are no lands with a Williamson Act contract in the immediate project vicinity.

The project does not lie within an area zoned for agriculture. The City's zoning designation for the proposed site is currently Low Density Residential (RL), Golf Course (GC), and Neighborhood Commercial (CN). Therefore, the project will have no impact on zoning for agricultural uses.

### *Threshold c: Conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production?*

### *Threshold d: Result in the loss of forest land or conversion of forest land to non forest use?*

The proposed project will occur in an existing suburban desert setting zoned for Low Density Residential (RL), Neighborhood Commercial (CN) and Golf Course (GC). The project includes a Change of Zone (CZ) to RL, CN, Tourist Commercial (CT) and Parks and Recreation (PR). No forest land, timberland or timberland zoned for timberland production occurs on the project site or in the surrounding area because forest vegetation is not characteristic of the Coachella Valley desert environment. Therefore, the project will have no impact on zoning for, or conversion of timberland or lands designated for forestry; nor will the project result in the loss or conversion of forest land.

### *Threshold 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?*

The project site will not result in conversion of any active farmland or forest land because no farmland or forest land is currently situated within or adjacent to the project. Therefore, there are no impacts.

## 6.2 Geology and Soils

***Threshold 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?***

The Coachella Valley Water District (CVWD) provides the City of La Quinta with sanitary sewer collection and treatment, and according to the 2035 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, including the project site, is treated at the Mid-Valley Reclamation Plant, which has the capacity of 9.5 million gallons per day (MGD), and current daily treatment of 5 MGD. 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 site will be provided with sewer service via existing infrastructure.

The project is generally consistent in scope to that planned for the property in the City's General Plan. CVWD bases its infrastructure plans, in part, on the build out potential of projects within its service area, and has the ability, through its rate structure, to expand facilities as demand increases. Based on the Mid-Valley plant's current daily processing of 5 MGD, and the project's anticipated sanitary sewer generation of 156,839 GPD or 0.157 MGD, the Mid-Valley plant has current capacity to serve the proposed project now and in the future. The project will not use septic systems. The project proposes to connect with the existing sewer infrastructure to provide sewer to the residents and guests of the proposed project. Because the project will not use septic systems, the project will have no impact on soils required to support septic systems.

## 6.3 Hazards and Hazardous Materials

***Threshold 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?***

The project is not located within an airport land use plan or within two miles of a private airstrip. The Jacqueline Cochran Regional Airport is located approximately 4.25 miles to the east of the proposed project. As a result, the project is located outside of the airport's influence and planning area. Flights approaching and departing the Jacqueline Cochran Regional Airport may fly over the City and the project site with an intermittent frequency. The project will neither cause a safety hazard, nor will airport noise impact the project, and no impact will occur.

## 6.4 Land Use and Planning

***Threshold a: Physically divide an established community?***

The proposed project property encompasses approximately 929 acres on both sides of Madison Street south of Avenue 58. The project includes a Specific Plan Amendment to separate the west 386 acres of what is currently Specific Plan 03-067 (SP 03-067). The east half of the Specific Plan area will continue to develop as a self-contained golf country club, and the separation of the western 386 acres will have no effect on the existing community, since it is physically separated from the 386 acres by Madison Street, and not dependent on these lands.

The Coral Mountain Resort Specific Plan and associated applications propose a master planned community on the western 386 acres of currently vacant land that will include residential, commercial, open space, recreational, and resort uses in a self-contained resort community.

The project site is surrounded by developed residential communities to the north, east, and south, vacant land to the west and south, and Coral Mountain to the southwest. The surrounding developments are gated and operate separately from each other. The proposed project occurs on vacant land, and will not impact operation of surrounding residential projects, currently or in the future. No impact will occur.

## 6.5 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 mineral resources that form the Coachella Valley's desert floor primarily consists of sand, gravel (aggregate) and other important mineral deposits that have eroded from the surrounding mountains and hills. To ensure the protection of important mineral resources, the Surface Mining and Reclamation Act of 1975 (SMARA) developed mineral land classification maps and reports to identify the presence or absence of suitable sources of aggregate (sand, gravel or stone deposits), and organize them into Mineral Resource Zones. According to the Mineral Land Classification Map, the project site is located within Mineral Resource Zone 1 (MRZ-1) and Mineral Resource Zone 3 (MRZ-3). The northeast portion of the project is located with the MRZ-1 zone, which specifies areas where geologic information indicates no significant mineral deposits are present or likely to be present. The southwest portion of the project property is located within the MRZ-3 zone which indicates areas containing known or inferred mineral occurrences where the significance cannot be evaluated from available

data. The Mineral Resource Zone Map (Exhibit III-1), within the 2035 La Quinta General Plan, also classifies the project property to be located within zones MRZ-1 and MRZ-3.

Lands that fall under the MRZ-3 designation make up a small portion of La Quinta. These areas are known to contain mineral deposits, however, there have been no evaluations on the significance of these resources. 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 vacant land designated for low density residential development. A barrow pit, used temporarily for the development of the Thomas Levy water recharge facility, is located within the southwest corner of the project area, in an area designated MRZ-3. However, the use was temporary, and the barrow pit is not currently used for mining. The site has been designated for low density residential and golf course uses, and the barrow pit has been abandoned.

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 its annexation to the City in 1993. 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 use of a small portion of the property as a barrow pit was temporary and associated with the construction of the Thomas Levy water recharge facility to the northwest. The land has for many years been designated for residential and golf course development, and not for mineral extraction. Therefore, the proposed project will have no impact on mineral resources.

## 6.6 Noise

***Threshold c: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

The project site is located approximately 19 miles southeast of Palm Springs International Airport, and 4.25 miles west of the Jacqueline Cochran Regional Airport. Therefore, the project site is not located within two miles of a public airport or in the vicinity of a private airstrip, and as such, no impact related

to the exposure of people residing or working in the project area to excessive airport related noise levels is anticipated.

## 6.7 Population and Housing

***Threshold 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)?***

A maximum of 600 dwelling units are proposed to be developed within the Coral Mountain Resort Specific Plan, representing fewer units than currently allowed under SP 03-067. No change is proposed for the east half of the project area, which will continue to develop under that Specific Plan. According to the 2020 California Department of Finance population and housing estimates, the City of La Quinta's total population is approximately 40,660 with an average household size of 2.60 persons. The City of La Quinta's General Plan (LQGP) Environmental Impact Report (EIR) forecast a population of 46,297 people by year 2035.

As a result of project build-out, the proposed development could add approximately 1,698 new residents to the City for an approximate population of 42,358. This is an increase of 4.2 percent, and still below the projected 2035 population forecast of 46,297. 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, including those under SP 03-067 on both sides of Madison Street. In addition, this projected increase is a conservative figure because it assumes that the project's future residents will not be current residents of La Quinta. However, it is anticipated that some of the project's residents will be existing residents from within the City and/or from neighboring incorporated and unincorporated areas. Additionally, the 150 hotel rooms will not lead to permanent residents of the project. The employment generated by the project will include hotel, commercial and surf-related employees. 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.

The proposed project lies adjacent to existing paved roadways, Avenue 58 (north) and Madison Street (east). Extensions of these roadways are not proposed as part of project implementation. Avenue 60, south of the proposed project, provides approximately 750 feet of paved access (from the Madison Street intersection) to the residential properties south of the site. Implementation of the proposed project will extend Avenue 60 approximately 525 feet to the west, to provide access to the southern portion of the project property, but cannot be extended further due to the existing Coral Mountain and Dike 4.

The project will be required to make offsite improvements for electrical power to the site. The project will be required to install an off-site transformer bank at an existing IID substation located at 81600

Avenue 58 and extend a distribution line along Avenue 58. Conduit systems will also be installed along Avenue 58 as part of the proposed upgrades. Construction of the conduits and line extension would occur in the existing right-of-way. The project's connection to the existing IID infrastructure will occur during the first phase of development and will be for exclusive use of the proposed project, and will not expand service potential for the area.

Water lines currently occur along Avenue 58 and Madison Street, and sanitary sewer lines occur on Avenue 58 and Avenue 60. No additional extensions of infrastructure will be required.

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 included in the City of La Quinta's General Plan. Therefore, the project will not induce growth, either directly or indirectly, and no impact will occur.

***Threshold b: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

The east half of the project is currently partially developed with a golf country club, and the development of that area will continue as governed by SP 03-067, while the west half of the site is currently vacant, and will not displace either housing or people. Therefore, there would be no impact.

## 6.8 Recreation

***Threshold a: Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

***Threshold b: Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

The project proposes a mixed-use development consisting of commercial, tourist commercial, low density residential, and open space recreational uses on approximately 386 acres of vacant land. The project proposes the development of golf practice facilities (i.e., par 3 golf, or putting green), clubhouse and resort amenities, supporting uses and the Wave basin. Additional recreational uses include:

- The Wave Club will function as a private clubhouse with amenities for exclusive use by project residents and guests.
- The Farm will include private resort-serving entertainment and fitness facilities. It will offer a wide range of community and active lifestyle amenities, including hiking, biking, bicycle pump track, fitness, and swimming pool areas. In addition, spa and dining facilities may be provided for residents and hotel guests.

- Planning Area IV, located on approximately 24 acres on the western side of the project property, allows open space, and low-impact active and passive recreational activities, such as hiking, biking, and ropes courses.

The recreational amenities, parks, and open space areas proposed within the project would substantially reduce use of the City's parks and recreation facilities by project residents because the proposed site would provide various recreational opportunities within the project boundaries. Some residents may attend events and participate in activities at local parks; however, such visits are expected to be minimal. The project will comply with the City's parkland in lieu fee (Quimby) and other development impact fee requirements.

Since the project will comply with Quimby fees, and the project proposes extensive on-site recreational facilities, the project will not result impact recreation.

## 6.9 Wildfire

***Threshold a: Substantially impair an adopted emergency response plan or emergency evacuation plan?***

***Threshold 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?***

***Threshold c: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

***Threshold 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 project site is currently characterized as vacant land with scattered vegetation of varying densities. Vegetation within the project area includes Desert Saltbush scrub, Tamarisk scrub, Mesquite Hummock, and Sonoran creosote. Residential land uses surround the property to the north and east. The property's western and southern boundaries abut vacant land and Coral Mountain. Scattered residential estate properties lie south of the project site.

According to CAL Fire's Fire Hazard Severity Zones (FHSZ) in State Responsibility Areas (SRA) Map, the project site is not located in an SRA or located in an area classified as very high fire hazard severity zone. Per CAL Fire's map, the property is located in a (incorporated) Local Responsibility Area (LRA) that is designated "non-Very High Fire Hazard Severity Zone". The FHSZ map designates the area west

of the project site, i.e., Coral Mountain, as a Federal Responsibility Area (FRA). However, this site is also not designated as a very high, high or moderate FHSZ. The project is not located in or near state responsibility areas or lands classified as very high, high, or moderate fire hazard severity zones, therefore, no impacts are anticipated.

Wildfire risk is related to a number of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazards by intensifying the effects of wind and make fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. According to the Riverside County General Plan, wildfire susceptibility is moderate to low in the valley and desert regions on the western and eastern sides of the Salton Sea. The project is not located in or near a State Responsibility Area, or an area classified as a Very High Fire Hazard Severity Zone. Therefore, the project site is not expected to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

In addition to this, the La Quinta General Plan (LQGP) Environmental Impact Report (EIR) states that fire hazards exist where wildland areas are adjacent to or are intermixed with urbanized areas. The flat urbanized areas of La Quinta are considered very low wildfire hazard areas. The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires because the City of La Quinta does not provide conditions, such as dense vegetation, conducive for the spread of wildfires.

The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because it will provide emergency fire access to the project site, and will not alter the City's existing street system. Emergency access would be compliant with the standards of the Fire Department to ensure proper vehicular access for emergency vehicles to the site. As a result, the project is not expected to require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

Wildfires are not expected to occur at the project site, or within the City of La Quinta. This is due to the Granitic Rock and sparse vegetation that characterize the Santa Rosa Mountains, as well as the developed and landscaped urban areas of La Quinta. Since the City is not expected to be impacted by wildfires, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes as a result of a wildfire. No impact is expected to result from the project.

# Chapter 7.0 Alternatives

## 7.1 Introduction

This chapter provides a comparative analysis of the environmental effects of alternatives to the proposed Coral Mountain Resort project ("project"). This analysis has been prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines. Per CEQA, it is required that an environmental impact report (EIR) describe a range of reasonable alternatives to the project, or to the location of the 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. This section identifies and describes alternatives to the proposed project, evaluates the environmental impacts that would result from each of these alternatives, and compares these with the proposed project, as required by CEQA.

Key provisions of the State CEQA Guidelines (Section 15126.6) relating to this alternative's analysis are summarized below:

- 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 impact. The No Project analysis shall discuss the existing conditions.
- Additionally, the alternatives 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 would avoid or substantially lessen any of the significant effects of the project.
- Only 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 feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons 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.

## 7.2 Project Objectives

The State CEQA Guidelines requires an EIR to include a statement of objectives that addresses the underlying purpose of the project.

Development of the Coral Mountain Resort project would require the implementation of the following proposed entitlements:

- ***General Plan Amendment (GPA) -*** The General Plan Amendment (GPA 2019-0002) will amend the current General Plan land use designations from General Commercial, Low Density Residential, Open Space – Recreation, to Neighborhood Commercial, Low Density Residential, Resort, and Open Space - Recreation.
- ***Zone Change (ZC) –*** The Zone Change (ZC 2019-0004) will revise the existing zoning of the Specific Plan Area from Neighborhood Commercial, Low Density Residential, and Golf Course, to Neighborhood Commercial (CN), Low Density Residential (RL), Parks and Recreation (PR), and Tourist Commercial (TC).
- ***Specific Plan Amendment (SPA) –*** SPA 2019-0003 is being processed to remove the area west of Madison Street from the currently approved Andalusia Specific Plan area, thus, creating two separate and distinct communities, “Coral Mountain Resort”, west of Madison Street, and “Andalusia Country Club”, east of Madison Street. The Specific Plan Amendment will result in only the deletion of the westerly 386 acres. No changes to land use designations, densities or intensities, development standards or guidelines are proposed for the lands east of Madison Street.
- ***Specific Plan (SP) –*** The Coral Mountain Resort Specific Plan (SP 2020-0002) will be adopted as the master plan governing the allowable land uses, development standards and design guidelines for the westerly 386-acre portion of the project.
- ***Tentative Tract Map (TTM)*** –TTM 2019-0005 will implement the Specific Plan and subdivide all of PA III, the Wave resort, and the western corner of PA II into lots suitable for the development of the uses permitted for these areas in the Specific Plan. Future TTMs may be filed with each phase of development as necessary to implement the balance of the project.
- ***Site Development Permit (SDP):*** An SDP for the Wave Basin is being sought to establish the location, architectural design, photometric plans, and landscape plans for the Wave Basin along with associated mechanical equipment (i.e., winch plans, and improvements) (Planning

Area III-B). Future SDPs will be filed with each phase of development as necessary to implement the balance of the project.

- ***Development Agreement (DA):*** The applicant proposes to enter into a DA with the City, vesting certain entitlements, development rights and project conditions for the agreed term of the DA, and securing certain public benefits for the City. The project DA will ensure that the project will not have a negative net fiscal impact to the City; ensure that short-term rentals are addressed for all uses and planning areas; vest the applicant's right to develop the project subject to the rules, regulations, and conditions in effect at the time the DA becomes effective; ensure that all required infrastructure and public facilities are properly completed in a timely manner to serve the project and avoid impacts to the surrounding community; ensure the enforceability of the project mitigation measures; and address any other issues of concern.

As referenced in **Chapter 3.0, *Project Description***, of this Draft EIR, the project site is currently a part of the "Andalusia at Coral Mountain Specific Plan 03-067", which includes the area south of Avenue 58 and east and west of Madison Street. An amendment is proposed to Specific Plan 03-067 to remove the area west of Madison Street from the Specific Plan area, thus, creating two separate and distinct communities. When amended, SP 03-067 is expected to continue to build out as it has and is currently, and no change to those conditions is expected. Specific Plan 2020-0002, the Coral Mountain Resort Specific Plan will establish a new master plan and development standards for the currently vacant 386-acre property west of Madison Street to allow creation of a boutique resort and master-planned community. This analysis of project alternatives, therefore, addresses only the westerly 386-acre property.

The project will result in 232.3 acres for 496 dwelling units, a surf basin facility on 16.62 acres, 104 dwelling units, 150 hotel rooms, and 57,000 square feet of private resort-serving commercial uses available to residents and hotel guests, on approximately 120.8 acres, 7.7 acres with up to 60,000 square feet of retail commercial uses available to the general public, and Open Space Recreation land uses on approximately 23.6 acres in the southwest portion of the site.

In addition to the proposed onsite development, project implementation will also include the installation of an off-site transformer bank at an existing IID substation, located at 81600 Avenue 58. Construction for the conduits and line extension would occur in the existing right-of-way.

Pursuant to the State CEQA Guidelines, Section 15124(b), the description of the project includes the following statement of objectives for the Coral Mountain Resort project, including the underlying purpose of the project and its benefits, which can be used by the decision makers to help identify and evaluate a reasonable range of alternatives, as well as make findings and a statement of overriding considerations, if necessary. In order to ensure the functional integrity, economic viability, environmental sensitivity, and positive aesthetic contribution of the project, the following project objectives were established:

- To implement a plan that recognizes and responds to the natural and aesthetic character of the property.
- To create a private resort community with a variety of interrelated and mutually supportive commercial and recreational land uses that will also generate transient occupancy and sales tax revenues in order to enhance the City's economic base and long-term financial stability.
- To promote walkability and non-motorized connectivity as an integral part of the project design, including (1) establishing residential neighborhoods that are linked through multi-use trails that connect neighborhoods throughout the project; and (2) providing "walk streets" in the Resort area to provide internal connection between facilities within the Resort and the Wave Basin.
- Establish a density hierarchy that situates the highest density development within the resort and gradually reduces density as you move away from the resort into the surrounding residential neighborhoods, while maintaining the overall density previously included for this property in the Andalusia Specific Plan.
- Provide a variety of open space and recreational uses (active and passive).
- Design a planned community that complements existing development in the surrounding area and is compatible with the surrounding environment.
- Develop a high-quality private wave basin (The Wave) that provides unique recreational opportunities for future residents of the project, and that attracts resort guests and creates a landmark facility that will enhance the City's reputation as the "Gem of the Desert". !

## 7.3 Alternatives Considered & 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. Additionally, alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, or do not avoid any significant environmental effects. This section identifies the alternative considered but rejected as infeasible.

CEQA Guidelines requires examination of an alternative location for the project if such locations would result in the avoidance of or lessening of significant impacts. As noted above, the project objectives specifically relate to the existing Coral Mountain Resort property, which is currently undeveloped and vacant. Additionally, the project applicant has not been able to locate a suitable alternative location of at least 380 acres that is available for purchase and that would substantially reduce any of the significant impacts of the proposed project.

The benefit of developing the proposed project at the site allows for achieving the project's objectives to create a private resort community with a variety of interrelated and mutually supportive commercial and recreational land uses that will also generate transient occupancy and sales tax

revenues to enhance the City's economic base and long-term financial stability. Moreover, the location of the property, which includes open space areas to the west and south, provides a unique location for the proposed resort use. In addition to the foregoing, the property owner does not own or control any other suitable properties in the area, therefore, the relocation of the proposed project is not feasible.

## 7.4 Alternatives Evaluated in Detail

The following alternatives were selected for evaluation in this Draft EIR:

1. Alternative 1 – No Project/No Build

The project site, under this Alternative, would remain in its current and existing vacant condition. No development would occur at the site. The existing visual character and visual resources would remain the same, and none of the significant impacts of the project would occur.

2. Alternative 2 – No Project/Existing Entitlements

Under this Alternative, the property would be developed under the existing Andalusia at Coral Mountain Specific Plan (03-067). This Alternative would develop approximately 8.4 acres of General Commercial, 204.2 acres of Low Density Residential, and approximately 171.9 acres of Open Space (Recreation) land uses. Alternative 2 would include the development of 750 low density residential units and a golf course. It is anticipated that the golf course would be privately owned and would be operated as a resort-style course that is available to the public to play on a daily fee basis to ensure economic viability.

3. Alternative 3 – Reduced Density

The project would be reduced by one-third of the proposed density of the project under this Alternative. Therefore, this Reduced Density Alternative would develop 400 residential dwelling units, 100 resort/hotel rooms, 38,000 square feet of resort commercial uses, and 40,000 square feet of neighborhood commercial uses. The Wave Basin and other proposed recreational amenities would remain part of the project as presently proposed.

4. Alternative 4 – Golf/Resort Hotel

This Alternative would develop a resort hotel of 150 hotel rooms and associated recreational, restaurant and retail amenities, an 18-hole championship golf course that would be open to the public to play on a daily fee basis, and 600 low-density residential units, but would not include the Wave Basin and related uses.

5. Alternative 5 – Lake Amenity/No Hotel

This Alternative would develop a lake amenity, instead of the Wave Basin, and would include 750 low-density residential units and 8.4 acres of commercial uses at the northeast corner of the property,

consistent with the existing entitlements for the project site. The lake would be approximately 75 acres, and would be used for typical lake uses, including small electric boats, sailing, kayaking and paddle boarding (but not gas-powered boats or recreational watercraft).

## 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. This comparison of impacts assumes that the Mitigation Measures identified for each topic in this Draft EIR would also be incorporated into the alternatives.

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.

Comparative analyses were generated in order to measure impacts of environmental topics such as air quality, energy, greenhouse gas emissions, and transportation of each alternative. Urban Crossroads, Inc. provided a Trip Generation and Air Quality and Greenhouse Gas Comparison (**Appendix N**), which, based on the components of each alternative, predicted the potential trip generated with each alternative, and associated air quality and greenhouse gas emissions. Increases or decreases in vehicle miles traveled (VMTs) associated with each alternative is provided in **Appendix N**.

Air quality and greenhouse gas (GHG) emissions associated with the development of each alternative were predicted based on trip generation changes. For example, if an alternative generated more trips than the proposed project, it was concluded that the alternative would result in increased air quality and GHG emissions as compared to the project (where an increase in daily trips would proportionately result in an increase in air quality or GHG emissions).

The proposed project includes Project Design Features (PDFs) that effectively reduce air quality and GHG emissions. The PDFs are a combination of site design elements and operational programs that include: pedestrian connections, mixture of land uses, connectivity design elements, commute trip reduction program, telecommuting and alternative work schedules, employer-sponsored shuttles, compliance with 2019 Title 24 standards, compliance with SCAQMD Rule 445, on-site photovoltaic electricity supply (15%), and waste diversion per AB 939. These PDFs were created specifically for the operations of the proposed project and will be enforceable by the City pursuant to the terms of the Development Agreement. Some PDFs are deemed applicable to alternatives and others are deemed not applicable, 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 5, the applicable PDFs assumed to be incorporated are pedestrian connections, mixture of land uses, connectivity design elements, compliance with Title 24 standards, compliance with

SCAQMD Rule 445, and waste diversion per AB 939. Alternatives 2 through 5 are assumed to not include commute trip reduction programs, telecommuting and alternative work schedules, employer-sponsored shuttles, or on-site photovoltaic electricity supply (15%). As a result, Alternatives 2 through 5 are assumed to achieve a portion of the reductions in criteria air pollutant and GHG emissions compared to the reductions attained by implementing the PDFs under the proposed project.

The project-specific Greenhouse Gas Report (**Appendix I**) utilized CalEEMod to analyze the GHG emissions generated by construction and operation of the proposed project. The rates provided by CalEEMod, as well as the numbers generated by the Greenhouse Gas Report, were referenced when determining the electricity and natural gas consumption of the alternatives. For example, the numbers generated by CalEEMod for the proposed project were reduced by one-third in order to determine how much electricity and natural gas Alternative 3, the Reduced Density Alternative, would consume. The electricity and natural gas demand for each alternative is provided in **Appendix O**.

It was assumed that the daily trips generated by each alternative would correlate with the amount of petroleum fuel used for vehicles. For example, if an alternative generated more daily trips than the proposed project, it was assumed that that alternative would also result in greater petroleum consumption as compared to the project. Daily trips used in this analysis are provided in **Appendix N**. 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), providing the square-footages of each use, and the percentage of landscaped area associated with the use. These features, as well as factors established by CVWD, then determine the indoor and outdoor water demand (acre-feet year) of each alternative. Please consult **Appendix O**, and the discussions below, for the findings.

### 7.4.1 Alternative 1 – No Project/No Build

According to CEQA Guidelines Section 15126.6 (e) the analysis of alternatives must include the specific alternative of "No Project." The purpose of describing and analyzing a No Project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. Under the No Project/No Build Alternative ("Alternative 1"), the project would remain in its current and existing vacant condition. The existing visual character and visual resources would remain the same, and none of the significant impacts of the project would occur. However, the project site remaining in its existing condition is not considered the most likely outcome if the proposed project is not approved, due to the existing entitlements, which allow development of up to 750 residences, a golf course, and related improvements, as well as the fact that the site is largely surrounded by existing development and supporting infrastructure, which further facilitates development of the site. Accordingly, this Alternative will be disclosed and

discussed briefly in the Draft EIR, but it will not be analyzed in detail. A comparative analysis of impacts for Alternative 1 is provided below:

### *Aesthetics*

Under the No Project/No Build Alternative, the visual character of the project site, which is currently characterized by vacant land, would remain the same. The views of the Santa Rosa Mountains to the south and Coral Mountain to the west would remain largely unobstructed, since development would not occur onsite. However, existing man-made structures, landscaping, residential homes, and public facilities currently partially obstruct the views of these landscapes when viewed from offsite areas (including residential neighborhoods and public streets). Alternative 1 does not propose development on the project site, therefore, the existing scenic vista would not change as a result of the No Project/No Build Alternative. Therefore, Alternative 1 would not substantially impact the existing visual character or scenic vista.

Compared to the project, Alternative 1 would result in less impacts to aesthetic resources, such as scenic vistas, scenic resources, and light and glare, since the No Project/No Build Alternative would not result in development of the project site. Alternative 1 would result in no impacts. Alternative 1 would eliminate the significant impacts to scenic vistas resulting from the project. The less than significant impacts associated with scenic quality and light and glare would not occur under Alternative 1. None of the lighting resulting from the proposed project, including the 80-foot light fixtures proposed for the illumination of the Wave Basin would occur under this alternative. Alternative 1 would not increase lighting in the area, and Alternative 1 would have no impact on aesthetics.

### *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.

### *Biological Resources*

The project site is currently undeveloped and vacant. Vegetation within the project area is best described as Desert Saltbush scrub, Tamarisk scrub, and Mesquite Hummock (CVMSHCP 2007). Land is disturbed in the southern and northeast portions of the study area and a stand of blue palo verde is present in the eastern portion of the study area. Dominant species include fourwind saltbush, bush

seepweed, athel, and common Mediterranean grass (*Schismus barbatus*). A majority of the project area was previously utilized as agricultural land. As a result, the Desert Saltbrush scrub is fairly disturbed throughout the study area.

Under Alternative 1, the project would remain in its current condition. Alternative 1 would avoid construction of the project site, therefore, the No Project/No Build Alternative would not result in impacts to biological resources.

Per the conclusions in **Section 4.3, *Biological Resources***, the development of the proposed project may result in impacts to biological resources. However, these impacts would be mitigated to less than significant levels. Although the proposed project would result in less than significant impacts to biological resources with the implementation of mitigation measures, Alternative 1 would avoid impacts associated with potential disturbance to these resources altogether and would therefore have less of an impact compared to the proposed project. However, neither Alternative 1 nor the proposed project would result in any significant and unavoidable impacts.

### *Cultural Resources*

Under Alternative 1, the project would primarily remain in its current condition. Alternative 1 would avoid construction of the project site, therefore, the No Project/No Build Alternative would not result in impacts to cultural resources. Under Alternative 1, the known cultural resources on the property would remain undisturbed, and the adobe structure that was part of the previous farm would continue to deteriorate. In addition, the pre-historic resources (tribal rock art panels) at the base of Coral Mountain would remain accessible to the public and would likely be subject to additional vandalism.

Per the conclusions in **Section 4.4, *Cultural Resources***, of this Draft EIR, the development of the proposed project may result in impacts to cultural resources. However, these impacts would 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 impacts associated with potential disturbance to buried cultural resources altogether, but would potentially result in the loss of a historic adobe structure and further damage to the pre-historic tribal cultural resources at the base of Coral Mountain. Therefore, although Alternative 1 would have no impacts on buried archaeological resources, it could result in significant impacts to historic and pre-historic resources. Unlike the project and the build alternatives described below, there would be no potential to mitigate this loss, and the potential impacts to historic and pre-historic resources would be significant and unavoidable.

### *Energy Resources*

Consumption of energy would not occur at the project property under Alternative 1 since this Alternative does not propose development. The project site would remain undeveloped, and energy

consumption that typically occurs during construction and operational activities would not occur at the site. Alternative 1 would result in no impacts to energy resources. Compared to the proposed project, the No Project/No Build Alternative would result in reduced impacts to energy resources.

### *Geology and Soils*

The project site is currently undeveloped and vacant. The site would remain in the same condition under Alternative 1. The site 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 site is anticipated with the No Project/No Build Alternative. Alternative 1 would not result in impacts to geology and soils. Compared to Alternative 1, the proposed project would result in increased impacts to geology and soils; however, these impacts are mitigable to less than significant levels.

### *Greenhouse Gas Emissions*

Alternative 1 would result in no greenhouse gas emissions since no land development disturbance, construction or operation would occur on the property. The current greenhouse gas reduction policies applicable at the regional and state level toward addressing climate change would remain unaffected by this Alternative. Compared to the proposed project, greenhouse gas emissions under this Alternative would be effectively null.

### *Hazards and Hazardous Materials*

Alternative 1 would not introduce any potentially new hazardous materials related to construction activities or operation, and the use of hazardous materials would not occur during construction or operation of the site.

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. The proposed project would implement safety procedures when using, handling, or storing hazardous materials to ensure less than significant impacts. Compared to the proposed project, impacts to hazards and hazardous materials would be reduced in Alternative 1, but neither would cause a significant and unavoidable impact.

### *Hydrology and Water Quality*

Under Alternative 1, the property would maintain its current undeveloped condition without resulting in any physical changes. West of Madison Street, two existing retention basins are designed to accept stormwater sheet flow runoff from an eastern part of the site and from off-site street runoff attributed to a portion of Madison Street. These basins would continue to accept on- and off-site flows. The combined capacity of these basin facilities is approximately 7.9 acre-feet (344,000 cubic feet). There are no mapped flood zone designations or reoccurring flood concerns associated with

the project site. Therefore, the regulatory permits pertaining to hydrology and water quality would not be applicable. Compared to the proposed project, Alternative 1 would not result in measurable impacts to hydrology, waste discharge requirements, groundwater management, flooding, erosion, siltation or other relevant aspects of water quality.

### *Land Use and Planning*

The project property is currently designated for Low Density Residential, Open Space Recreational, and General Commercial land uses, as established by the City of La Quinta. The current zoning designations for the project property is Low Density Residential (RL), Golf Course (GC), Neighborhood Commercial (CN), and Open Space (OS). Under Alternative 1, the project would remain in its current vacant state. Alternative 1 would not be consistent with the City's land use and planning goals for the property, insofar as the land has been planned for residential and golf course development since its annexation to the City.

The proposed project includes a General Plan Amendment, a Change of Zone, a new Specific Plan, a Specific Plan Amendment, as well as a Tentative Tract Map, Site Development Permit(s), and Development Agreement to allow the development of a mix of uses including residential, resort, commercial, and recreational uses on 386 acres. As determined in **Section 4.10, *Land Use and Planning***, these entitlements would not result in any conflicts with or significant impacts to any land use plan, policy or regulation. Although the proposed project changes land use designations, Alternative 1 does not implement the General Plan, in terms of long term vision for the City.

### *Noise*

The project site is currently undeveloped and vacant. In its existing condition, the property does not contribute to the existing ambient noise environment. Since the No Project/No Build Alternative does not propose development of the property, this Alternative would not degrade the noise environment.

Construction and operational noise under the project is not anticipated to result in significant impacts, with the implementation of mitigation measures. However, compared to the proposed project, the No Project/No Build Alternative would produce no noise impacts.

### *Public Services*

Under Alternative 1, the project site would not introduce residents, or uses that would place additional burden on the City of La Quinta's public services. There would not be an increased demand in police, fire, and emergency services, or schools, public facilities, and parks.

Alternative 1 would result in no impacts to public services compared to the proposed project. However, the project will result in less than significant impacts with the implementation of mitigation measures. Neither scenarios would result in significant and unavoidable impacts.

### *Transportation*

The No Project/No Build Alternative would not result in any increase of transportation or traffic since Alternative 1 does not propose development on the property.

In comparison to the proposed project, Alternative 1 would not result in impacts related to vehicle traffic during construction and operational activities. It should be noted, however, that under Alternative 1, the proposed neighborhood serving commercial development would not be constructed, and existing residents in the area would continue to be required to travel further for typical neighborhood commercial goods, thereby continuing the relatively elevated VMTs in south La Quinta.

An increase in operational traffic would also be less than significant with development of the proposed project. Compared to the proposed project, Alternative 1 would not result in impacts since the No Project/No Build Alternative would not develop the property and would not include an increased density or a substantial amount of additional vehicle trips. Neither project would result in significant and unavoidable impacts.

### *Tribal Cultural Resources*

Under Alternative 1, the property would not impact tribal cultural resources, and tribal consultation would not be required since the No Project/No Build Alternative does not propose development on the project site.

As determined in **Section 4.14, *Tribal Cultural Resources***, the proposed project would require mitigation measures to reduce project impacts to less than significant levels. Alternative 1 would avoid impacts associated with potential disturbance to tribal cultural resources and would therefore have less of an impact compared to the proposed project. However, neither Alternative 1 nor the proposed project have significant and unavoidable tribal cultural impacts.

### *Utilities and Service Systems*

Under Alternative 1, the project would remain in its current undeveloped and vacant condition and would result in no impacts to utilities regarding water service and supply, wastewater collection and treatment, solid waste, energy, and telecommunications. Since the No Project/No Build Alternative does not propose development of the 386-acre project site, this Alternative would result in less impacts to utilities compared to the proposed project. However, neither scenario would have a significant impact on these systems.

#### *Water*

Water supply would not be required for Alternative 1. However, the proposed project would require water services from the Coachella Valley Water District (CVWD). An increase in water demand may be required during the construction and operation of the proposed project's uses; however, this

increased water demand would be consistent with its planned growth for the area. Both Alternative 1 and the proposed project would result in less than significant impacts to water services.

### *Wastewater*

Wastewater supply would not be required for Alternative 1. However, the proposed project would require wastewater services from the Coachella Valley Water District (CVWD). An increase in wastewater demand may be required during operation of the proposed project's uses; however, this increased demand would be less than significant. Both Alternative 1 and the proposed project would result in less than significant impacts to wastewater services.

### *Solid Waste*

Alternative 1 would not require solid waste services and there would be no impacts. Compared to Alternative 1, the proposed project would generate more solid waste, but the impact for the project would be considered less than significant.

### *Electricity*

Electricity would not be required for Alternative 1. Alternative 1 would result in no impacts to electrical services.

The proposed project would be required to connect to an existing IID substation to provide electricity to the project site. All existing and proposed utilities within or immediately adjacent to the proposed project shall be installed underground. The increase of electrical demand for the proposed project would be supported by the proposed infrastructure. Alternative 1 would have no impact on electrical demand, but the proposed project would result in less than significant impacts.

### *Natural Gas*

Natural gas would not be required for Alternative 1. Alternative 1 would result in no impacts to natural gas services.

The proposed project would be required to connect to existing Southern California Gas Company infrastructure to provide natural gas to the project site. Additional natural gas infrastructure is not required for the proposed project. Alternative 1 would have no impact on natural gas demand, but the proposed project would result in less than significant impacts.

### *Telecommunications*

Telecommunication services would not be required for Alternative 1, and there would be no impacts to telecommunication services.

The proposed project would be required to connect to existing infrastructure, either by Frontier or Spectrum to provide telecommunication services to the project site. Additional infrastructure is not

required for the proposed project. Alternative 1 would have no impact on telecommunications, but the proposed project would result in less than significant impacts.

## Summary of Comparative Impacts

A summary comparison of impacts associated with the project alternatives is provided in **Table 7-6*, Comparison of Alternatives to Project***. The No Project/No Build Alternative would not result in impacts to the project site since the Alternative does not propose development onsite. As described above, the No Project/No Build Alternative would result in reduced impacts associated with construction and operation related to aesthetics, air quality, biological resources, energy resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation, and utilities, compared to the proposed project. However, Alternative 1 could result in the loss of the adobe structure and would leave the pre-historic resources at the base of Coral Mountain unprotected, which would be considered a significant and unavoidable impact to historic and pre-historic resources. In addition, Alternative 1 would not implement the General Plan's land uses for the property, which could represent a significant impact on City land use policy and its vision.

### *Relationship to Project Objectives*

While most potentially significant impacts would be avoided with the No Project Alternative, the following project objectives would not be achieved with Alternative 1:

- To implement a plan that recognizes and responds to the natural and aesthetic character of the property.
- To create a private resort community with a variety of interrelated and mutually supportive commercial and recreational land uses that will also generate transient occupancy and sales tax revenues in order to enhance the City's economic base and long-term financial stability.
- To promote walkability and non-motorized connectivity as an integral part of the project design, including (1) establishing residential neighborhoods that are linked through multi-use paths that connect neighborhoods throughout the project; and (2) providing "walk streets" in the Resort area to provide internal connection between facilities within the Resort and the Wave Basin.
- Establish a density hierarchy that situates the highest density development within the resort and gradually reduces density as you move away from the resort into the surrounding residential neighborhoods, while maintaining the overall density previously included for this property in the Andalusia Specific Plan.
- Provide a variety of open space and recreational uses (active and passive).
- Design a planned community that complements existing development in the surrounding area and is compatible with the surrounding environment.

- Develop a high-quality private wave basin (The Wave) that provides unique recreational opportunities for future residents of the project, and that attracts resort guests and creates a landmark facility that will enhance the City's reputation as the "Gem of the Desert". !

### 7.4.2 Alternative 2 – No Project/Existing Entitlements

Under the No Project/Existing Entitlements Alternative ("Alternative 2"), the site would be developed according to its existing entitlements. Currently, the existing land use designations under SP 03-067 are General Commercial, Low Density Residential, and Open Space (Recreation). The existing zoning designations are Neighborhood Commercial (CN), Low Density Residential (RL), and Golf Course (GC). Under SP 03-067 the property would develop approximately 8.4 acres of commercial use, 204.2 acres of low-density residential uses, and 171.9 acres for golf course use. This is indicated in the table, below.

**Table 7-1 Existing Land Use and Zoning Summary**

| Existing Land Use | Existing Zoning | Acres | Square Feet | Max. Units |
|---|---|---|---|---|
| General Commercial | Neighborhood Commercial (CN) | 8.4 | 60,000 | -- |
| Low Density Residential | Low Density Residential (RL) | 204.2 | -- | 750 |
| Open Space (Recreation) | Golf Course (GC) | 171.9 | -- | -- |
| **Total** | | **384.5** | **60,000** | **750** |

Under SP 03-067, implementation of Alternative 2 would include the development of 750 low density residential units, 171.9 acres of golf use, and 8.4 acres, and up to 60,000 square feet of commercial uses at the northeast corner of the property. It is anticipated that the golf course would be privately owned and would be operated as a resort-style course that is available to the public to play on a daily fee basis to ensure economic viability. Alternative 2 may include increased impacts involving traffic, air quality, and greenhouse gas emissions due to its greater accessibility to the public. A comparative analysis of impacts for Alternative 2 is provided below.

#### *Aesthetics*

Under the No Project/Existing Entitlements Alternative, impacts to the surrounding scenic vistas and visual character would be similar to the proposed project, but would be somewhat reduced because this Alternative would not include the resort and Wave Basin uses which, although limited in scale, are considered a more intense land use than a golf course. Design features of the No Project/Existing Entitlements Alternative, including architecture, landscaping, and development standards are all required to adhere to the design guidelines in the exiting Specific Plan. Alternative 2 proposes a low density residential and golf community consistent with the existing uses in the surrounding area. Therefore, the No Project/Existing Entitlement Alternative would result in less than significant

impacts to visual character due to Alternative 2's consistency with the surrounding context and SP 03-067.

Similar to Alternative 2, the project proposes commercial uses in the northeast corner of the site, and low density residential units. However, the project also proposes a resort hotel, resort commercial buildings, and recreational uses (including an artificial Wave Basin feature), instead of the golf course proposed in Alternative 2. The development of the proposed project would introduce increased building and structure heights, as well as seventeen, 80-foot light fixtures surrounding the Wave Basin, which would not occur in Alternative 2. As determined in **Section 4.1, *Aesthetics***, some locations along the public rights-of-ways, where the scenic vistas are most likely to be viewed, provide unobstructed views of Coral Mountain. Development of the perimeter block wall and residential homes, as well as perimeter landscaping which would be expected to occur under Alternative 2 may result in partially obstructed views of the Santa Rosa Mountains, and complete obstruction of Coral Mountain at the same locations as described for the proposed project, since the blockage occurs as a result of the construction of perimeter walls and houses. Homes built under Alternative 2 will comply with Section 9.50.020 of the La Quinta Municipal Code, which limits building heights to 22 feet, if located within 150 feet of an image corridor (i.e., Avenue 58 and Madison Street). The development of Alternative 2 would result in similar impacts to scenic vistas as the proposed project because it would also include the construction of perimeter walls, landscaping and homes along the perimeter roadways. Alternative 2 would be required to adhere to the design standards within the existing Specific Plan. Consistent with the proposed project, impacts of the perimeter improvements and homes to scenic vistas of Coral Mountain would be significant. The additional mitigation provided for the proposed project under **AES-1** and **AES-2** would not occur, because the approved Specific Plan allows development within these setbacks. However, consistent with the results of these mitigation measures for the proposed project, impacts would remain significant and unavoidable as it relates to views of Coral Mountain from certain viewpoints on Avenue 58 and Madison Street. Views of the Santa Rosas would be partially obstructed consistent with the obstruction created by the proposed project, because residential structures would be similar in size and mass to the residential structures proposed for the project, and the mid-range and ridgelines of the Santa Rosas would generally remain visible.

Because no Wave Basin would occur under Alternative 2, there would be no over-height light poles under Alternative 2. Lighting would occur, however, consistent with the requirements of the Specific Plan and the Municipal Code, including commercial lighting at the neighborhood shopping center at the northeast corner, and residential and safety lighting at the homes and golf course. The lighting would, however, be expected to conform to Municipal Code standards, be shielded and low intensity, and not emit light beyond the property line. Lighting would not require mitigation, and impacts would remain less than significant, and less than for the proposed project.

Although, Alternative 2 would result in reduced impacts compared to the project, both scenarios would result in significant and unavoidable impacts to existing views of scenic vistas. Alternative 2 would have less than significant impacts on visual character, consistent with the proposed project, and lower impacts on light and glare than the proposed project.

### *Air Quality*

Implementation of Alternative 2 would entail construction and operation under the existing entitlements, resulting in 8.4 acres of neighborhood commercial, 750 low density residential units, 171.9 acres of golf course development. Construction impacts associated with Alternative 2 would be similar to those analyzed under the proposed project, because the same area would be disturbed, and the entire site would be developed.

Based on the California Air Resources Board (CARB)'s Draft 2020 Mobile Source Strategy, traffic-related mobile sources contribute a majority of criteria air pollutants and greenhouse gas emissions. The comparison of traffic generation totals among the five alternatives and proposed project are summarized in the Coral Mountain Alternatives – Trip Generation and Air Quality and Greenhouse Gas Comparison (**Appendix N**) provided by Urban Crossroads. As shown in **Table 7-2**, provided under the Transportation discussion for this alternative, Alternative 2 is expected to generate 13% more trips compared to the proposed project due to the increased number of single-family residential dwelling units and the lack of internal relationships to services and activities associated with the proposed project. This Alternative would have reduced emissions associated with the production of electricity and water, because it would not include a Wave Basin, and the need for electricity associated with that feature. Although air quality emission increases or decreases are not linear in the CalEEMod model, Alternative 2 would result in elevated emissions associated with vehicle trips. Given that under proposed project conditions, the emissions associated with NOx, which are directly influenced by vehicle emissions, would be below but close to significance thresholds, Alternative 2 would be expected to have significant NOx emissions, and to require mitigation. As with the proposed project, VOC emissions would also be expected to exceed significance thresholds, and mitigation would be required. For the proposed project, PDFs and mitigation resulted in an average reduction of 12% to 15% in criteria air pollutant emissions. Compared to the proposed project, Alternative 2 is expected to achieve a lower reduction in criteria air pollutant emissions from PDF implementation because Alternative 2 cannot be assumed to include commute trip reduction programs, telecommuting and alternative work schedules, employer-sponsored shuttles, on-site photovoltaic electricity supply as PDFs because they would require applicant agreement (the other PDFs were assumed to be included in Alternative 2). Overall, therefore, impacts associated with Alternative 2 would be greater than the proposed project for operations, and equivalent to the proposed project for construction.

### *Biological Resources*

Under Alternative 2, impacts to biological resources would be similar to the proposed project, because the same area of land would be disturbed.

As established in **Section 4.3, *Biological Resources***, development of the 386-acre property would impact onsite biological resources, therefore, mitigation is recommended to reduce the impacts to less than significant levels. The mitigation measures require burrowing owl and bat surveys to be conducted prior to construction, and vegetation removal activities to occur outside of the general bird nesting season (January 15 through August 31), unless nesting bird surveys are completed. The mitigation measures would also be imposed for development of Alternative 2 to reduce impacts to biological resources to less than significant levels.

Compared to the proposed project, Alternative 2 would result in similar impacts to biological resources since both scenarios would result in development of the 386-acre property. However, neither Alternative 2 nor the proposed project result in any significant and unavoidable impacts to biological resources.

### *Cultural Resources*

Per the conclusions in **Section 4.4, *Cultural Resources***, the development of the 386-acre site may result in impacts to cultural resources. Since both Alternative 2 and the proposed project would result in development of the 386-acre site, both scenarios would be required to implement the mitigation measures established in **Section 4.4**. In order to reduce impacts to less than significant levels Alternative 2 would be required to develop a comprehensive recordation program prepared by a qualified archaeologist; retain a qualified archaeologist during all project-related ground disturbing activities; hire an approved Agua Caliente Band of Cahuilla Indians (ACBCI) Native American Cultural Resource Monitor during any ground disturbing activities; implement cultural sensitivity training for all contractors; establish protected easements and National Register nominations; preserve the historic adobe and avoid the known archaeological sites along the base of Coral Mountain. The implementation of these mitigation measures would ensure impacts to cultural resources are reduced to less than significant levels.

Both the proposed project and Alternative 2 would mitigate impacts associated with potential disturbance to cultural resources. Compared to the proposed project, the No Project/Existing Entitlements Alternative would result in similar impacts to cultural resources. However, neither Alternative 2 nor the proposed project would result in any significant and unavoidable cultural impacts.

### *Energy*

Due to the undeveloped and vacant nature of the site, the 386-acre site does not currently consume energy resources and electricity and natural gas facilities are not currently provided to the site.

Development and operation of the No Project/Existing Entitlements Alternative would result in an increase of energy consumption at the site.

### *Construction*

Short-term energy consumption related to construction activities would be similar during development of both Alternative 2 and the proposed project. 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 machinery, large equipment, and employee vehicle trips. Natural gas would not be required during construction activities. However, as determined in **Section 4.5, *Energy Resources***, the use of electricity and petroleum under Alternative 2 would not be excessive, or unnecessary, and would cease at the conclusion of construction, because construction activities would be similar to the proposed project.

### *Operation*

The operation of the No Project/Existing Entitlement Alternative would result in reduced energy demand (via electricity and natural gas) as compared to the proposed project. Alternative 2 would not result in the development of the tourist commercial portion of the site, which includes the Wave Basin, associated light fixtures, hotel uses, and ancillary resort commercial uses. The removal of these uses from Alternative 2 would result in reduced energy consumption compared to the proposed project. The Coral Mountain Alternatives – Trip Generation and Air Quality and Greenhouse Gas Comparison, provided by Urban Crossroads, determined that Alternative 2 would result in more vehicle trips, compared to the proposed project. The increased petroleum consumption would be proportional to the increase in daily trips. Therefore, the No Project/Existing Entitlement Alternative would result in greater consumption of petroleum fuel than the proposed project.

The proposed Coral Mountain Resort development would be required to connect to an existing IID substation (offsite). The substation connection would be developed during phase 1 of project construction. As determined in **Section 4.5**, the connection to the substation would not result in excessive, wasteful, or unnecessary consumption of electricity. Given the presence of the residential and commercial components under Alternative 2, it is likely that the same improvements to the IID substation required under the proposed project would be required.

Alternative 2 would require 5,071,006-kiloWatt hour (kWh) in electric power, and 13,182,066.5 thousand British thermal units (kBTU) in natural gas annually. Electricity and natural gas consumed by Alternative 2 would be reduced by 41 percent and 40 percent, respectively, as compared to the proposed project, as a result of replacing the resort uses included in the proposed project with more single-family homes and a golf course. However, due to the increased vehicle trips associated with the 750 residential units, Alternative 2 would result in increased petroleum consumption compared

to proposed project. However, both the No Project/Existing Entitlement Alternative and the proposed project would not result in excessive, wasteful, or unnecessary energy consumption, as determined in **Section 4.5**. Development and operation of the proposed project or Alternative 2 would not result in significant impacts regarding energy resources.

### *Geology and Soils*

Under Alternative 2, the site would develop 750 low density residential dwelling units on 204.2 acres, general commercial uses on 8.4 acres, and a golf course on 171.9 acres. The golf course would be located adjacent to Coral Mountain and act as an open space buffer separating the proposed habitable structures from the Mountain's slopes in the No Project/Existing Entitlements Alternative.

As determined in **Section 4.6, *Geology and Soils,*** the site is not located near an Alquist-Priolo Earthquake fault zone.

The same mitigation measures provided for the proposed project would be applied to Alternative 2 to address impacts associated with strong seismic ground shaking, seismic-related ground failure, ground subsidence, collapsible soils, corrosive soils, and paleontological resources, thereby reducing impacts to less than significant levels. Development of the property would be required to comply with the recommendations provided in the site-specific Geotechnical Investigation (**Appendix G**) to ensure the onsite soils can support the proposed foundations and structures. Additionally, the property would be required to retain a qualified paleontological monitor during all earth-moving operations reaching beyond the depth of two feet.

Alternative 2 would result in similar impacts to geology and soils as the proposed project, and both scenarios will be required to implement mitigation measures. The No Project/Existing Entitlement Alternative does not propose the development of the Wave Basin facility; however, it is likely that Alternative 2 would introduce lakes throughout the golf course area for retention and aesthetic purposes. These features are typical for golf courses, and would be required to comply with seismic standards for construction.

The No Project/Existing Entitlement Alternative would result in similar impacts to geology and soils at the 386-acre site, compared to the proposed project, and neither would result in significant and unavoidable impacts.

### *Greenhouse Gas Emissions*

Implementation of Alternative 2 would entail construction and operation under the existing entitlements, resulting in 8.4 acres of neighborhood commercial, 750 low density residential units, 171.9 acres of golf course development. Construction impacts associated with Alternative 2 would be similar to those analyzed under the proposed project, because the same area would be disturbed, and the entire site would be developed.

Based on the California Air Resources Board (CARB)'s Draft 2020 Mobile Source Strategy, traffic-related mobile sources contribute a majority of criteria air pollutants and greenhouse gas emissions. As shown in **Table 7-2** provided under the Transportation discussion for this Alternative, Alternative 2 is expected to generate 13% more trips compared to the proposed project due to the increased number of single-family residential dwelling units and the lack of internal relationships to services and activities associated with the proposed project. This alternative would have reduced criteria air pollutant and GHG emissions associated with the production of electricity and water, because it would not include a wave basin, and the need for electricity associated with that feature. Although air quality emission increases or decreases are not linear in the CalEEMod model, Alternative 2 would result in elevated GHG emissions associated with vehicle trips. For the proposed project, PDFs resulted in a GHG emissions reduction of approximately 30%. Compared to the proposed project, Alternative 2 is expected to achieve a lower reduction in GHG emissions from PDF implementation because Alternatives 2 cannot be assumed to include commute trip reduction programs, telecommuting and alternative work schedules, employer-sponsored shuttles, on-site photovoltaic electricity supply (the other PDFs were assumed to be included in Alternative 2). Overall, therefore, GHG impacts associated with Alternative 2 would be greater than the proposed project for operations, and equivalent to the proposed project for construction.

### *Hazards and Hazardous Materials*

Under Alternative 2, the property would develop 750 low density residential units on 204.2 acres, a golf course on 171.9 acres, and commercial land uses on 8.4 acres. The nature of the uses proposed under Alternative 2 is not expected to involve the routine transport, use, or disposal of hazardous materials in quantities or a manner that would pose a threat to the project and its surroundings or create a significant hazard through a foreseeable accident condition.

#### *Construction*

Construction of Alternative 2 is expected to involve the temporary management and use of oils, fuels and other potentially flammable substances in a manner similar to the proposed project. Hazardous materials would be delivered, stored, and handled to manufacturer instructions and industry standards. Additionally, the contractor will be required to identify a controlled staging area within the project limits for storing materials and equipment, as required by a Storm Water Pollution Prevention Plan (SWPPP). The handling of potentially hazardous materials on-site would still to occur. Similar to the proposed project, the No Project/Existing Entitlement Alternative would implement safety procedures when using, handling, storing hazardous materials and impacts would be less than significant.

#### *Operation*

Common hazardous materials utilized during the operation of residential, commercial, and golf uses can include everyday commercial products, such as pesticides, cleaning fluids, and household sprays. The golf course could result in the use and storage of larger amounts of pesticides and fertilizers as well as the maintenance of golf carts and other equipment used onsite than the proposed project, but these amounts would not be expected to be any greater than currently used and stored throughout the City's golf courses, nor are they expected to create any significant hazard. Hazardous materials during operation of the site would be delivered, stored, and handled to manufacturer instructions and industry standards. 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. The No Project/Existing Entitlement Alternative would implement safety procedures when using, handling, storing hazardous materials and impacts would be less than significant.

If Alternative 2 were to store hazardous materials in quantities greater than 55 gallons of liquid, 500 pounds of solid, and 200 cubic feet of compressed gas, the applicant would be required to submit a Hazardous Materials Business Plan to the Riverside County Fire Department.

Comparatively, the proposed project would be required to comply with Section 65529 of Title 22 of the California Code of Regulations (CCR) regarding Public Pool Disinfection. The operation of the Wave Basin and the resort pools would be required to comply with CCR standards to ensure that the public facilities are disinfected, and the chemicals are stored to State standards.

As determined in **Section 4.8, *Hazards and Hazardous Materials***, the site is not located within one-quarter mile of an existing or proposed school, therefore, neither scenario would result in significant impacts to a school facility.

Construction and operation of the 386-acre site, under Alternative 2 will marginally increase vehicular and multi-modal transportation along the local major roadways in the City. Primary access to the site would be expected to occur along Madison Street, with access to the commercial portion of the site from both Madison Street and Avenue 58. These roadways will provide public and emergency access in to and out of the project property. As with the proposed project, no alteration to existing emergency evacuation routes would be proposed.

As with the proposed project, a Traffic Control Plan will be required as a condition of approval to be implemented throughout all construction activities. This plan will reduce potential impacts that may arise due to conflicts with construction traffic. Project access points would be reviewed by the Fire Department, to ensure adequate access for emergency vehicles.

Finally, the property is not located in a Moderate, High, or Very High Fire Hazard Severity Zone (VHFHSZ) according to CALFIRE's High Fire Hazard Severity Zones in State Responsible Areas Map. Therefore, impacts of exposing people or structures to a significant risk involving wildland fires are expected to be less than significant for both the No Project/Existing Entitlement Alternative and the proposed project.

Compared to the proposed project, the No Project/Existing Entitlement Alternative would result in similar, less than significant impacts to hazards and hazardous materials. Neither scenario would result in significant or unavoidable impacts.

### *Hydrology and Water Quality*

The disturbed area associated with Alternative 2 would be the same as the 386-acre disturbance by the proposed project. Engineering design for Alternative 2 would be required to comply with City standards for the on-site retention of storm flows during the 100 year storm, and would be expected to design retention basins, lakes and similar facilities to those proposed for the project. 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 irrigate the 18-hole golf course than will be used for the Wave Basin and other recreational amenities included in the proposed project; however, this increase in water demands is not expected to substantially decrease groundwater supplies or interfere with groundwater recharge. Therefore, 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*

The project site is currently located within the Andalusia at Coral Mountain Specific Plan (SP 03-067) area. Under SP-03-067, the land use designations for the property include Low Density Residential, Open Space Recreational, and General Commercial land uses, and the zoning designations for the project include Low Density Residential (RL), Golf Course (GC), and Neighborhood Commercial (CN). The No Project/Existing Entitlement Alternative would implement SP 03-067, would not require a General Plan Amendment or Zone Change, and would not result in impacts to land use or planning since the site is currently designated for the residential, commercial, and golf uses.

Under Alternative 2, there would be no changes in existing land use conditions, or conflicts with any land use plan, policy, or regulation. Additionally, this Alternative would not divide an established community. No impacts would occur.

Neither Alternative 2 nor the proposed project would have a significant impact, or unavoidable impacts on land use, but because Alternative 2 will not require a General Plan Amendment, Change

of Zone, Specific Plan Amendment, or a new Specific Plan it will have lower land use and planning impacts than the proposed project.

### *Noise*

The No Project/Existing Entitlement Alternative would result in the development and operation of the site, therefore, resulting in an increase in the noise environment.

#### *Construction*

Construction of Alternative 2 would increase the ambient noise level at and surrounding the site in a manner similar to the proposed project, since the entire site would be developed. As with the proposed project, construction activities are limited to daytime hours by Section 6.08.050 of the La Quinta Municipal Code. Construction would not occur outside of these hours. Given the similar levels of development, noise levels during construction would be expected to be less than significant. The same mitigation measures, including utilizing construction equipment equipped with properly operating and maintained mufflers, and locating equipment staging in areas separated from noise-sensitive receivers could also be applied to Alternative 2. Construction noise would contribute a short-term impact and would cease once construction has ended. Both scenarios would result in similar noise impacts during construction of the site.

#### *Operation*

Operational noise from Alternative 2 is not anticipated to be significant since the No Project/Existing Entitlement Alternative proposes uses similar to those in the surrounding area, which consist of residential and golf communities. Alternative 2 would not include a hotel, resort commercial or Wave Basin, which generate noise levels determined to be less than significant for the proposed project. Because these uses would not be present, however, on-site noise levels would be lower under this Alternative.

The operation of Alternative 2 could include special events held on the golf course, but these events are not expected to cause significant noise impacts. Alternative 2 would result in a higher number of vehicle trips on City roadways than the proposed project. Those trips would also marginally increase the levels of noise on these roadways, but given existing capacity and the dispersed nature of the trips, impacts would not be expected to be significant.

Overall, the noise generated by Alternative 2 would result in reduced on-site impacts as compared to the proposed project. However, neither the proposed project nor Alternative 2 would result in significant and unavoidable operational noise impacts.

### *Public Services*

The No Project/Existing Entitlement Alternative project would introduce residents and uses that would increase demand on the City of La Quinta's public services. There would be an increased

demand in police, fire, and emergency services, as well as schools, public facilities, and parks as a result of the development of the proposed 750 low density residential units. However, Alternative 2 would be required to comply with applicable laws and codes imposed by the City and Riverside County Fire Department, and would pay applicable Development Impact Fees. Impacts will be less than significant.

Alternative 2 would result in similar impacts to public services as the proposed project. However, neither Alternative 2 nor the proposed project will result in significant and unavoidable impacts.

### *Transportation*

Short-term construction vehicle trip impacts would result from the development of the residential homes and golf course. A Traffic Control Plan will be required as a condition of approval to be implemented throughout all construction activities. However, these impacts would be generally limited to permitted construction activity hours per the La Quinta Municipal Code. Additionally, construction traffic would cease once construction of the facilities were complete. Primary access to the site will occur along Avenue 58, and Madison Street, and secondary access from Avenue 60. These roadways will provide public and emergency access in to and out of the project property.

Alternative 2 operations would result in an increase of transportation/traffic in the project area, as shown in **Table 7-2** below.

**Table 7-2 Alternative 2 Trip Generation Comparison**

| Land Use | AM Peak Hour | | | PM Peak Hour | | | Daily |
|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | |
| **Alternative 2 Trip Generation Comparison** | | | | | | | |
| Proposed Project (TIA) | | | | | | | |
| *-496 DU SFDR, 104 DU MF, 150 RM Hotel, 60 TSF Retail. 12 AC Wave Basin Facility, 15 TSF Wave Village, 16 TSF The Farm* | 147 | 300 | 447 | 383 | 255 | 638 | 6,994 |
| No Project/Existing Alternatives | | | | | | | |
| *-750 DU SFDR, 60 TSF Retail, 18 Hole Golf Course* | 175 | 414 | 589 | 505 | 324 | 829 | 7,923 |
| **Alternative 2 Delta (Alternative – TIA)** | **28** | **114** | **142** | **122** | **69** | **191** | **929** |

Operation of Alternative 2 would increase on- and off-site vehicle trips by approximately 13 percent from residents and golfers because the mix of uses under this Alternative will have more single-family homes and less overall internal trip capture, and thus will generate more daily trips leaving the project site.

Given the 13% projected increase in vehicle trips generated by this Alternative, intersections with vehicle delay thresholds near levels of significance could potentially be increased by Alternative 2 project traffic. For example, an intersection such as Madison Street and Avenue 50, which has a delay of 54.8 (LOS D) with proposed project traffic volumes, could be increased to LOS E (delay of 55.0) with the additional traffic volumes associated with Alternative 2. LOS is no longer a CEQA threshold, however it is still utilized to determine consistency with the City's Circulation Element. Therefore, this

Alternative could result in increased impacts at intersections, and additional improvements to mitigate these impacts. As is the case with the proposed project, however, mitigation through the payment of DIF fees and fair share contributions to planned improvements would be expected to reduce impacts to less than significant levels.

This Alternative is anticipated to have a higher daily VMT and per capita VMT because it generates more daily trips and lacks the complimentary mix of uses on-site and enhanced connectivity between those uses which reduce per capita VMT. Alternative 2 is expected to generate 13% more trips compared to the proposed project due to the increased number of single-family residential dwelling units (+150 DU) and reduction in internal trip capture. The proposed 60,000 SF of commercial uses at the corner of Avenue 58 and Madison Street would continue to result in a reduction in trips due to trip capture in Alternative 2, however the internal relationships to resort services and activities associated with the proposed project compared to the internal capture of the golf course in Alternative 2 would result in a reduction of internal trip capture. The proposed project would result in approximately 35% (1413/4057) trip capture while Alternative 2 would result in approximately 16% (1540/9892) trip capture. Alternative 2 residential access to resort activity/services included in the proposed project would require longer trips to facilities outside of the surrounding neighborhood environment. This would result in an overall higher VMT for Alternative 2. Impacts are anticipated to be significant and unavoidable.

Alternative 2 would be expected to contribute to the improvement of the local roadway system, similar to the proposed project. Overall, Alternative 2 would generate more daily trips on area roadways, resulting in increased VMT impacts and potentially greater LOS impacts, compared to the proposed project.

### *Tribal Cultural Resources*

Alternative 2 would result in similar impacts to tribal cultural resources as the proposed project. Additionally, both projects would be required to undergo tribal consultation with local tribes. Alternative 2 would be required to implement the same measures as the proposed project to reduce impacts to less than significant levels. However, neither Alternative 2 nor the proposed project have any significant and unavoidable impacts to tribal cultural resources.

### *Utilities and Service Systems*

Compared to the proposed project, the No Project/Existing Entitlement Alternative would result in an increased demand for water to irrigate the golf course, but would decrease demand for electricity and natural gas. The remaining utilities, including wastewater collection and treatment, solid waste, and telecommunication services would be similar under this Alternative and the proposed project. However, neither Alternative 2 nor the proposed project would cause any significant and unavoidable impacts to concerning utilities.

### *Water*

Water supply would be provided to the site by the Coachella Valley Water District (CVWD). Alternative 2 would have similar demand for water during construction, as the same area would be disturbed. Alternative 2 would result in an increase in water demand during operation of the proposed residential, golf, and commercial uses. The existing entitled project assumes 750 homes, and approximately 171.9 acres of golf. As determined in the Alternatives Water, Electricity, and Natural Gas Comparisons Memo (**Appendix O**), the existing land use designation would result in 1,058.54 AFY of water consumption a year. This is an increase of 99.91 AFY compared to the proposed project, which would consume 958.63 AFY.

CVWD established a Maximum Applied Water Allowance (MAWA) of 962 AFY for outdoor (landscaped) areas for the project property. For design purposes, the MAWA is the upper limit of annual applied water for the established landscape area of a project. It is based upon the areas reference evapotranspiration (ET) adjustment factor, and the size of the landscaped area. See **Section 4.15, *Utilities and Service Systems***, of the Draft EIR. The outdoor water consumption for Alternative 2 is 921.14 AFY, and the proposed project is 801.47 AFY. Both Alternative 2 and the proposed project comply with CVWD's MAWA, although the proposed project results in a lower MAWA, and lower water demand than Alternative 2.

CVWD has a groundwater supply of 194,000 AFY. Water demand and supply under this Alternative would still be reviewed by CVWD to determine if adequate service could be provided for the No Project/Existing Entitlements Alternative. Alternative 2 could result in a water demand increase of 99.91 AFY, as compared to the proposed project. A new Water Supply Assessment would be required for this alternative, but it would be expected, given CVWD's water supplies, that the WSA would find that adequate supplies exist for the alternative project. Additional water lines would also be required, consistent with the proposed project, to connect to water mains in surrounding streets, but these would not be any greater than the lines required for the proposed project.

Although the impacts to water supply will be increased in Alternative 2, as compared to the proposed project, neither project would result in significant and unavoidable impacts.

### *Wastewater*

Wastewater service would also be provided to the property by CVWD. Wastewater services required for Alternative 2 would be similar to the proposed project. The sewage generated by the project would be somewhat reduced when compared to the proposed project, due to the lack of resort commercial development associated with this alternative, so sewage treatment capacity would be sufficient to serve the alternative. Additional sewer lines would also be required, consistent with the proposed project, to connect to sewer mains in surrounding streets, but these would not be any greater than the lines required for the proposed project.

Both projects would result in less than significant impacts, and neither scenario would result in significant and unavoidable impacts.

### *Solid Waste*

Burrtec would provide the property with solid waste services. The development of the No Project/Existing Entitlement Alternative would require solid waste services to remove waste produced by construction activities. However, construction waste produced by Alternative 2 would not be significant and would cease after the proposed facilities were developed.

Solid waste generated by Alternative 2 would be somewhat less than the waste generated by the proposed project, because of the reduction in resort and resort commercial uses on the property. Compared to Alternative 2, the proposed project would generate somewhat greater amounts of solid waste, but impacts would be less than significant. Neither scenario would result in significant and unavoidable impacts.

### *Electricity*

Electricity would be required for construction and operation of Alternative 2. However, it is likely that electricity consumed by Alternative 2 would be somewhat reduced, as compared to the proposed project, as a result of replacing the resort uses and the Wave Basin included in the proposed project with single-family homes and a golf course.

The proposed project would be required to connect to an existing IID substation to provide electricity to the project site. All existing and proposed utilities within or immediately adjacent to the proposed project shall be installed underground. The increase of electrical demand for the proposed project would be supported by the proposed infrastructure. Given the residential and commercial development generated under Alternative 2, it is likely that the same improvements to the IID substation required under the proposed project would be required. These improvements will provide power for the proposed project and Alternative 2.

Both projects would result in less than significant impacts to electricity. Neither project would result in significant and unavoidable impacts.

### *Natural Gas*

Natural Gas, provided by Southern California Gas Company (SoCalGas), would be required for the operation of Alternative 2. However, it is likely that natural gas consumed by Alternative 2 would be reduced as compared to the proposed project due to the absence of the resort uses.

The proposed project would be required to connect to existing SoCalGas infrastructure to provide natural gas to the project site. Additional natural gas infrastructure is not required for the proposed project, and would not be expected for Alternative 2. The increase of natural gas demand for the

proposed project would be less than significant. Both projects would result in no significant and unavoidable impacts.

*Telecommunications*

The No Project/Existing Entitlement Alternative would be required to connect to existing telecommunication services. Both Alternative 2 and the proposed project would be required to connect to existing infrastructure, either by Frontier or Spectrum, to provide telecommunication services to the project site. Additional infrastructure would not be required**.** The increase of telecommunication demand for the site would be less than significant for both scenarios.

## Summary of Comparative Impacts

A summary comparison of impacts associated with the project alternatives is provided in **Table 7-6*, Comparison of Alternatives to Project***. As described above, the No Project/Existing Entitlement Alternative would result in similar, mitigatable impacts to the proposed project related to biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, public services, tribal cultural resources, and certain utilities (wastewater, solid waste, and telecommunications). Impacts to aesthetics, energy resources (electricity and natural gas), geology and soils, land use and planning, noise, and certain utilities (regarding gas and electricity) would be reduced with Alternative 2. Impacts to air quality, energy resources (petroleum consumption), greenhouse gas emissions, transportation, and certain utilities (water use) would be increased compared to the proposed project since Alternative 2 would have more single-family homes, and the golf course would be more accessible to the public and use more water than the recreational amenities included in the proposed project. Alternative 2 would result in potentially significant impacts to scenic vistas, air quality, greenhouse gas emissions, and transportation (VMTs).

### *Relationship to Project Objectives*

While some potentially significant impacts would be reduced with the No Project/Existing Entitlement Alternative, the following project objectives would not be achieved with Alternative 2:

- To create a private resort community with a variety of interrelated and mutually supportive commercial and recreational land uses that will also generate transient occupancy and sales tax revenues in order to enhance the City's economic base and long-term financial stability.
- To promote walkability and non-motorized connectivity as an integral part of the project design, including (1) establishing residential neighborhoods that are linked through multi-use trails that connect neighborhoods throughout the project; and (2) providing "walk streets" in the Resort area to provide internal connection between facilities within the Resort and the Wave Basin.
- Establish a density hierarchy that situates the highest density development within the resort and gradually reduces density as you move away from the resort into the surrounding

residential neighborhoods, while maintaining the overall density previously included for this property in the Andalusia Specific Plan.

- Design a planned community that complements existing development in the surrounding area and is compatible with the surrounding environment.
- Develop a high-quality private wave basin (The Wave) that provides unique recreational opportunities for future residents of the project, and that attracts resort guests and creates a landmark facility that will enhance the City's reputation as the "Gem of the Desert". !

### 7.4.3 Alternative 3 – Reduced Density

Under the Reduced Density Alternative ("Alternative 3"), the project density would be reduced by one-third when compared to the proposed project. Therefore, this Reduced Density Alternative would result in 400 residential dwelling units, 100 resort/hotel rooms, 38,000 square feet of resort commercial uses, and 40,000 square feet of neighborhood commercial uses. The Wave Basin and other proposed recreational amenities would remain part of the project as presently proposed. The project would require a General Plan Amendment, Zone Change, Specific Plan Amendment, new Specific Plan, Tentative Tract Map(s) and Site Development Permits, similar to the proposed project.

This one-third reduction of the proposed uses is expected to reduce impacts compared to the proposed project. A comparative analysis of impacts for Alternative 3 is provided below:

#### *Aesthetics*

Under the Reduced Density Alternative, impacts to the surrounding scenic vistas and aesthetic quality of the area would be similar to the proposed project. Alternative 3, like the proposed project, would be required to develop a new Specific Plan in order to include the proposed tourist commercial uses onsite. The new Specific Plan would govern the proposed design standards and guidelines for the project site. The design features and development standards proposed in Alternative 3 would be subject to City review regarding architecture and design to ensure a high-quality design project. Alternative 3 would be required to adhere to the development standards, design features, architecture, and landscaping required in the new Specific Plan. It would be expected that development under Alternative 3 would include the same increased building height for the hotel and wave basin facilities, and the need for 80-foot light poles.

Like the proposed project, the Reduced Density Alternative would impact existing scenic vistas, such as Coral Mountain, west of the project, and the Santa Rosa Mountains, south of the project. When viewed on the public rights-of-way (Avenue 58 to the north and Madison Street to the east) Coral Mountain and the Santa Rosa Mountains are unobstructed by the property, due to its undeveloped character. Development of Alternative 3 would result in impacts to existing views of Coral Mountain and the Santa Rosa Mountains, depending on the viewpoint location consistent with those of the proposed project, because perimeter walls and homes would occur. Some locations along the public

rights-of-ways, where the scenic vistas are most likely to be viewed, provide unobstructed views of the Mountains, and development of the perimeter block wall and residential homes, as well as perimeter landscaping, may result in partially obstructed views of the Mountains. However, as stated in **Section 4.1** and shown in the visual simulations contained therein, the impacts on existing views depends on the location of the viewpoint, in conjunction with features along the project's frontage, including the landscape (tree and canopy size) and the location of the residential structures and rooftops. At some public locations surrounding the project site, such as a location east of the project at the Andalusia entry, the project will impact views of Coral Mountain. However, if traveling along Madison Street, these partially obstructed views of Coral Mountain are dependent on residential roof location, and tree canopy size. Views of Coral Mountain are visible at other locations along Madison Street, Avenue 58, and Avenue 60. Therefore, the proposed project and Alternative 3 will not completely remove the views of Coral Mountain and the Santa Rosa Mountains from public viewing locations. To mitigate the impacts to these existing views to the maximum extent feasible, the project and Alternative 3 would be required to implement **Mitigation Measure AES-1**, which requires the perimeter walls to be setback from the Madison Street and Avenue 58 public rights-of-way by a minimum average of 30 feet (10 feet more than required under the LQMC), which shall be confirmed through the City's review and approval of final perimeter wall and landscape plans, and **Mitigation Measure AES-2**, which requires a minimum setback of 75 feet between any residential structure and the Madison Street and Avenue 58 public rights-of-way in order to reduce impacts to the scenic vistas to the greatest extent feasible. However, even with the implementation of **Mitigation Measures AES-1** and **AES-2**, the impacts on scenic resources from both the project and Alternative 3 are considered significant and unavoidable.

The Reduced Density Alternative would result in similar impacts to light and glare, compared to the proposed project, since both Alternative 3 and the proposed project would result in the development and operation of residential, resort, commercial, and recreational uses, as well as the Wave Basin facility. Located in Planning Area III (near the southwest portion of the site) operation of the Wave Basin would include seventeen, 80-foot light poles to illuminate the Basin from sunset to 10:00 p.m. (per **Mitigation Measure AES-3**). As described in **Section 4.1**, the photometrics prepared for these lights showed that the light and glare generated from the 80-foot light fixtures will not impact offsite properties. The properties adjacent to the Wave Basin would perceive up to one foot-candle, which is equivalent to the light emitted during twilight. Glare will be perceived by the immediately adjacent onsite properties, however these resort residential units are designed and intended to interact with the Wave Basin and other resort uses, such that some light and glare spillage is deemed acceptable for these units.

The Reduced Density Alternative would result in similar impacts to the proposed project. However, as determined in **Section 4.1, *Aesthetics***, impacts to aesthetic resources could be mitigated to the maximum extent feasible. However, both Alternative 3 and the proposed project would result in

significant and unavoidable impacts regarding impacts to existing views of scenic vistas. Impacts associated with visual character would be similar and less than significant, and impacts associated with light and glare would be less than significant under both Alternative 3 and the proposed project.

### *Air Quality*

Implementation of Alternative 3 would entail construction and operation of a reduced density land development scenario. Construction activities associated with Alternative 3 would disturb the entire site for development, but would involve a shorter construction duration due to a reduced number of dwelling units and retail floor areas compared to the proposed project. Therefore, based on a shorter construction time frame with an associated reduced use of construction equipment and mobile sources, construction-related emission impacts with Alternative 3 would be lower than those analyzed under the proposed project.

The comparison of traffic generation totals among the five alternatives and proposed project are summarized in the Coral Mountain Alternatives – Trip Generation and Air Quality and Greenhouse Gas Comparison (**Appendix N**) provided by Urban Crossroads. As shown in **Table 7-3**, provided under the Transportation discussion below, Alternative 3 is expected to generate 34% fewer trips compared to the proposed project due to the reduced number of single-family residential dwelling units and retail areas. Since this Alternative maintains the Wave Basin feature, it would have comparable emissions from the production of electricity and water particularly associated with that feature.

Although air quality emission increases or decreases are not linear in the CalEEMod model, Alternative 3 would result in lower emissions associated with vehicle trips. Alternative 3 would be expected to have proportionally lower and less than significant NOx and VOC emissions, which are directly influenced by mobile sources. For the proposed project, PDFs and mitigation resulted in an average reduction of 12% to 15% in criteria air pollutant emissions. Compared to the proposed project, Alternative 3 is expected to achieve a lower reduction in criteria air pollutant emissions from PDF implementation because Alternative 3 cannot be assumed to include commute trip reduction programs, telecommuting and alternative work schedules, employer-sponsored shuttles, on-site photovoltaic electricity supply as PDFs (the other PDFs were assumed to be included in Alternative 3). Overall, however, impacts associated with Alternative 3 would be lower than the proposed project because of the reduced NOx emissions associated with vehicle trips, and less than significant for construction and operations.

### *Biological Resources*

Under Alternative 3, conditions to biological resources would be similar to the proposed project.

As established in **Section 4.3, *Biological Resources***, development of the 386-acre property would impact onsite biological resources, therefore, mitigation consistent with that for the proposed project would be required to reduce the impacts to less than significant levels. The mitigation measures

require burrowing owl and bat surveys to be conducted prior to construction, and vegetation removal activities to occur outside of the general bird nesting season (January 15 through August 31), or following nesting bird surveys, whichever applies. With implementation of these measures, impacts would be reduced to less than significant levels, and would be similar to the proposed project.

### *Cultural Resources*

Per the conclusions in **Section 4.4, *Cultural Resources***, the development of the 386-acre site may result in impacts to cultural resources. Since both Alternative 3 and the proposed project would result in development of the 386-acre site, both scenarios would be required to implement the mitigation measures established in **Section 4.4**. In order to reduce impacts to less than significant levels Alternative 3 would be required to: develop a comprehensive recordation program prepared by a qualified archaeologist; retain a qualified archaeologist during all project-related ground disturbing activities; hire an approved Agua Caliente Band of Cahuilla Indians (ACBCI) Native American Cultural Resource Monitor during any ground disturbing activities; implement cultural sensitivity training for all contractors; establish protected easements and National Register nominations; preserve the historic adobe, and avoid the known archaeological sites along the base of Coral Mountain. The implementation of these mitigation measures would ensure impacts to cultural resources are reduced to less than significant levels.

Both the proposed project and Alternative 3 would avoid significant impacts associated with potential disturbance to cultural resources with the implementation of mitigation measures.

### *Energy*

Construction and operation of Alternative 3 would result in a reduced demand for energy resources compared to the proposed project. Although both scenarios propose residential, tourist commercial, neighborhood commercial, and recreational uses, Alternative 3 proposes a reduced density on the site, developing two-thirds of the proposed project density. The Wave Basin facility would remain. Therefore, operation of Alternative 3 would result in less consumption of energy resources compared to the project.

#### *Construction*

Short-term energy consumption related to construction activities would occur during development of both Alternative 3 and the proposed project. 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 machinery, large equipment, and employee vehicle trips. Natural gas would not be required during construction activities.

Compared to the project, Alternative 3 proposes reduced density and would result in reduced energy consumed during construction of the site.

As demonstrated in **Section 4.5, *Energy Resources***, the use of electricity and petroleum during construction of Alternative 3 would not be excessive, or unnecessary. Additionally, construction-related energy consumption at the site would cease at the conclusion of construction. Neither the Reduced Density Alternative nor the proposed project would result in significant impacts to energy resources during construction of the site.

### *Operation*

The operation of the 386-acre site would result in an increase of energy demand, via electricity, natural gas, and petroleum compared to existing conditions. Alternative 3 proposes a reduced density project, therefore, Alternative 3 would result in reduced consumption of energy during operation of the site, and would consume 6,223,867.4 kWh of electricity and 14,424,564 kBTU of natural gas per year. This is approximately 28 percent and 34 percent less electricity and natural gas consumed, respectively, compared to the project. Consistent with the analysis in **Section 4.5, *Energy Resources***, the use of electricity, natural gas, and petroleum fuel during operation of Alternative 3 would not be excessive, wasteful, or unnecessary.

Given the presence of the Wave Basin and the units, hotel rooms and commercial uses under Alternative 3, it is likely that the same improvements to the IID substation required under the proposed project would be required. These improvements will provide power for the proposed project and Alternative 3.

The construction and operation of both the Reduced Density Alternative and the proposed project would result in an increase of energy demand in the area, due to the proposed residential, resort, commercial, and recreational uses. However, Alternative 3 would result in less consumption of energy resources during construction and operation, due to the reduced density of the site.

Neither the proposed project nor Alternative 3 would result in significant impacts regarding energy resources.

## *Geology and Soils*

The project site is currently undeveloped and vacant. Under Alternative 3, the site would develop 400 residential dwelling units, 100 resort/hotel rooms, 38,000 square feet of resort commercial uses, and 40,000 square feet of neighborhood commercial uses, and recreational facilities (i.e., the 16.62-acre Wave Basin) and ropes course/zipline facilities.

As determined in **Section 4.6, *Geology and Soils,*** the site is not located in or near an Alquist-Priolo Earthquake fault zone.

To mitigate impacts from seismic events, structures proposed in Alternative 3 would be required to be developed to the most current state and local standards regarding building construction. The proposed structures would not be located immediately adjacent to the slopes of Coral Mountain to the west. Therefore, the structures would not be impacted by rockslides or landslides. No septic

systems are proposed. The potential for impacts related to loss of topsoil, sedimentation, erosion, and landform alterations associated with Alternative 3 is anticipated to be consistent with the proposed project, because the entire site would be disturbed and restabilized, and impacts would be less than significant.

Similar to the proposed project, development of Alternative 3 would be required to implement the mitigation measures established in the project-specific Geotechnical Evaluation (**Appendix G**), and implement paleontological monitoring. Alternative 3 would also result in the development of the Wave Basin; therefore, the same design to comply with all seismic codes in effect at the time they are constructed would be required. Mitigation Measure GEO-1, related to the Wave Basin would ensure that the recreational facility is engineered and designed to reduce impacts of liquefaction at the site. These mitigation measures would apply equally to Alternative 3's impacts, and reduce them to less than significant levels.

Alternative 3 would result in similar impacts to geology and soils compared to the proposed project.

### *Greenhouse Gas Emissions*

Implementation of Alternative 3 would entail construction and operation of a reduced density land development scenario while maintaining the Wave Basin and associated recreational amenities. Construction activities associated with Alternative 3 would similarly disturb the entire site for development, but would involve a shorter construction duration due to a reduced number of dwelling units and retail floor areas compared to the proposed project. Therefore, based on a shorter construction time frame with a reduced use of construction equipment and mobile sources, construction-related GHG emission impacts with Alternative 3 would be lower than those analyzed under the proposed project.

The comparison of traffic generation totals among the five alternatives and proposed project are summarized in the Coral Mountain Alternatives – Trip Generation and Air Quality and Greenhouse Gas Comparison (**Appendix N**) provided by Urban Crossroads. As shown in **Table 7-3**, provided under the Transportation discussion below, Alternative 3 is expected to generate 34% fewer trips compared to the proposed project due to the reduced number of single-family residential dwelling units and retail areas. Since this alternative maintains the Wave Basin feature, it would have comparable emissions from the production of electricity and water particularly associated with that feature.

Although GHG emission increases or decreases are not linear in the CalEEMod model, Alternative 3 would result in lower GHG emissions associated with vehicle trips. For the proposed project, PDFs alone resulted in a GHG emissions reduction of approximately 30%. Compared to the proposed project, Alternative 3 is expected to achieve a lower reduction in GHG emissions from PDF implementation because Alternative 3 cannot be assumed to include commute trip reduction programs, telecommuting and alternative work schedules, employer-sponsored shuttles, on-site photovoltaic electricity supply as PDFs (the other PDFs were assumed to be included in Alternative 3).

Overall, however, impacts associated with Alternative 3 would be lower than the proposed project for construction and operations. Alternative 3 would be expected to result less than significant impacts to greenhouse gas emissions and would thus substantially reduce or avoid the project's significant GHG emissions impact.

### *Hazards and Hazardous Materials*

Under Alternative 3, the residential, resort, and commercial uses are not expected to involve, as a primary activity, the routine transport, use, or disposal of hazardous materials in quantities or a manner that would pose a threat to the project and its surroundings, or create a significant hazard through a foreseeable accident involving the release of hazardous materials into the environment. The hazardous materials during construction or operation of the site would be delivered, stored, and handled to manufacturer instructions and industry standards.

During construction of the site, the contractor will identify a controlled staging area within the property limits for storing materials and equipment, as required by a Strom Water Pollution Prevention Plan (SWPPP), if applicable. 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. The Reduced Density Alternative would implement safety procedures when using, handling, storing hazardous materials and impacts would be less than significant.

Alternative 3 would include the operation of residential, resort, commercial, and recreational uses included in the proposed project. Hazardous materials associated with landscape maintenance (fertilizers, pesticides, herbicides), as well as the maintenance of equipment used onsite. The applicant may be required to submit a Hazardous Materials Business Plan (HMBP) to the Riverside County Fire Department for the Wave Basin facility 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 a HMBP. This standard condition would ensure that impacts from the release of hazardous materials at the site would be less than significant.

Because of the expected resort pools and Wave Basin facility included in this alternative, Section 65529, *Public Pool Disinfection*, of Title 22 of the California Code of Regulations (CCR), requiring continuous disinfection would apply. The Wave Basin and resort hotel pool facilities would be required to adhere to all applicable standards and regulations within the California Health and Safety Code, 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 Wave Basin prior to construction would be the Riverside County Department of Environmental Health.

As determined in **Section 4.8, *Hazards and Hazardous Materials***, the site is not located within one-quarter mile of an existing or proposed school, therefore, Alternative 3 would not impact schools. Additionally, the property and a radius of 0.75 miles was not identified to be on a list of hazardous

materials site. Therefore, Alternative 3 would not create a significant hazard to the public or the environment.

Construction and operation of Alternative 3 will increase vehicular and multi-modal transportation along the local major roadways in the City. Access would be consistent with the proposed project. A Traffic Control Plan would be required to be implemented throughout all construction activities. Project access points will be reviewed by the Fire Department, to ensure adequate access for emergency vehicles.

Implementation of Alternative 3, like the proposed project, is not expected to interfere with critical facilities, emergency transportation and circulation, or emergency preparedness coordination. Alternative 3 would be reviewed by City, Police and Fire officials to ensure adequate fire service and safety as a result of project implementation. Consistent with the proposed project, Alternative 3 would result in less than significant impacts.

Finally, the property is not located in a Moderate, High, or Very High Fire Hazard Severity Zone (VHFHSZ) according to CALFIRE's High Fire Hazard Severity Zones in State Responsible Areas Map. Therefore, impacts of exposing people or structures to a significant risk involving wildland fires are expected to be less than significant for both the Reduced Density Alternative and the proposed project.

The Reduced Density Alternative and the proposed project would result in less than significant impacts regarding hazards and hazardous materials.

### *Hydrology and Water Quality*

Although Alternative 3 represents a density reduction of approximately one-third, it would have a comparable disturbance area compared to the proposed project. Engineering design for Alternative 3 would be required to comply with City standards for the on-site retention of storm flows during the 100-year storm, and would be expected to design retention basins and similar facilities to those proposed for the project.

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). There is no aspect of Alternative 3 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 3 would result in an overall reduced water demand compared to the proposed project due to the reduced number of

residential units, guest rooms, and commercial floor area. Such demand would not be expected to substantially decrease groundwater supplies or interfere with groundwater recharge. Therefore, with implementation of the regulatory program requirements designed specifically to prevent hydrologic, stormwater and surface water impairments, the impacts resulting from Alternative 3 would be similar to the proposed project and less than significant.

### *Land Use and Planning*

The project site is currently located within the Andalusia at Coral Mountain Specific Plan (SP 03-067) area. Under SP-03-067, the land use designations for the property are Low Density Residential, Open Space Recreational, and General Commercial land uses, as established by the City of La Quinta. The property is currently zoned for Low Density Residential (RL), Golf Course (GC), and Neighborhood Commercial (CN).

The Reduced Density Alternative would require a General Plan Amendment, Zone Change, Specific Plan Amendment, new Specific Plan, Tentative Tract Map(s) and Site Development Permits, similar to the proposed project. However, as determined in **Section 4.10, *Land Use and Planning***, of this Draft EIR, none of these entitlements would result in any conflicts with or significant impacts to any land use plan, policy or regulation. This is due to the project's and Alternative 3's consistency with the La Quinta General Plan goals and policies, as outlined in **Section 4.10**. As previously stated, the project and Alternative 3 propose a Zone Change to change the land use designations to RL, CN, Tourist Commercial (CT), and Parks and Recreation (PR). The new Specific Plan would supersede the current zoning designations on the project site and act as a developmental guide for the project. The proposed Specific Plan will set forth the planning areas, land use policies, development standards, and design guidelines for the Alternative. All development on the project site shall adhere to the standards and requirements set forth in the Specific Plan. As demonstrated in **Section 4.10**, the development standards for the proposed project, which would be similar to the development standards in the Reduced Density Alternative, will not substantially differ from the Zoning Ordinance.

Additionally, this Alternative would not divide an established community. No impacts would occur.

Therefore, Alternative 3 and the proposed project would have similar and less than significant impacts relating to land use and planning.

### *Noise*

The operation and construction of Alternative 3 would result in an increase in onsite and offsite noise compared to the existing conditions.

#### *Construction*

The Reduced Density Alternative proposes the construction and operation of residential dwelling units, a resort hotel, resort commercial uses, neighborhood commercial uses, as well as a recreational

Wave Basin. Similar to the proposed project, construction of Alternative 3 would increase the ambient noise level because the entire site would be developed. However, Municipal Code requirement for construction activity hours would be applied to Alternative 3. Construction would not occur outside of these hours. Because development would occur throughout the site, the mitigation measures applicable to the proposed project, which include utilizing construction equipment equipped with properly operating and maintained mufflers; and locating equipment staging in areas separated from noise-sensitive receivers would apply to this alternative. These mitigation measures will reduce impacts of construction noise under this Alternative to less than significant levels, but based on the reduced construction for this Alternative, construction noise will be reduced as compared to the proposed project.

### *Operation*

Operational noise associated with project-generated traffic would be less under Alternative 3, and is not anticipated to be significant. Alternative 3 would develop residential structures to include noise reduction features and materials for windows, (non-glass) doors, walls, roofs, and ventilation consistent with building code requirements. The uses proposed under this Alternative, similar to the proposed project, would not result in elevated noise levels on site. As demonstrated in **Section 4.11**, ***Noise***, the operation of the Wave Basin facility, which would also occur under this Alternative, would not result in elevated noise levels on or off site because the daytime hourly noise levels at the off-site receiver locations are expected to range from 39.8 to 53.3 dBA Leq, while the on-site project receiver locations are expected to range from 51.8 to 64.5 dBA Leq, as determined in the project specific Noise Study (**Appendix K.1**). Therefore, it was determined that the operational noise generated by the Wave Basin and project activity would not exceed the City's significance threshold of 65 dBA. Additionally, the noise level impacts will likely vary throughout the day and, as required for the proposed project, will be limited to the daytime and evening hours of 7:00 a.m. and 10:00 p.m., established as **Mitigation Measure NOI-6**, and compliant with the recreational operational hours established by the City of La Quinta.

Alternative 3 would also hold up to four, 4-day special events per year associated with the Wave Basin. The special events could attract up to 2,500 people per event. However, as determined in **Section 4.11, *Noise***, noise associated with these events will not result in significant impacts because the special event conditions are anticipated to range from 60.5 to 73.9 dBA CNEL and will generate a noise level increase of up to 3.2 dBA CNEL on the study area roadway segments (excluding Avenue 60 west of Madison Street). Based on the significance criteria established in **Section 4.11**, the project-related noise level increases are considered to be less than significant under special events conditions at the land uses adjacent to roadways conveying project traffic. Although Alternative 3 and the project will cause in increase in noise levels of up to 3.2 dBA CNEL at the segment of Avenue 60 west of Madison Street, this segment does not currently experience 65 dBA noise levels, and traffic will not increase noise levels to 65 dBA. Therefore, impacts would be less than significant.

Operational noise from the Reduced Density Alternative is not anticipated to be significant. However, because this Alternative would involve less total construction and less daily vehicle trips, the Reduced Density Alternative would result in reduced noise impacts, as compared to the proposed project, but both would be less than significant.

### *Public Services*

The Reduced Density Alternative project would introduce residents or uses that would place additional demand on the City of La Quinta's public services. There would be an increased demand in police services, fire and emergency services, schools, public facilities, and parks as a result of the development of Alternative 3. 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 pay applicable Development Impact Fees. Impacts would be less than significant.

Alternative 3 would result in reduced impacts to public services compared to the proposed project since the Alternative would reduce the density and intensity of development onsite. However, both scenarios would result in less than significant impacts.

### *Transportation*

The Reduced Density Alternative would result in an increase in traffic in the project area. Short-term construction vehicle trip impacts would result from development of the alternative. However, these impacts would be generally limited to permitted construction activity hours. Additionally, construction traffic would cease once construction was complete. Access to the site would be consistent with the proposed project. These roadways will provide public and emergency access in to and out of the project property.

Operational traffic, as a result of Alternative 3, would also increase vehicle trips in the project area. However, this Alternative would result in fewer impacts associated with operational traffic compared to the proposed project. As shown in **Table 7-3**, Alternative 3 would result in 4,600 daily trips, which would represent a 34% reduction when compared to the proposed project. As a result, it would be expected that impacts to project area intersections would also be reduced.

**Table 7-3 Alternative 3 Trip Generation Comparison**

| Land Use | AM Peak Hour | | | PM Peak Hour | | | Daily |
|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | |
| **Alternative 3 Trip Generation Comparison** | | | | | | | |
| Proposed Project (TIA) | | | | | | | |
| *-496 DU SFDR, 104 DU MF, 150 RM Hotel, 60 TSF Retail. 12 AC Wave Basin Facility, 15 TSF Wave Village, 16 TSF The Farm* | 147 | 300 | 447 | 383 | 255 | 638 | 6,994 |
| Reduced Density | | | | | | | |
| *-331 DU SFDR, 69 DU MF, 100 RM Hotel, 40 TSF Retail, 12 AC Wave Basin Facility, 10 TSF Wave Village, 11 TSF The Farm* | 96 | 197 | 293 | 252 | 160 | 412 | 4,600 |
| **Alternative 3 Delta (Alternative – TIA)** | **-51** | **-103** | **-154** | **-131** | **-95** | **-226** | **-2,394** |

Phase 2 of the proposed project is anticipated to generate 2778 daily trips. 6 study area intersections are anticipated to be impacted with or without construction of any project on the property. Phase 3 of the proposed project is anticipated to generate 6,994 daily trips. 9 study area intersections are anticipated to be impacted with or without construction of any project on the property. Because Alternative 3 is anticipated to generate 4,600 daily trips it will fall approximately in the middle of Phase 2 and 3 of the proposed project and will be responsible for its fair share contribution for a minimum of 6 study area intersections and a maximum of 9 study area intersections. Required improvements will result in acceptable LOS for all intersections, and Alternative 3 would be required to contribute to these improvements in the same manner as the proposed project.

This Alternative is expected to have a reduced total VMT as a result of the reduced number of residents and commercial development. In addition, Alternative 3 would have a reduced per capita VMT because the reduced number of homes would still benefit from on-site commercial and recreational interactions, and would not require off-site trips. Therefore, Alternative 3 would result in reduced VMT and less than significant impacts in this regard, but both Alternative 3 and the proposed project have less than significant VMT impacts.

Although the proposed project would result in more traffic than the Reduced Density Alternative, both projects would result in less than significant impacts, with the construction of improvements similar to those required of the proposed project.

### *Tribal Cultural Resources*

Under Alternative 3, the property would result in similar impacts to tribal cultural resources as the proposed project because both scenarios would disturb the same area of the project site, which has tribal cultural resources located throughout. Additionally, both projects would be required to partake in tribal consultation of the site with local tribes. Consistent with the requirements of **Section 4.14, *Tribal Cultural Resources***, development of Alternative 3 would require mitigation measures to reduce project impacts to tribal cultural resources to less than significant levels.

### *Utilities and Service Systems*

Compared to the existing vacant conditions, the Reduced Density Alternative would increase utilities, such as water service and supply, wastewater collection and treatment, solid waste, electricity, natural gas, and telecommunication services due to the proposed uses on the property. However, the increase in demand for utilities in Alternative 3 would be less than under the proposed project.

#### *Water*

The Coachella Valley Water District (CVWD) supplies water to the City of La Quinta and surrounding areas. Alternative 3 would result in an increase in water demand during construction and operation of the proposed residential, resort, commercial, and recreational uses. The Reduced Density Alternative would result in less water demand compared to the proposed project given the reduced

number of residential units, the reduced number of resort/hotel rooms, and the reduced footprint of commercial uses. However, water use required for the Wave Basin would be the same for both scenarios. As determined in the Alternatives Water, Electricity, and Natural Gas Comparisons (**Appendix O**), Alternative 3 would result in 906.55 AFY of water consumption a year, a reduction of 52.08 AFY compared to the proposed project, which would consume 958.63 AFY. Alternative 3 would also result in the outdoor water use of 801.35 AFY, which is below CVWD's Maximum Applied Water Allowance (MAWA) of 962 AFY. This Alternative would also require water lines at the site in order to support the development proposed for the Reduced Density Alternative.

Alternative 3 would require the preparation of a Water Supply Assessment, for review and approval by CVWD. Because water use would be reduced as compared to the proposed project's less than significant impacts, as determined in **Section 4.15, *Utilities and Service Systems***, Alternative 3 would also result in less than significant impacts to water supply and infrastructure.

### *Wastewater*

Wastewater service, provided by CVWD, would be required for the operation of Alternative 3. The Reduced Density Alternative would be result in less wastewater demand, due to Alternative 3's reduced land use densities. Based on the on-third density reduction, a corresponding reduction in wastewater would be expected, resulting in 104,559.3 gpd for Alternative 3. **Section 4.15, *Utilities and Service Systems*** determined that CVWD has sufficient capacity to support the project. Since Alternative 3 would reduce the proposed project by 52,279.7 gpd, this Alternative would result in less wastewater than the proposed project. Therefore, CVWD would have adequate facilities to support the Reduced Density Alternative.

Although the impacts to wastewater facilities will be reduced in Alternative 3 compared to the project, both scenarios would result in less than significant impacts.

### *Solid Waste*

Development of the Reduced Density Alternative would generate solid waste. Solid waste services would be provided by Burrtec. The development of the Reduced Density Alternative would require solid waste services for construction activities. However, construction waste produced by Alternative 3 would not be significant and would cease after the facilities were developed. The operation of Alternative 3 would increase solid waste.

Since Alternative 3 would result in the development of a reduced density project, solid waste generated by operation of Alternative 3 would be less than the waste generated by the proposed project. As determined in **Section 4.15, *Utilities and Service Systems***, the landfills that would service the property have adequate capacity to support solid waste generated by the proposed project, and therefore, the Reduced Density Alternative would also result in less than significant impacts.

### *Electricity*

Electricity would be required for construction and operation of Alternative 3. However, it is likely that electricity consumed by Alternative 3 would result in less impacts to electrical services as compared to the project. Alternative 3 would consume approximately 6,223,867.4 kWh of electricity annually, which is approximately 28 percent less than the proposed project.

The proposed project would be required to connect to an existing IID substation to provide electricity to the project site. The increase of electrical demand for Alternative 3 would be supported by the proposed infrastructure, with implementation of the same improvements as the proposed project, given the relatively large development and the operation of the wave pool facility under this alternative.

Alternative 3 would result in less than significant impacts to electricity.

### *Natural Gas*

Natural Gas, provided by Southern California Gas Company (SoCalGas), would be required for the operation of Alternative 3. However, natural gas consumed by Alternative 3 would require less natural gas compared to the project. Alternative 3 would consume approximately 14,424,564 kBTU of natural gas annually, which is approximately 34 percent less natural gas than the proposed project.

The Reduced Density Alternative would be required to connect to existing SoCalGas infrastructure to provide natural gas to the project site. Additional natural gas infrastructure is not required. The increase of natural gas demand for the Reduced Density Alternative would be less than the proposed project, and would result in less than significant impacts.

### *Telecommunications*

The Reduced Density Alternative would be required to connect to existing telecommunication services, either by Frontier or Spectrum to provide telecommunication services to the project site. Additional infrastructure would not be required as determined in **Section 4.15, *Utilities and Service Systems.*** The increase of telecommunication demand for the site would be less than significant.

## Summary of Comparative Impacts

A summary comparison of impacts associated with the project alternatives is provided in **Table 7.6, *Comparison of Alternatives to Project***. As described above, the Reduced Density Alternative would result in similar impacts to the proposed project related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, and tribal cultural resources.

The Reduced Density Alternative would result in reduced impacts regarding air quality, energy resources, greenhouse gas emissions, noise, public services, transportation, and utilities, as compared to the proposed project.

### *Relationship to Project Objectives*

While potentially significant impacts would be reduced with the Reduced Density Alternative, the following project objective would not be achieved with Alternative 3:

- Establish a density hierarchy that situates the highest density development within the resort and gradually reduces density as you move away from the resort into the surrounding residential neighborhoods, while maintaining the overall density previously included for this property in the Andalusia Specific Plan.

This Alternative would also generate less transient occupancy tax and sales tax revenue for the City than the proposed project, but would achieve the project objective of enhancing the City's economic base to a lesser degree.

## 7.4.4 Alternative 4 – Golf/Resort Hotel

Under the Golf/Resort Hotel Alternative ("Alternative 4"), the project would be developed with a resort hotel of 150 hotel rooms and 57,000 square feet of associated recreational, restaurant and retail amenities, an 18-hole championship golf course that would be open to the public to play on a daily fee basis, and 600 low-density residential units. Under this Alternative, no Neighborhood Commercial would occur on the northeast corner of the property, and that land would be incorporated into the residential development on the site. No Wave Basin facility would be included in this alternative.

Although Alternative 4 would be consistent with the golf and residential uses allowed under the existing entitlements, the project would require a General Plan Amendment, Zone Change, Specific Plan Amendment, and new Specific Plan to allow the hotel use, as well as Tentative Tract Map(s), and Site Development Permits.

This Alternative is expected to result in similar impacts compared to the proposed project, except that impacts related to aesthetics and nighttime lighting would likely be reduced. In addition, this alternative is expected to require more water than the proposed project to maintain the golf course. A comparative analysis of impacts for Alternative 4 is provided below.

### *Aesthetics*

Under the Golf/Resort Hotel Alternative, impacts relating to aesthetic resources would be reduced compared to the proposed project due to the removal of the lighting and light towers for the Wave Basin. The residential, resort, and golf uses proposed in Alternative 4 would be subject to City review regarding architecture and design to ensure the development of a high-quality project. The residential

land use would adhere to Specific Plan standards involving building heights and setbacks in order to reduce its impact on the existing scenic vistas, which primarily include the Santa Rosa Mountains to the south, and Coral Mountain to the west. Currently, views of Coral Mountain and the Santa Rosa Mountains are largely unobstructed when viewed at the site. Existing facilities and infrastructure surrounding the project area partially obstruct the views of the mountains when viewed from the public rights-of-way and contribute to the existing visual character of the area. These include man-made structures, landscaping, residential homes, public facilities, barrier walls, and hedges.

Development of the Golf/Resort Hotel Alternative would result in impacts to the existing scenic vista, which is currently unobstructed. The proposed residential, resort, and golf uses proposed for Alternative 4 would be expected to impose Specific Plan requirements restricting building heights for buildings with 150 feet of the Avenue 58 and Madison Street rights-of-way in order to reduce impacts to scenic vistas observed from these roads. As determined in **Section 4.1, *Aesthetics***, development of the property would result in impacts to the existing views of Coral Mountain and the Santa Rosa Mountains, depending on the viewpoint location. Some locations along the public rights-of-ways, where the scenic vistas are most likely to be viewed, provide unobstructed views of the Mountains, however, development of the perimeter block wall and residential homes, as well as perimeter landscaping may result in partially obstructed views of the Mountains at some locations. However, the obstructed views depend on the location of the viewpoint, in conjunction with features along the project's frontage, including the landscape (tree and canopy size) and the location of the residential structures and rooftops. Therefore, this Alternative would be required to implement **Mitigation Measure AES-1**, which requires the perimeter walls to be setback from the Madison Street and Avenue 58 public rights-of-way by a minimum average of 30 feet (10 feet more than required under the LQMC), which shall be confirmed through the City's review and approval of final perimeter wall and landscape plans, and **Mitigation Measure AES-2**, which requires a minimum setback of 75 feet between any residential structure and the Madison Street and Avenue 58 public rights-of-way. However, even with **Mitigation Measures AES-1** and **AES-2**, the Alternative's impacts on existing views of scenic resources are significant and unavoidable, as are the proposed project's.

Similar to the proposed project, the residential and resort uses proposed would be consistent with those currently within the City of La Quinta. Low density residential communities are located north, east, and south of the project site. Residential dwellings developed for the proposed project and Alternative 4 would be similar to the existing dwellings in the City, and no commercial development would occur at Avenue 58 and Madison Street, which would be consistent with the residential character of the area. Therefore, impacts would be less than significant.

Alternative 4 proposes a project with resort, residential, and golf uses. Light and glare generated by the Alternative would be similar to the existing land uses in the surrounding area (i.e., residential and golf communities). Alternative 4 would be required to comply with the City of La Quinta's outdoor lighting standards established in Chapter 9.100.150, Outdoor Lighting, of the La Quinta Municipal

Code (LQMC), and would not require modification to these standards in its Specific Plan, since no light poles would be required for the Wave Basin facility. Light generated by the Golf/Resort Hotel Alternative would be less than under the proposed project, and result in less than significant impacts.

The Golf/Resort Hotel Alternative would result in lower and less than significant impacts to most aesthetic resources such as visual character, and light and lighting. Compared to the proposed project, these impacts would be reduced, due to the removal of the Wave Basin and neighborhood commercial proposed for the project.

Compared to the proposed project, Alternative 4 would result in less impacts to aesthetic resources, since the Golf/Resort Hotel Alternative would not develop the recreational Wave Basin or the neighborhood commercial uses. However, both scenarios would result in significant impacts to existing views of scenic vistas.

### *Air Quality*

The combination of residential, hotel and golf course uses associated with Alternative 4 would result in relatively lower traffic generation levels compared to the proposed project. Construction activities associated with Alternative 4 would disturb the entire site for development and expected to involve a similar construction duration, resulting in comparable construction-related emissions.

The comparison of traffic generation totals among the five alternatives and proposed project are summarized in the Coral Mountain Alternatives – Trip Generation and Air Quality and Greenhouse Gas Comparison (**Appendix N**) provided by Urban Crossroads. As shown in **Table 7-4**, provided under the Transportation discussion below, Alternative 4 is expected to generate 3% fewer trips compared to the proposed project from the residential, hotel and golf course uses. This alternative would have lower emissions associated with the production of electricity and water because it would not involve a Wave Basin feature.

Although air quality emission increases or decreases are not linear in the CalEEMod model, Alternative 4 would result in slightly lower emissions associated with vehicle trips. Alternative 4 would not include all of the PDFs proposed for the project, and would therefore not benefit from the 12% to 15% emission reductions associated with those PDFs. Without all of the PDF-related emission reductions similar to the proposed project, the 3% reduction in vehicle trips alone is not expected to lower emissions to less than significant levels without the need for mitigation. The modest reduction in trips under this Alternative would not be sufficient to reduce vehicle emissions to less than significant levels. Overall, therefore, impacts associated with Alternative 4 would be comparable during construction, but potentially greater and significant during operations.

### *Biological Resources*

Under Alternative 4, conditions to biological resources would be similar to the proposed project.

As established in **Section 4.3, *Biological Resources***, development of the 386-acre property would result in impacts to biological resources, therefore, mitigation measures are recommended to reduce these impacts to less than significant. The mitigation measures require burrowing owl and bat surveys to occur prior to construction, and the removal of vegetation at the site to occur outside of the general bird nesting season (January 15 through August 31), or pre-construction nesting bird surveys, as applicable. Alternative 4 would be required to implement these mitigation measures to reduce impacts to biological resources to less than significant levels, since it would result in the same level of disturbance. Alternative 4 would result in similar impacts to biological resources compared to the proposed project.

### *Cultural Resources*

Per the conclusions in **Section 4.4, *Cultural Resources***, of this Draft EIR, the development of the 386-acre site may result in impacts to cultural resources, however, these impacts can be mitigated to less than significant levels. Alternative 4 would result in development of the 386-acre site, and would be required to implement the mitigation measures established in **Section 4.4**. In order to reduce impacts to less than significant levels this Alternative would be required to: develop a comprehensive recordation program prepared by a qualified archaeologist; retain a qualified archaeologist during all project-related ground disturbing activities; hire an approved Agua Caliente Band of Cahuilla Indians (ACBCI) Native American Cultural Resource Monitor during any ground disturbing activities; implement cultural sensitivity training for all contractors; establish protected easements and National Register nominations; preserve the historic adobe and avoid the unknown archaeological sites along the base of Coral Mountain. The implementation of these mitigation measures would ensure impacts to cultural resources are reduced to less than significant levels.

Compared to the proposed project, the Golf/Resort Hotel Alternative would result in similar impacts to cultural resources. Both the proposed project and Alternative 4 would avoid impacts associated with potential disturbance to cultural resources with the implementation of mitigation measures.

### *Energy*

Consumption of energy during construction and operation of Alternative 4 would be reduced compared to the proposed project since this Alternative does not propose the commercial component in the northeast corner of the site, or the development of the Wave Basin (and its associated infrastructure). Construction of Alternative 4 would likely occur during a similar time frame as the proposed project. However, operation of Alternative 4 would result in less impacts to energy resources compared to the project.

#### *Construction*

Short-term energy consumption related to construction activities would occur during development of Alternative 4. 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. However, as determined in **Section 4.5, *Energy Resources***, the use of electricity and petroleum during the would not be excessive, or unnecessary, and would cease at the conclusion of construction. Both scenarios would result in less than significant impacts to energy resources during construction of the site.

*Operation*

The operation of Alternative 4 would result in an increase of energy demand, via natural gas, and petroleum, however, Alternative 4 would result in reduced consumption of electricity. Alternative 4 would consume approximately 6,952,466.8 kWh of electricity annually, which is approximately 19.5 percent less electricity than the proposed project. This is due to the removal of the Wave Basin and neighborhood commercial uses. Alternative 4 would consume approximately 22,491,253.2 kBTU of natural gas annually, which is a 3 percent increase over that used by the proposed project. This is due to the increase of single family residential homes.

The proposed project is required to connect to an existing IID substation (offsite). Under Alternative 4, given the amount of residential and resort development in this Alternative, it is anticipated that the same off-site improvements will be required by IID.

Alternative 4 does not propose the development of neighborhood commercial uses or the Wave Basin. Instead, the property would include an 18-hole golf course, resulting in reduced consumption of energy resources during operation compared to the proposed project. Both the Golf/Resort Hotel Alternative and the proposed project would result in an increase of energy demand in the area, due to the proposed residential, resort, and recreational uses. However, energy consumed during construction and operation of Alternative 4 and the proposed project are anticipated to result in less than significant impacts.

### *Geology and Soils*

Because the entire site would be developed under Alternative 4, 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 with the incorporation of mitigation measures consistent with those applied to the proposed project. Development of the property would be required to comply with the building code, and with the recommendations provided in the site-specific Geotechnical Investigation (**Appendix G**) to ensure the onsite soils can support the proposed foundations and structures. Additionally, Alternative 4 would be required to retain a qualified paleontological monitor during all earth-moving operations reaching beyond the depth of two feet.

The Golf/Resort Hotel Alternative does not propose the development of the Wave Basin facility; however, it is likely that Alternative 4 would introduce lakes throughout the golf course area for retention and aesthetic purposes. These features are typical for golf courses.

Alternative 4 would result in similar impacts to geology and soils compared to the proposed project, and both would result in less than significant impacts.

### *Greenhouse Gas Emissions*

The combination of residential, hotel and golf course uses associated with Alternative 4 would disturb the entire site for development and involve a similar construction duration, resulting in comparable construction-related GHG emissions.

The comparison of traffic generation totals among the five alternatives and proposed project are summarized in the Coral Mountain Alternatives – Trip Generation and Air Quality and Greenhouse Gas Comparison (**Appendix N**) provided by Urban Crossroads. As shown in **Table 7-4**, provided under the Transportation discussion below, Alternative 4 is expected to generate 3% fewer trips compared to the proposed project from the residential, hotel and golf course uses. This Alternative would have lower emissions associated with the production of electricity and water because it would not involve a Wave Basin feature.

Alternative 4 would not include all of the PDFs proposed for the project, and would therefore not benefit from the 30% GHG emission reductions associated with those PDFs. Without the PDF-related emission reductions similar to the proposed project, the 3% reduction in vehicle trips alone is not expected to lower emissions to less than significant levels without the need for mitigation. This is in part because the PDFs under this Alternative do not achieve the same level of reductions that are attained under the proposed project. Overall, therefore, impacts associated with Alternative 4 would be comparable during construction, but potentially greater and significant during operations, and similar to those of the proposed project.

### *Hazards and Hazardous Materials*

Alternative 4 would not introduce any potentially new hazardous materials related to construction activities or operation. The nature of these uses is not expected to involve, as a primary activity, the routine transport, use, or disposal of hazardous materials in quantities or a manner that would pose a threat to the project and its surroundings, or create a significant hazard through a foreseeable accident conditions involving the release of hazardous materials into the environment. The hazardous materials during construction or operation of the site would be delivered, stored, and handled to manufacturer instructions and industry standards.

During construction of the site, the contractor will identify a controlled staging area within the property limits for storing materials and equipment, as required by a Strom Water Pollution Prevention Plan (SWPPP), if applicable. 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. The Golf/Resort Hotel Alternative would implement safety procedures when using, handling, storing hazardous materials and impacts would be less than significant.

The site, under Alternative 4, would include the operation of residential, resort, and recreational uses. 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. The applicant may be required to submit a Hazardous Materials Business Plan (HMBP) to the Riverside County Fire Department. This standard condition applies to Alternative 4 and would ensure that impacts from the release of hazardous materials at the site would be less than significant.

The Golf/Resort Hotel Alternative proposes a 150-room resort hotel. Public pools associated with the hotel shall be required to adhere to all applicable standards and regulations within the California Health and Safety Code, the California Code of Regulations (CCR), the California Building Code and the California Electrical Code regarding public swimming pools, including disinfection. The enforcing agency that would evaluate the plans for the property prior to construction would be the Riverside County Department of Environmental Health.

As determined in **Section 4.8, *Hazards and Hazardous Materials***, the site is not located within one-quarter mile of an existing or proposed school, therefore, there would be no impact to a school facility. Additionally, the property and a radius of 0.75 miles was not identified to be on a list of hazardous materials site. Therefore, Alternative 4 would not create a significant hazard to the public or the environment.

Construction and operation of the 386-acre site will increase vehicular and multi-modal transportation along the local major roadways in the City. Access to the site will be consistent with that for the proposed project, except that fewer access points would be required because the neighborhood commercial development would not occur. Local roadways will provide public and emergency access in to and out of the project property. A Traffic Control Plan will be required as a condition of approval to be implemented throughout all construction activities. Project access points will be reviewed by the Fire Department, to ensure adequate access for emergency vehicles.

Alternative 4 implementation is not expected to interfere with critical facilities, emergency transportation and circulation, or emergency preparedness coordination. Alternative 4 and the proposed project would result in less than significant impacts.

Finally, the property is not located in a Moderate, High, or Very High Fire Hazard Severity Zone (VHFHSZ) according to CALFIRE's High Fire Hazard Severity Zones in State Responsible Areas Map. Therefore, impacts of exposing people or structures to a significant risk involving wildland fires are expected to be less than significant in both the Reduced Density Alternative and the proposed project.

The Golf/Resort Hotel Alternative and the proposed project would result in less than significant impacts regarding hazards and hazardous materials.

### *Hydrology and Water Quality*

Although Alternative 4 represents a different composition of land uses compared to the proposed project, it would have a comparable disturbance area compared to the proposed project. Engineering design for Alternative 4 would be required to comply with City standards for the on-site retention of storm flows during the 100 year storm, and would be expected to design retention basins and similar facilities to those proposed for the project that would be integrated into the golf course design.

Alternative 4 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 4 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 4 would be expected to result in less than significant impacts to water demand from the local utility purveyor and such demand levels would not be expected to substantially decrease groundwater supplies or interfere with groundwater recharge. Therefore, with implementation of the regulatory program requirements designed to prevent hydrologic, stormwater and surface water impairments, the impacts resulting from Alternative 4 would be less than significant and similar to the proposed project.

### *Land Use and Planning*

The project site is currently located with Andalusia at Coral Mountain Specific Plan (SP 03-067) area. Under SP-03-067, the land use designations for the property are currently Low Density Residential, Open Space Recreational, and General Commercial land uses, as established by the City of La Quinta. The property is currently zoned for Low Density Residential (RL), Golf Course (GC), and Neighborhood Commercial (CN).

Under Alternative 4, The Golf/Resort Hotel Alternative would require a General Plan Amendment, Zone Change, Specific Plan Amendment, and new Specific Plan for the hotel use, as well as Tentative Tract Map(s), and Site Development Permits. However, as determined in **Section 4.10, *Land Use and Planning***, of this Draft EIR, none of these entitlements would result in any conflicts with or significant impacts to any land use plan, policy, or regulation. This is due to Alternative 4's consistency with the La Quinta General Plan goals and policies, as outlined in **Section 4.10**. Alternative 4 would achieve various goals and policies outlined within the City's General Plan, including the land use goal to

maintain a high-quality design that complements the City (*Goal LU-2*). Additionally, changes and variations from the zoning code in a specific plan would be offset by high quality design, amenities and a mix of land uses (*Policy LU-2.1*). Both the project and Alternative 4 would result in the continued growth of the tourism and resort industries in the City (*Goal ED-2*). Therefore, Alternative 4 would comply with goals and policies in the General Plan, and would result in less than significant impacts to any land use plan, policy, or regulation.

Additionally, this Alternative, like the project site, would not divide an established community. No impacts would occur.

### *Noise*

The operation and construction of Alternative 4 would result in an increase in onsite and offsite noise compared to the existing conditions. This is analyzed below.

#### *Construction*

The Golf/Resort Hotel Alternative proposes the construction and operation of residential, resort hotel rooms, and an 18-hole golf course. Similar to the proposed project, construction of Alternative 4 would increase the ambient noise level because the entire site would be disturbed. However, construction activities would be expected to conform to specified hours, per Section 6.08.050 of the La Quinta Municipal Code. Mitigation measures required for the proposed project, including utilizing construction equipment equipped with properly operating and maintained mufflers; and locating equipment staging in areas separated from noise-sensitive receivers would also apply to Alternative 4. Construction noise would contribute a short-term impact and would cease once construction has ended, and would be expected to be less than significant, consistent with the proposed project.

#### *Operation*

Operational noise associated with project-generated traffic is not anticipated to be significant under Alternative 4. Structures in Alternative 4 would be subject to building code requirements for windows, (non-glass) doors, walls, roofs, and ventilation to ensure noise observed onsite would be less than significant.

The recreational Wave Basin would not be developed in the Golf/Resort Hotel Alternative. Therefore, neither the mechanical equipment required to operate the Wave, nor the four special events associated with the Wave Basin would occur. However, the golf course could host special events of comparable spectator capacity. As determined in **Section 4.11, *Noise***, noise associated with the proposed project's special events will not result in significant impacts, and neither would those associated with Alternative 4.

Additionally, typical day trip generation would be 3 percent less than the proposed project. The majority of operational noise impacts correlate with traffic levels, so noise under Alternative 4 is expected to be slightly less than under the proposed project.

Alternative 4 would have equivalent construction noise impacts to the proposed project, but would result in lower noise levels for the life of the project. As determined in **Section 4.11, *Noise***, the proposed project would not result in significant construction or operational noise impacts. The Golf/Resort Hotel Alternative would result in reduced noise levels, and would have less than significant noise impacts.

### *Public Services*

The Golf/Resort Hotel Alternative project would introduce residents or uses that would place additional demand on the City of La Quinta's public services. There would be an increased demand in police, fire, and emergency services, schools, public facilities, and parks, because Alternative 4 would result in similar intensity of development as the proposed project. However, Alternative 4 would be required to comply with applicable laws and codes imposed by the City and Riverside County Fire Department, and to pay applicable Development Impact Fees. Impacts would be less than significant.

Alternative 4 would result in similar impacts to public services as the proposed project and Alternative 4 will result in less than significant impacts.

### *Transportation*

The Golf/Resort Hotel Alternative would result in a 3% decrease in overall daily trips in the project area, as shown in **Table 7-4**. However, it will also result in a slight increase of peak hour trips in both the AM and PM Peak hours due to the increase in traffic associated with the proposed development of single-family homes.

**Table 7-4 Alternative 4 Trip Generation Comparison**

| Land Use | AM Peak Hour | | | PM Peak Hour | | | Daily |
|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | |
| **Alternative 4 Trip Generation Comparison** | | | | | | | |
| Proposed Project (TIA) | | | | | | | |
| *-496 DU SFDR, 104 DU MF, 150 RM Hotel, 60 TSF Retail. 12 AC Wave Basin Facility, 15 TSF Wave Village, 16 TSF The Farm* | 147 | 300 | 447 | 383 | 255 | 638 | 6,994 |
| The Golf/Resort Hotel Alternative | | | | | | | |
| *-600 DU SFDR, 150 RM Hotel, 18 Hole Golf Course* | 162 | 334 | 496 | 403 | 261 | 664 | 6,799 |
| **Alternative 4 Delta (Alternative – TIA)** | **15** | **34** | **49** | **20** | **6** | **26** | **-195** |

Short-term construction vehicle trip impacts would result from the development of alternative. However, like the proposed project, these impacts would be generally limited to permitted construction activity hours. Primary access to the site will be consistent with the proposed project, but will not include the neighborhood commercial access points. Local roadways will provide public

and emergency access in to and out of the project property. A Traffic Control Plan will be implemented throughout all construction activities.

Operational traffic as a result of the Golf/Resort Hotel Alternative would also increase typical day vehicle trips in the project area compared to the existing condition (see **Appendix N**). The Golf Course Resort would be open to the public, unlike the private club proposed for the project. Overall, however, operation of Alternative 4 would decrease off-site vehicle trips by 3%, as compared to the proposed project, (see **Appendix N**). Alternative 4 trip generation rates are anticipated to be only 195 daily trips below the proposed project which can be considered a negligible difference. Alternative 4 would therefore be responsible for the fair share contribution of the same 15 area roadway improvements as the proposed project. Impacts for this Alternative relative to trip generation are expected to be less than significant.

VMT: This Alternative is expected to have a higher total VMT on a per capita basis because this Alternative removes the project's neighborhood-serving commercial uses that would reduce the length of vehicle trips for the residents of this project and the surrounding communities (who would need to drive further for those commercial amenities under this Alternative). Impacts relative to VMT could potentially be significant and unavoidable for Alternative 4.

### *Tribal Cultural Resources*

Under Alternative 4, the property would result in similar impacts to tribal cultural resources as the proposed project. As determined in **Section 4.14, *Tribal Cultural Resources***, development of the project site would require mitigation measures to reduce project impacts to tribal cultural resources to less than significant levels. Alternative 4 would be required to implement the same measures as the proposed project.

### *Utilities and Service Systems*

The Golf/Resort Hotel Alternative would increase the use of utilities, such as water service and supply, wastewater collection and treatment, solid waste, electricity, natural gas, and telecommunication services due to the proposed uses on the property.

#### *Water*

Water supply would be provided to the site by the Coachella Valley Water District (CVWD). Alternative 4 would result in an increase in water demand during construction and operation of the proposed residential, resort, and golf uses.

Although the Golf/Resort Hotel Alternative would remove the neighborhood commercial area and the infrastructure associated with the Wave Basin, Alternative 4 would result in higher water demand than the proposed project because of the water required to irrigate the championship 18-hole golf course. Based on the findings in the Alternatives Water, Electricity, and Natural Gas Comparisons

(**Appendix O**), the Golf/Hotel Resort Alternative would result in 1,092.51 AFY of water demand, which is 133.88 AFY more water demand than the proposed project. Residential indoor water demand for Alternative 4 and the proposed project would be the same since both scenarios propose 600 residential units. Non-residential indoor demand for Alternative 4 would be less than the proposed project due to the removal of the neighborhood commercial use. Although the Golf/Resort Hotel Alternative does not propose 60,000 square feet of neighborhood commercial uses in the northeast portion of the site, the golf use proposed in Alternative 4 would likely result in the development of clubhouse facilities that would result in non-residential indoor water demand. The operation of the non-residential indoor uses (i.e., resort, resort commercial, golf-related facilities) in Alternative 4 would result in less water demand compared to the proposed project. Outdoor water demand for Alternative 4 would be 952.52 AFY, which is below CVWD's Maximum Applied Water Allowance (MAWA) for outdoor water use in the area. A Water Supply Assessment would be required for this Alternative. Additional water lines would also be required at the site in order to support the increased development proposed for the Golf/Resort Hotel Alternative.

As determined in **Section 4.15, *Utilities and Service Systems***, the proposed project would result in less than significant impacts to water supply and infrastructure. CVWD determined in the project-specific WSA/WSV that the water provider has sufficient supply to support the proposed project. Alternative 4 would consume more water than the proposed project, however, the Golf/Resort Hotel Alternative would consume a small fraction of CVWD's water supply. This Alternative would result in less than significant impacts to water supply.

### *Wastewater*

Wastewater service, provided by CVWD, would be required for Alternative 4.

Although the Golf/Resort Hotel Alternative does not propose 60,000 square feet of neighborhood commercial uses in the northeast portion of the site, the golf use proposed in Alternative 4 would likely result in the development of clubhouse facilities that would result in wastewater demand. The operation of the residential, resort, resort commercial, and golf-related facilities in Alternative 4 would result in similar wastewater demand compared to the proposed project.

**Section 4.15, *Utilities and Service Systems*** concluded that CVWD has sufficient capacity to support the proposed project. Alternative 4 would result in similar wastewater demand compared to the proposed project. Therefore, CVWD would have adequate facilities to support the Golf/Resort Hotel Alternative, and impacts associated with wastewater collection and treatment would be less than significant for Alternative 4.

### *Solid Waste*

Development of the Golf/Resort Hotel Alternative would introduce 600 residential dwelling units, 150 resort/hotel rooms, and an 18-hole golf course. The construction and operation of the proposed site

would generate solid waste. Solid waste services would be provided by Burrtec. The development of the Golf/Resort Hotel Alternative would require solid waste services for construction activities. However, construction waste produced by Alternative 4 would not be significant and would cease after the facilities were developed.

Solid waste generated by operation of Alternative 4 would result in less waste generated by the reduced commercial development, consistent waste for the hotel and residential uses, and potentially higher levels of green waste for the golf course. As determined in **Section 4.15, *Utilities and Service Systems***, the proposed project's impact to solid waste infrastructure (i.e., landfills) would be less than significant. Compared to the project, Alternative 4 would result in somewhat lower solid waste generation, and impacts would be somewhat lower, and would be less than significant.

### *Electricity*

Electricity would be required for construction and operation of Alternative 4. However, it is likely that electricity consumed by Alternative 4 would result in reduced demand for electrical services compared to the project. Alternative 4 would consume approximately 6,952,466.8 kWh of electricity annually, which is approximately 19.5 percent less electricity than the proposed project. This is due to the removal of the Wave Basin, the mechanical equipment associated with the Wave Basin, and neighborhood commercial uses.

The proposed project would be required to connect to an existing IID substation to provide electricity to the project site. All existing and proposed utilities within or immediately adjacent to the proposed project would be installed underground. The Golf/Resort Hotel Alternative would be required to connect to the existing substation, given the amount of residential and resort development in this Alternative.

Both scenarios would result in less than significant impacts to electricity. Neither project would result in significant and unavoidable impacts.

### *Natural Gas*

Natural Gas, provided by Southern California Gas Company (SoCalGas), would be required for the operation of Alternative 4. However, it is likely that natural gas consumed by Alternative 4 would result in increased impacts to natural gas services compared to the project due to the increased number of single family residential units. Alternative 4 would consume approximately 22,491,253.2 kBTU of natural gas annually, which is a 3 percent increase over the proposed project.

Additional natural gas infrastructure is not required. The increase of natural gas demand for the Alternative 4 would be less than significant.

### *Telecommunications*

The Golf/Resort Hotel Alternative would be required to connect to existing telecommunication services, either by Frontier or Spectrum to provide telecommunication services to the project site. Additional infrastructure would not be required as determined in **Section 4.15, *Utilities and Service Systems.*** The increase of telecommunication demand for the site would be less than significant for both Alternative 4 and the proposed project.

### Summary of Comparative Impacts

A summary comparison of impacts associated with the project alternatives is provided in **Table 7-6*, Comparison of Alternatives to Project***. As described above, the Golf/Resort Hotel Alternative would result in similar and mitigatable impacts to the proposed project related to biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, public services, tribal cultural resources, and utilities (other than water, electricity, and natural gas).

The Golf/Resort Hotel Alternative would result in reduced impacts regarding aesthetics, energy resources (electricity and petroleum use), noise, and utilities (electricity). Impacts to air quality, energy resources (natural gas), transportation (VMTs), and utilities (regarding water supply and natural gas) would be increased in Alternative 4 compared to the proposed project due to the Alternative's golf course and additional single family residential units.

#### *Relationship to Project Objectives*

While potentially significant aesthetic impacts would be reduced or avoided with the Golf/Resort Hotel Alternative, the following project objectives would not be achieved, or not achieved to the same degree, with Alternative 4:

- Develop a high-quality private wave basin (The Wave) that provides unique recreational opportunities for future residents of the project, and that attracts resort guests and creates a landmark facility that will enhance the City's reputation as the "Gem of the Desert". !

Alternative 4 would result in land uses (Golf/Resort Hotel/Residential) which are typical of the current land use pattern in the City. With the exception of the construction of the Wave Basin, this Alternative would result meet the project objectives, and generate transient occupancy tax (TOT) and sales tax revenues to benefit the City.

## 7.4.5 Alternative 5 – Lake Amenity/No Hotel

Under the Lake Amenity Alternative ("Alternative 5"), the project would be developed with a lake amenity instead of the Wave Basin, and would include 750 low-density residential units and 8.4 acres of commercial uses at the northeast corner of the property, consistent with the existing entitlements for the project site. The lake would be approximately 75 acres, and would be used for typical lake uses, including small electric boats, sailing, kayaking and paddle boarding (but not gas-powered boats

or recreational watercraft). The lake would provide a private amenity for the project residents and their guests, and would be owned and maintained by the homeowners association. This Alternative would not have the hotel or other Tourist Commercial uses and would not have the occasional special events that would be associated with the Wave Basin.

Although Alternative 5 would be consistent with the existing residential and commercial uses allowed under the existing entitlements, the project would require a General Plan Amendment, Zone Change, Specific Plan Amendment, Tentative Tract Map(s), and Site Development Permits.

This Alternative is expected to result in reduced impacts for noise, nighttime lighting and would avoid the temporary impacts from special events that could occur at the Wave Basin up to four times a year. However, the lake amenity would use more water than the proposed Wave Basin. A comparative analysis of impacts for Alternative 5 is provided below.

### *Aesthetics*

Under the Lake Amenity/No Hotel Alternative, impacts to the aesthetic resources would be somewhat reduced when compared to the proposed project. Alternative 5 proposes the development of 750 low density residential units and 8.4 acres of commercial uses at the northeast corner of the property. These uses are consistent with the existing zoning and land use designations of the project site. The development of these land uses would be compliant with the development standards established in the City of La Quinta Municipal Code. The residential and commercial land uses would also be consistent with the existing uses in the City of La Quinta, which is currently defined by residential homes and communities north, east, and south of the project property.

Alternative 5 also proposes the development of a 75-acre lake amenity, in place of the project's proposed 16.62-acre Wave Basin. As analyzed in **Section 4.1, *Aesthetics***, of this Draft EIR, associated infrastructure for the Wave Basin includes seventeen 80-foot light fixtures for evening use of the Wave Basin facility. The 75-acre lake proposed in Alternative 5 would be used for typical lake uses, including small electric boats, sailing, kayaking and paddle boarding (but not gas-powered boats or recreational watercraft). Operation of the lake amenity will not include 80-foot light fixtures, therefore, Alternative 5 would result in less light impacts compared to the proposed project.

Impacts of Alternative 5 to scenic resources located on- and off-site would be similar to the proposed project, since both projects propose development of the 386-acre site. Impacts to the existing adobe structure onsite would be avoided by placing a fence around the property to prevent development in that area to protect the adobe. Impacts to existing views of the scenic resource, Coral Mountain, would be similar to the proposed project because this Alternative would also include perimeter walls and landscaping, as well as residential buildings, that will result in the partial obstruction of mid-range and peak views of Coral Mountain. Therefore, both the project and Alternative 5 would be required to implement **Mitigation Measure AES-1**, which requires the perimeter walls to be setback from the Madison Street and Avenue 58 public rights-of-way by a minimum average of 30 feet (10 feet more

than required under the LQMC), which shall be confirmed through the City's review and approval of final perimeter wall and landscape plans, and **Mitigation Measure AES-2**, which requires a minimum setback of 75 feet between any residential structure and the Madison Street and Avenue 58 public rights-of-way. However, even with **Mitigation Measures AES-1** and **AES-2**, the project's impacts on existing views of scenic resources are considered significant and unavoidable.

Alternative 5 does not propose the development of the Wave Basin, which includes 80-foot light fixtures surrounding the recreational facility. Therefore, the Lake Amenity/No Hotel Alternative would result in reduced light and glare impacts compared to the proposed project.

### *Air Quality*

Implementation of Alternative 5 would entail development focused on a public lake amenity incorporated into a site design with 750 low-density residential dwelling units and 8.4 acres of commercial uses at the northeast corner of the property, consistent with the existing entitlements for the project site. Construction activities associated with Alternative 5 would disturb the entire site for development and likely involve a similar construction duration, resulting in comparable construction-related emissions. Based on preliminary engineering estimates, the earthwork activities (cut and fill) associated with this alternative would result in a balanced on-site condition, resulting in no soil import or export from the project site. This earthwork balance would be achieved by distributing the cut earthwork quantities across the site elevation. As a result, no import or export-related hauling would be involved with this Alternative.

The comparison of traffic generation totals among the five alternatives and proposed project are summarized in the Coral Mountain Alternatives – Trip Generation and Air Quality and Greenhouse Gas Comparison (**Appendix N**) provided by Urban Crossroads. As shown in **Table 7-5**, provided under the Transportation discussion below, Alternative 5 is expected to generate 12% more trips compared to the proposed project. Since this alternative would involve a lake amenity absent of the wave generation feature, the emissions from the production of electricity for this feature would be eliminated.

Although air quality emission increases or decreases are not linear in the CalEEMod model, Alternative 5 would result in higher emissions associated with vehicle trips. Alternative 5 would be expected to have proportionally higher and potentially significant NOx and VOC emissions, which are directly influenced by mobile sources. For the proposed project, PDFs and mitigation resulted in an average reduction of 12% to 15% in criteria air pollutant emissions. Compared to the proposed project, Alternative 5 is expected to achieve a lower reduction in criteria air pollutant emissions from PDF implementation because Alternative 5 cannot be assumed to include commute trip reduction programs, telecommuting and alternative work schedules, employer-sponsored shuttles, on-site photovoltaic electricity supply as PDFs (the other PDFs were assumed to be included in Alternative 5).

Overall, therefore, impacts associated with Alternative 5 would be comparable during construction, but potentially higher and significant during operations.

### *Biological Resources*

Under Alternative 5, impacts to biological resources would be similar to the proposed project, insofar as the entire site would be disturbed.

As established in **Section 4.3, *Biological Resources***, development of the 386-acre property would impact onsite biological resources, therefore, mitigation is recommended to reduce the impacts to less than significant levels. The mitigation measures require burrowing owl and bat surveys to be conducted prior to construction, and vegetation removal activities to occur outside of the general bird nesting season (January 15 through August 31), or nesting surveys, as appropriate. The same mitigation measures would be required for development of Alternative 5 to reduce impacts to biological resources to less than significant levels.

The Lake Amenity/No Hotel Alternative would reduce impacts associated with biological resources with the implementation of the mitigation measures. Alternative 5 would result in similar impacts to biological resources compared to the proposed project.

### *Cultural Resources*

The development of the project site may result in impacts to cultural resources, which would also occur with Alternative 5, since the entire site would be disturbed. Alternative 5 would be required to implement the mitigation measures established in **Section 4.4, *Cultural Resources***, which include developing a comprehensive recordation program prepared by a qualified archaeologist; retaining a qualified archaeologist during all project-related ground disturbing activities; hiring an approved Agua Caliente Band of Cahuilla Indians (ACBCI) Native American Cultural Resource Monitor during any ground disturbing activities; implementing cultural sensitivity training for all contractors; establishing protected easements and National Register nominations; preserving the historic adobe and avoiding the known archaeological sites along the base of Coral Mountain. Both the proposed project and Alternative 5 would reduce impacts associated with potential disturbance to cultural resources with the implementation of mitigation measures.

### *Energy*

Consumption of energy would be reduced under Alternative 5 since this alternative removes the Tourist Commercial portion of the site and the Wave Basin facility. Therefore, energy consumption associated with these uses would be removed with the implementation of Alternative 5. However, energy consumption impacts associated with the residential, commercial, and open space (lake) land uses would occur from the Lake Amenity/No Hotel Alternative. These impacts are discussed below.

#### *Construction*

Short-term energy consumption related to construction activities would occur during development of Alternative 5. Construction-related energy use would include the consumption of electricity for tools and power required for construction 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. Development of Alternative 5 would result in a reduced demand for energy resources because total construction-related energy use would be lower under this alternative because the hotel, Wave Basin, and resort-related amenities and commercial uses would not be constructed. As determined in **Section 4.5, *Energy Resources***, the use of electricity and petroleum during buildout would not be excessive, or unnecessary, and would cease at the conclusion of construction. Construction of Alternative 5 would result in the same conclusion.

*Operation*

The operation of Alternative 5 would result in an increase of energy demand, via electricity, natural gas, and petroleum. Alternative 5 would consume approximately 5,071,006 kWh of electricity annually, and 13,280,466.5 kBTU of natural gas annually (**Appendix O**). Energy use under this alternative would be reduced by approximately 41% for electricity, and 40% for natural gas. As determined in **Section 4.5, *Energy Resources***, of this Draft EIR, the use of energy during the proposed project operations would not be excessive, or unnecessary.

Under Alternative 5, connection to the existing substation, given the amount of residential development in this Alternative, is anticipated, consistent with that required for the proposed project.

Alternative 5 would result in reduced consumption of energy resources since energy consumption resulting from the Tourist Commercial and Wave Basin facility uses would not occur in the Lake Amenity/No Hotel Alternative. However, due to the increased vehicle trips associated with the 750 residential units (11.7 percent increase compared to the project), Alternative 5 would result in increased petroleum consumption compared to proposed project.

Overall, Alternative 5 would result in less energy use than the proposed project.

### *Geology and Soils*

The project site is currently undeveloped and vacant. Under Alternative 5, the site would develop 750 low density residential dwelling units, 8.4 acres of neighborhood commercial uses, and a 75-acre lake.

As determined in **Section 4.6, *Geology and Soils,*** of this Draft EIR, the site is not located near an Alquist-Priolo Earthquake fault zone.

Structures proposed in Alternative 5 would be developed to the most current state and local standards regarding building construction to reduce impacts of seismic events to less than significant levels. The proposed structures would not be located adjacent to the slopes of Coral Mountain to the west. Therefore, the structures would not be impacted by rockslides 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 and operation of the site is anticipated to be less than significant because the project will implement standards and guidelines established by agencies to reduce these impacts, such as grading standards, implementation of a Fugitive Dust Control Plan, or a Stormwater Pollution Prevention Plan, to name a few. Development of Alternative 5 would be required to implement the mitigation measures established in the project-specific Geotechnical Evaluation and retain a qualified paleontologist during development of the site. Alternative 5 would be required to implement these mitigation measures to reduce impacts to habitable structures and paleontological resources.

Alternative 5 would also result in the development of a 75-acre lake amenity; therefore, mitigation would be required for the design of the water feature to reduce impacts of onsite soils to less than significant levels. The 75-acre lake would be required to implement mitigation so that the facility is engineered and designed to reduce impacts of liquefaction and seismic events to less than significant levels.

The implementation of the mitigation measures would reduce impacts to geology and soils to less than significant for Alternative 5, consistent with the proposed project. Alternative 5 would result in similar impacts to geology and soils compared to the proposed project.

### *Greenhouse Gas Emissions*

The lake amenity, 750 low-density residential dwelling units and 8.4 acres of commercial uses associated with Alternative 5 would disturb the entire site for development and involve a similar construction duration, resulting in comparable construction-related GHG emissions.

The comparison of traffic generation totals among the five alternatives and proposed project are summarized in the Coral Mountain Alternatives – Trip Generation and Air Quality and Greenhouse Gas Comparison (**Appendix N**) provided by Urban Crossroads. As shown in **Table 7-5**, provided under the Transportation discussion in Alternative 2, Alternative 5 is expected to generate 12% more trips compared to the proposed project from the lake amenity, residential, and commercial uses. Since this alternative would involve a public lake amenity absent of the wave generation feature, the emissions from the production of electricity for this feature would be lower.

For the proposed project, PDFs alone resulted in a GHG emissions reduction of approximately 30%. Compared to the proposed project, Alternative 5 is expected to achieve a lower reduction in GHG emissions from PDF implementation because Alternative 5 cannot be assumed to include commute trip reduction programs, telecommuting and alternative work schedules, employer-sponsored shuttles, on-site photovoltaic electricity supply as PDFs (the other PDFs were assumed to be included in Alternative 5). Overall, therefore, impacts associated with Alternative 5 would be comparable during construction, but potentially higher and significant during operations.

### *Hazards and Hazardous Materials*

Under Alternative 5, the property would develop 750 low density residential units, 8.4 acres of neighborhood commercial, and a 75-acre lake amenity. The nature of these uses is not expected to involve, as a primary activity, the routine transport, use, or disposal of hazardous materials in quantities or a manner that would pose a threat to the project and its surroundings, or create a significant hazard through a foreseeable accident involving the release of hazardous materials into the environment. The hazardous materials used during construction or operation of the site would be delivered, stored, and handled to manufacturer instructions and industry standards.

During construction of the site, the contractor will identify a controlled staging area within the property limits for storing materials and equipment, as required by a Strom Water Pollution Prevention Plan (SWPPP), if applicable. 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. The Lake Amenity/No Hotel Alternative would implement safety procedures when using, handling, storing hazardous materials and impacts would be less than significant.

The site, under Alternative 5 and the proposed project, would include the operation of residential, commercial, and recreational uses. The lack of resort or wave facilities would substantially reduce the amounts of chemicals, fertilizers, and other products used on the site to levels consistent with single family development.

The site is not located within one-quarter mile of an existing or proposed school, therefore, neither scenario would result in significant impacts to a school facility. Additionally, the property and other properties within a radius of 0.75 miles were not identified to be on a list of hazardous materials site. Therefore, Alternative 5 would not create a significant hazard to the public or the environment.

Alternative 5 proposes the development of residential, commercial, and recreational land uses. Construction and operation of the 386-acre site will increase vehicular and multi-modal transportation along the local major roadways in the City. Primary access to the site will occur along Avenue 58, north of the site, Madison Street, east of the site, and Avenue 60, south of the site. These roadways will provide public and emergency access in to and out of the project property. A Traffic Control Plan will be implemented throughout all construction activities.

Project access points will be reviewed by the Fire Department, to ensure adequate access for emergency vehicles.

Implementation of Alternative 5 is not expected to interfere with the critical facilities, emergency transportation and circulation, emergency preparedness coordination. Alternative 5 would result in less than significant impacts.

Finally, the property is not located in a Moderate, High, or Very High Fire Hazard Severity Zone (VHFHSZ) according to CALFIRE's High Fire Hazard Severity Zones in State Responsible Areas Map.

Therefore, impacts of exposing people or structures to a significant risk involving wildland fires are expected to be less than significant under the Lake Amenity/No Hotel Alternative.

Impacts associated with Alternative 5 would be reduced as it relates to the likely amount of chemicals, cleaning products and disinfection products that would be transported, stored and used on the site. The Lake Amenity/No Hotel Alternative and the proposed project would result in less than significant impacts regarding hazards and hazardous materials.

### *Hydrology and Water Quality*

Although Alternative 5 represents a different composition of land uses compared to the proposed project and other alternatives being considered, its implementation would trigger the same categories of 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. For construction compliance, Alternative 5 would require the development, approval, and implementation of a Storm Water Pollution Prevention Plan (SWPPP) to obtain coverage under the State's NPDES Construction General Permit. For operational conditions (post-construction), Alternative would require the development, approval, and implementation of a Water Quality Management Plan (WQMP). Stormwater retention capacity would be integrated into the lake feature and in disturbed retention basins throughout the residential and commercial areas. There is no aspect of Alternative 5 that would indicate any need for a deviation from the regulatory requirements and the associated stormwater controls.

The comparison of water demand between Alternative 5 and the proposed project is provided under the Utilities and Service Systems heading. Such quantitative analysis indicates that Alternative 5 would be expected to result in a higher water demand than the project. However, the increase in water demands associated with Alternative 5 would not be expected to substantially decrease groundwater supplies or interfere with groundwater recharge. Therefore, after following the regulatory program requirements designed specifically to prevent hydrologic, stormwater and surface water impairments, the impacts resulting from Alternative 5 would be similar to the proposed project and less than significant.

### *Land Use and Planning*

The project site is currently located with Andalusia at Coral Mountain Specific Plan (SP 03-067) area. Under SP-03-067, the land use designations for the property are currently Low Density Residential, Open Space Recreational, and General Commercial land uses, as established by the City of La Quinta. The property is currently zoned for Low Density Residential (RL), Golf Course (GC), and Neighborhood Commercial (CN).

Although Alternative 5 would be consistent with the existing residential and commercial uses allowed under the existing entitlements, the project would require a General Plan Amendment, Zone Change, Specific Plan Amendment, Tentative Tract Map(s), and Site Development Permits to allow the recreational lake use and buildout of this Alternative. Alternative 5 would be compliant with the City's General Plan goals and policies for land use, by providing high-quality design, with a mix of amenities and land uses (*Goal LU-2* and *Policy LU-2.1*). Alternative 5 would also design and construct parks and recreational facilities that comply with all the development standards that apply to privately constructed facilities (*Policy PR-1.4*). Impacts would be less than significant.

### *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 Lake Amenity/No Hotel Alternative would result in the development and operation of the site, resulting in an increase in noise, compared to the existing conditions.

#### *Construction*

Construction of the proposed buildings and site grading would increase the ambient noise level throughout the day during construction activities. However, construction activities are only permitted to occur during the hours permitted per Section 6.08.050 of the La Quinta Municipal Code. Alternative 5 would also be subject to the mitigation measures included in **Section 4.11**: utilizing construction equipment equipped with properly operating and maintained mufflers; and locating equipment staging in areas separated from noise-sensitive receivers. These mitigation measures will reduce impacts to less than significant levels. Construction noise would be short-term impact and would cease once construction has ended.

#### *Operation*

Operational noise from Alternative 5 is not anticipated to be significant since the Lake Amenity/No Hotel Alternative proposes uses similar to those in the surrounding area. Additionally, on- and off-site traffic noise would result in less than significant impacts with the incorporation of design features such as the installation of block walls along the project's perimeter.

The operation of Alternative 5 is not anticipated to include special events and noise associated with the Wave Basin, hotel, resort commercial and special events would not occur during the operation of the Lake Amenity/No Hotel Alternative. Noise levels on site under this alternative would be reduced, when compared to the proposed project, and would remain less than significant.

The 75-acre lake proposed in Alternative 5 would allow typical lake activities, including the operation of small electric boats, sailing, kayaking and paddle boarding (but not gas-powered boats or recreational watercraft). Sailing, kayaking and paddle boarding would not result in any increase in noise levels. Small electric boats generate up to 55 dBA noise levels and would not have any significant

impacts. Accordingly, the use of the lake would not be expected to result in substantial increases in noise levels.

Trip generation rates for Alternative 5 are higher than the proposed project. Noise impacts can be correlated with traffic levels and are therefore expected to be lower relative to the proposed project.

Operational noise from the Alternative is not anticipated to be significant since the project proposes uses similar to those in the surrounding area (i.e., residential, recreational, etc.). The Lake Amenity/No Hotel Alternative would result in reduced noise impacts, compared to the proposed project, due to the elimination of the Wave Basin and other resort uses.

### *Public Services*

The development of the Lake Amenity/No Hotel Alternative would introduce residents and uses that would place additional demand on the City of La Quinta's public services. There would be an increased demand in police, fire, and emergency services, as well as schools, public facilities, and parks as a result of the development of 750 low density residential units, the 75-acre lake amenity and the neighborhood commercial uses. However, Alternative 5 would be required to comply with applicable laws and codes imposed by the City and Riverside County Fire Department, and the pay applicable Development Impact Fees. Therefore, impacts to public services are reduced to less than significant impacts.

Alternative 5 would result in reduced calls for service associated with the hotel and resort commercial uses included in the proposed project, but could result in equivalent calls for service associated with the lake as compared to the wave facility. Neither Alternative 5 nor the proposed project will result in significant impacts.

### *Transportation*

Alternative 5 would result in an increase of transportation or traffic in the project area by approximately 12% as compared to the proposed project, as shown in **Table 7-5**.

**Table 7-5 Alternative 5 Trip Generation Comparison**

| Land Use | AM Peak Hour | | | PM Peak Hour | | | Daily |
|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | |
| **Alternative 5 Trip Generation Comparison** | | | | | | | |
| Proposed Project (TIA) | | | | | | | |
| *-496 DU SFDR, 104 DU MF, 150 RM Hotel, 60 TSF Retail. 12 AC Wave Basin Facility, 15 TSF Wave Village, 16 TSF The Farm* | 147 | 300 | 447 | 383 | 255 | 638 | 6,994 |
| The Lake Amenity/No Hotel Alternative | | | | | | | |
| *-750 DU SFDR, 60 TSF Retail, 75 AC Lake* | 158 | 415 | 573 | 491 | 314 | 805 | 7,811 |
| **Alternative 5 Delta (Alternative – TIA)** | **11** | **115** | **126** | **108** | **59** | **167** | **817** |

Short-term construction vehicle trip impacts would result from the development of this alternative. However, these impacts would be generally limited to permitted construction activity hours per the

La Quinta Municipal Code. Additionally, construction traffic would cease once construction of the residential, lake and commercial facilities were complete. Primary access to the site will occur along Avenue 58, north of the site, Madison Street, east of the site, and Avenue 60, south of the site. These roadways will provide public and emergency access into and out of the project property. A Traffic Control Plan will be required as a condition of approval to be implemented throughout all construction activities.

Operational traffic as a result of Alternative 5 would increase vehicle trips in the project area (see **Appendix N**). Although the Lake Amenity would be limited to residents and their guests, operation of Alternative 5 would have a 12% overall increase in vehicle trips compared to the proposed project because of the increase in proposed residential dwelling units, and the reduction in trips captured internally by the other project uses. Alternative 5 would result in more vehicle trips than the proposed project.

Given the 12% increase in vehicle trips under this Alternative, intersections with vehicle delay thresholds near levels of significance could potentially be impacted by Alternative 5 project traffic. For example, an intersection such as Madison Street and Avenue 50, which has a delay of 54.8 (LOS D) with proposed project traffic volumes, could be increased to LOS E (delay of 55.0) with the additional traffic volumes associated with Alternative 5. Both Alternative 5 and the proposed project would contribute to improvements required to maintain acceptable levels of service, resulting in less than significant impacts under both scenarios.

This Alternative is expected to have a higher total VMT on a daily and per capita basis because it generates more trips per day and lacks on-site complementary resort accommodations. Limited neighborhood commercial development occurring under this alternative would reduce miles traveled for conveniences, but would increase them for specialty shopping and restaurants, which would not be located within the project. It is anticipated that impacts to VMTs would be significant and unavoidable under Alternative 5.

### *Tribal Cultural Resources*

Under Alternative 5, the property would result in similar impacts to tribal cultural resources because the entire site would be disturbed. As determined in **Section 4.14, *Tribal Cultural Resources***, development of the project site would require mitigation measures to reduce project impacts to tribal cultural resources to less than significant levels. Alternative 5 would be required to implement the same measures. Impacts would be less than significant after implementation of mitigation, and would be consistent with the impacts associated with the proposed project.

### *Utilities and Service Systems*

Compared to the existing, vacant conditions, the Lake Amenity/No Hotel Alternative would increase utilities, such as water service and supply, wastewater collection and treatment, solid waste,

electricity, natural gas, and telecommunication services due to the proposed uses on the property. The increase in demand for utilities in Alternative 5 would be less than the proposed project, with the exception of water demand (discussed below).

### *Water*

The Lake Amenity/No Hotel Alternative would require water supply to the site. Water supply would be provided by the Coachella Valley Water District (CVWD). Alternative 5 proposes the development of 750 residential units, 8.4 acres of neighborhood commercial uses, and a 75-acre lake amenity. These uses would result in an increase in existing water demand during construction and operation of the proposed residential, recreational, and commercial uses. According to the Alternatives Water, Electricity, and Natural Gas Comparisons (**Appendix O**), Alternative 4 would result in 1,110.36 AFY of water consumption a year because of the operation of the lake amenity. This is an increase of 151.73 AFY compared to the proposed project, which would consume 958.63 AFY. CVWD has a groundwater supply of 194,000 AFY. A Water Supply Assessment would be required for Alternative 5, to determine whether CVWD has sufficient capacity to support the alternative in normal and dry years. However, given the results of the proposed project's WSA, and the increase resulting from this alternative, it is likely that CVWD would have capacity to accommodate Alternative 5, and impacts would be less than significant. Water lines would also be required at the site in order to support the residential and commercial development proposed for the Lake Amenity/No Hotel Alternative.

Alternative 5 would result in a water demand increase of 151.73 AFY, as compared to the proposed project. This Alternative could result in significant and unavoidable impacts because it exceeds CVWD's Maximum Applied Water Allowance (MAWA) limits, which is 962 AFY. Alternative 5 would result in outdoor water demand of 972.95 AFY.

### *Wastewater*

Wastewater service would also be provided to the property by CVWD. Wastewater produced under this alternative would be less than under the proposed project, since the Lake Amenity/No Hotel Alternative would eliminate the hotel and resort commercial land uses, so sewage treatment capacity would be sufficient to serve this alternative. Additional sewer lines would be required to serve both Alternative 5 and the proposed project.

Both scenarios would result in an increase in wastewater, however, as determined in **Section 4.15, *Utilities and Service Systems***, impacts would be less than significant. The impacts to wastewater facilities will be reduced in Alternative 5, and would be less than significant.

### *Solid Waste*

Burrtec would provide the property with solid waste services. The development of the Lake Amenity/No Hotel Alternative would require solid waste services to remove waste produced by

construction activities. However, construction waste produced by Alternative 5 would not be significant and would cease after the facilities were developed.

Solid waste generated by Alternative 5 would be less than waste generated by the proposed project since Alternative 5 would eliminate the resort uses, including a recreational surf Wave Basin, the hotel and the tourist commercial development. Alternative 5 would have only residential, neighborhood commercial and recreational uses. Compared to Alternative 5, the proposed project would generate more solid waste, but the impact for the project and this Alternative would be less than significant.

### *Electricity*

Electricity would be required for construction and operation of Alternative 5. However, it is likely that electricity consumed by Alternative 5 would be reduced as compared to the proposed project. electricity consumed by Alternative 5 would be approximately 5,071,006 kWhr annually, which is approximately 41 percent less than the proposed project.

The proposed project would be required to connect to an existing IID substation to provide electricity to the project site. All existing and proposed utilities within or immediately adjacent to the proposed project shall be installed underground. The increase of electrical demand for the proposed project would be supported by the proposed infrastructure.

Both projects would result in less than significant impacts to electricity.

### *Natural Gas*

Natural Gas, provided by Southern California Gas Company, would be required for the operation of Alternative 5. However, it is likely that the amount of natural gas consumed by Alternative 5 would be reduced as compared to the proposed project due to the lack of resort uses and amenities. Alternative 5 would result in the consumption of 13,182,066.5 kBTU of natural gas annually. This is approximately 40 percent less than the proposed project. Impacts would be less than significant.

The decrease of natural gas demand for this Alternative would be less than significant, and less than that required for the proposed project.

### *Telecommunications*

The Lake Amenity/No Hotel Alternative would be required to connect to existing telecommunication services by Frontier or Spectrum to provide telecommunication services to the project site. Additional infrastructure would not be required as determined in **Section 4.15, *Utilities and Service Systems.*** The increase of telecommunication demand for the site would be less than significant for both this Alternative and the proposed project.

## Summary of Comparative Impacts

A summary comparison of impacts associated with the project alternatives is provided in **Table 7-6*, Comparison of Alternatives to Project***. As described above, the Lake Amenity/No Hotel Alternative would result in similar and mitigatable impacts to the proposed project related to biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, public services, and tribal cultural resources.

The Lake Amenity/No Hotel Alternative would result in reduced impacts regarding aesthetics, energy resources (electricity and natural gas), noise, and utilities (other than water use) as compared to the proposed project. However, Alternative 5 would result in increased impacts to air quality, greenhouse gas emissions, energy (petroleum), transportation, and utilities (water demand) due to the 75-acre recreational lake and the increased number of vehicle trips. Alternative 5 would result in potentially significant impacts to air quality, greenhouse gas emissions, transportation (VMTs), and utilities (water demand).

### *Relationship to Project Objectives*

While some potentially significant impacts would be reduced with the Lake Amenity/No Hotel Alternative, the following project objectives would not be achieved with Alternative 5:

- To create a private resort community with a variety of interrelated and mutually supportive commercial and recreational land uses that will also generate transient occupancy and sales tax revenues in order to enhance the City's economic base and long-term financial stability.
- To promote walkability and non-motorized connectivity as an integral part of the project design, including (1) establishing residential neighborhoods that are linked through multi-use trails that connect neighborhoods throughout the project; and (2) providing "walk streets" in the Resort area to provide internal connection between facilities within the Resort and the Wave Basin.
- Establish a density hierarchy that situates the highest density development within the resort and gradually reduces density as you move away from the resort into the surrounding residential neighborhoods, while maintaining the overall density previously included for this property in the Andalusia Specific Plan.
- Develop a high-quality private wave basin (The Wave) that provides unique recreational opportunities for future residents of the project, and that attracts resort guests and creates a landmark facility that will enhance the City's reputation as the "Gem of the Desert". !

## 7.5 Environmentally Superior Alternative

As previously discussed, analysis of a reasonable range of Alternatives is required by CEQA. The purpose of the Alternatives analysis is to explain potentially feasible ways to avoid or minimize the significant effects identified for the project. Furthermore, State CEQA Guidelines, Section

15126.6(e)(2) requires an EIR to identify an environmentally superior alternative among those evaluated in an EIR.

A summary comparison of impacts associated with the project Alternatives is provided in **Table 7-6, *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 7-6** reveals the environmental impacts of the proposed project and whether Alternative 1, 2, 3, 4, or 5 reduces, increases, or creates similar impacts to the proposed project. Of the Alternatives considered in this Draft EIR section, the No Project/No Build Alternative is environmentally superior to the other Alternatives because this Alternative would avoid any impacts identified for the project or any other alternative.

Although Alternative 1 is environmentally superior, it does not meet any of the objectives of the proposed project because it would not involve any development of the site.

Of the remaining alternatives, Alternative 3 (reduced density project) would be the environmentally superior alternative because it would cause incremental reductions with respect to the environmental topics specified below. However, Alternative 3 would fail to adequately meet the proposed project's basic objective of maintaining the overall density count previously included in the Andalusia Specific Plan and would not generate the same levels of transient occupancy and sales taxes to enhance the City's economic base and long-term financial stability.

Alternative 4 (Golf/Resort Hotel) would result in incremental increased impacts to air quality, energy resources (natural gas), transportation, and utilities (water demand) compared to the project. The increased impacts are associated with Alternative 4's increased low density residential units, and the public golf course (open to play on a daily fee basis). The development of these uses increases daily trips and VMTs, as well as air quality emissions associated with vehicles, and the outdoor water use proposed for the golf course. Alternative 4 would have incrementally reduced impacts to aesthetics, noise, electricity, and petroleum use, but would have the same significant and unavoidable impact to existing views of scenic resources. Additionally, the Golf/Resort Hotel Alternative would not achieve the objective of developing a high-quality private Wave Basin that provides unique recreational opportunities for future residents of the project, and that attracts resort guests and creates a landmark facility that will enhance the City's reputation as the "Gem of the Desert". Alternative 4 would result in land uses (Golf/Resort Hotel/Residential) which are typical of the current land use pattern in the City. With the exception of the construction of the Wave Basin, this Alternative would meet the project objectives, and generate transient occupancy tax (TOT) and sales tax revenues to benefit the City.

**Table 7-6 Comparison of Alternatives and Project**

| Environmental Topic | Impacts of the Proposed Project | Alternative 1 No Project/No Build | Alternative 2 No Project/ Existing Entitlements | Alternative 3 Reduced Density | Alternative 4 The Golf/Resort Hotel | Alternative 5 The Lake Amenity/No Hotel |
|---|---|---|---|---|---|---|
| Aesthetics | Significant and Unavoidable | Reduced (No Impact) | Reduced (Significant and Unavoidable) | Similar (Significant and Unavoidable) | Reduced (Significant and Unavoidable) | Reduced (Significant and Unavoidable) |
| Air Quality | Less than Significant with Mitigation | Reduced (No Impact) | Increased (Significant and Unavoidable) | Reduced (Less than Significant with Mitigation) | Increased (Significant and Unavoidable) | Increased (Significant and Unavoidable) |
| Biological Resources | Less than Significant with Mitigation | Reduced (No Impact) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) |
| Cultural Resources | Less than Significant with Mitigation | Increased (Historical Resources) (Significant and Unavoidable) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) |
| Energy | Less than Significant | Reduced (No Impact) | Reduced Electricity and Natural Gas; Increased Petroleum Demand (Less than Significant) | Reduced (Less than Significant) | Reduced Electricity and Petroleum; Increased Natural Gas (Less than Significant) | Reduced Electricity and Natural Gas; Increased Petroleum Demand (Less than Significant) |
| Geology and Soils | Less than Significant with Mitigation | Reduced (No Impact) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) |
| Greenhouse Gas | Significant and Unavoidable | Reduced (No Impact) | Increased (Significant and Unavoidable) | Reduced (Less than Significant) | Similar (Significant and Unavoidable) | Increased (Significant and Unavoidable) |
| Hazards and Hazardous Materials | Less than Significant | Reduced (No Impact) | Similar (Less than Significant) | Similar (Less than Significant) | Similar (Less than Significant) | Similar (Less than Significant) |

| | | | | | | |
|---|---|---|---|---|---|---|
| Hydrology and Water Quality | Less than Significant | Reduced (No Impact) | Similar (Less than Significant) | Similar (Less than Significant) | Similar (Less than Significant) | Similar (Less than Significant) |
| Land Use and Planning | Less than Significant | Similar (No Impact) | Reduced (No Impact) | Similar (Less than Significant) | Similar (Less than Significant) | Similar (Less than Significant) |
| Noise | Less than Significant with Mitigation | Reduced (No Impact) | Reduced (operational) (Less than Significant with Mitigation) | Reduced (Less than Significant with Mitigation) | Reduced (Less than Significant with Mitigation) | Reduced (Less than Significant with Mitigation) |
| Public Services | Less than Significant | Reduced (No Impact) | Similar (Less than Significant) | Reduced (Less than Significant) | Similar (Less than Significant) | Similar (Less than Significant) |
| Transportation | Less than Significant with Mitigation | Reduced (No Impact) | Increased (Significant and Unavoidable) | Reduced (Less than Significant with Mitigation) | Increased (Significant and Unavoidable) | Increased (Significant and Unavoidable) |
| Tribal Cultural Resources | Less than Significant with Mitigation | Reduced (No Impact) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) | Similar (Less than Significant with Mitigation) |
| Utilities & Service Systems | Less than Significant | Reduced (No Impact) | Increased Water Demand; Reduced Electricity and Natural Gas; Similar Others (Less than Significant) | Reduced (Less than Significant) | Increased Water Demand; Reduced Electricity; Increased Natural Gas; Similar Others (Less than Significant) | Increased Water Demand; Reduced Others (Significant and Unavoidable) |

# Chapter 8.0 References

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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 |
| ADT | Average Daily Traffic |
| AFY | Acre-Feet per Year |
| ALUC | Airport Land Use Commission |
| ANSI | American National Standards Institute |
| APSA | Aboveground Petroleum Storage Act |
| AQMP | Air Quality Management Plan |
| ASCE | American Society of Civil Engineers |
| BACM | Best Available Dust Control Measures |
| BGS | Below Ground Surface |
| BLM | Bureau of Land Management |
| BMP | Best Management Practices |
| BOR | Bureau of Reclamation |
| BTU | British Thermal Unit |
| CAA | Clean Air Act |
| CAAQS | California Ambient Air Quality Standards |
| 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 |
| Caltrans | California Department of Transportation |

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|---|---|
| CAP | Climate Action Plan |
| CAPCOA | California Air Pollution Officers Association |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCA | Community Choice Aggregation |
| CCAA | California Clean Air Act |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CEC | California Energy Commission |
| CERCLA | Comprehensive Environmental Response, Compensation, and Liability Act (Superfund) |
| CERT | Community Emergency Response Team |
| 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 |
| CIWMB | California Integrated Waste Management Board |
| CMA | Congestion Management Agency |
| CMP | Congestion Management Plan |
| CMS | Congestion Management System |
| CO | Carbon Monoxide |
| $CO_2e$ | Carbon dioxide equivalent |
| CPP | Clean Power Plan |

| | |
|---|---|
| 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 |
| CVMC | Coachella Valley Mountains Conservancy |
| CVMSHCP | Coachella Valley Multiple Species Habitat Conservation Plan/Natural Community 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 |
| CVWMP | Coachella Valley Water Management Plan |
| CWA | Clean Water Act |
| CWA | Coachella Water Authority |
| DA | Development Agreement |
| dBA | A-weighted decibel |
| DBE | Design Basis Earthquake |
| DEH | Riverside County Department of Environmental Health |
| DOF | Department of Finance |
| DOSH | Division of Occupational Safety and Health |
| DOT | United States Department of Transportation |
| 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 |

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|---|---|
| DWQ | Department of Water Quality |
| EAP | Energy Action Plan |
| ECHO | Enforcement and Compliance History Online |
| EIC | Eastern Information Center |
| EIR | Environmental Impact Report |
| EISA | Energy Independence and Security Act of 2007 |
| EMS | Emergency Medical Services |
| EOC | Emergency Operations Center |
| EPA | Environmental Protection Agency |
| EPCRA | Emergency Planning and Community Right-To-Know Act |
| ePlan | Rancho Mirage Energy Action Plan |
| EPO | Environmental Protection and Oversight Division |
| °F | Fahrenheit (degrees) |
| FAA | Federal Aviation Agency |
| FEMA | Federal Emergency Management Agency |
| FERC | the Federal Energy Regulatory Commission |
| FESA | Endangered Species Act |
| FHSZ in SRA | Fire Hazard Severity Zones in State Responsibility Areas |
| FHWA | Federal Highway Administration |
| FIRM | Flood Insurance Rate Map |
| FRAP | Fire and Resources Assessment Program |
| FTA | Federal Transit Administration |
| FTE | Full Time Equivalent |
| GCC | Global Climate Change |
| GHG | greenhouse gas |
| GIS | Geographic Information Systems |
| GLO | U.S. General Land Office |
| GPA | General Plan Amendment |

| | |
|---|---|
| GPS | Global Positioning System |
| GSA | Groundwater Sustainability Agency |
| GWh | Gigawatt Hours |
| HCP | Habitat Conservation Plans |
| HCFC | Hydrochlorofluorocarbons |
| HFC | Hydrofluorocarbons |
| HHW | Household Hazardous Waste Collection Program |
| HMBP | Hazardous Materials Business Plan Program |
| HSC | Health and Safety Code |
| HWCL | Hazardous Waste Control Law |
| Hz | Hertz |
| I-10 | Interstate 10 |
| IID | Imperial Irrigation District |
| ISO | Independent System Operator |
| ISTEA | Intermodal Surface Transportation Efficiency Acts of 1991 |
| ITE | Institute of Transportation Engineers |
| IWA | Indio Water Authority |
| LAQMP | Local Air Quality Management Plan |
| LEED | Leadership in Energy and Environmental Design |
| LEPC | Local Emergency Planning Committee |
| LHMP | Local Hazard Mitigation Plan |
| LID | Low Impact Development |
| LOS | Level of Service |
| LQGP | La Quinta General Plan |
| LQMP | La Quinta Municipal Code |
| LST | Local Significance Threshold |
| LUST | Leaking Underground Storage Tank |
| MBTA | Migratory Bird Treaty Act |

| | |
|---|---|
| mgd | Million Gallons Per Day |
| MHFP | Rancho Mirage Multi-Hazard Functional Plan |
| $M_{max}$ | Maximum Moment Magnitude |
| 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 |
| $M_w$ | Moment Magnitude |
| NAAQS | National Ambient Air Quality Standards |
| NaClO | Sodium Hypochlorite |
| NAHC | Native American Heritage Commission |
| NETR | Nationwide Environmental Title Research |
| NFA | National Fire Academy |
| NFIP | National Flood Insurance Program |
| NHMLAC | Natural History Museum of Los Angeles County |
| NHPA | National Historic Preservation Act |
| NHTSA | National Highway Traffic Safety Administration |
| NIFC | National Interagency Fire Center |
| NIMS | National Incident Management System |
| NIOSH | National Institute for Occupational Safety and Health |
| NPDES | National Pollutant Discharge Elimination System |
| $N_2O$ | Nitrous Oxide |
| $NO_2$ | Nitrogen Dioxide |
| NOI | Notice of Intent |
| NOP | Notice of Preparation |
| $NO_X$ | Nitrogen Oxide |
| NRHP | National Register of Historic Places |
| $O_3$ | Ozone |

| | |
|---|---|
| OEHHA | Office of Environmental Health Hazard Assessment |
| OES | Office of Emergency Services |
| ONAC | Federal Office of Noise Abatement and Control |
| OPR | Office of Planning and Research |
| OSHA | Occupational Safety and Health Administration |
| PA | Planning Area |
| Pb | Lead |
| PDP | Preliminary Development Plan |
| PFC | perfluorocarbons |
| PHMSA | Pipeline and Hazardous Materials Safety Administration |
| $PM_{10}$ / $PM_{2.5}$ | Particulate Matter (10 Microns / 2.5 Microns) |
| PPV | Peak Particle Velocity |
| PRC | Public Resources Code |
| PWS | Public Water System |
| RCDWR | Riverside County Department of Waste Resources |
| RCFC&WCD | Riverside County Flood Control and Water Conservation District |
| RCFD | Riverside County Fire Department |
| RCMJLHMP | Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan |
| RCRA | Resource Conservation and Recovery Act of 1976 |
| RCTC | Riverside County Transportation Commission |
| REMEL | Reference Energy Mean Emission Level |
| Reservation | Agua Caliente Indian Reservation |
| RFS | Renewable Fuel Standard |
| RIVTAM | Riverside Transportation Analysis Model |
| RMEA | Rancho Mirage Energy Authority |
| RMGP | Rancho Mirage General Plan |
| RMMC | Rancho Mirage Municipal Code |
| RMS | Root Mean Squared |

| | |
|---|---|
| ROG | Reactive Organic Gas |
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |
| RWCQB | Regional Water Quality Control Board |
| SB | Senate Bill |
| SBCM | San Bernardino County Museum |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCE | Southern California Edison |
| SCM | Seismic Coefficient Method |
| SCS | Sustainable Communities Strategy |
| SDP | Site Development Plan |
| SDWA | Safe Drinking Water Act |
| SEMS | Standardized Emergency Manamgent System |
| SERC | State Emergency Response Commission |
| $SF_6$ | Sulfur Hexafluoride |
| SFHA | Special Flood Hazard Areas |
| SGMA | Sustainable Groundwater Management Act |
| SHMA | Seismic Hazards Mapping Act |
| SHMP | California State Hazard Mitigation Plan |
| SHPO | State Historic Preservation Officer |
| SIP | State Implementation Plans |
| $SO_2$ | Sulfur Dioxide |
| SOI | Sphere of Influence |
| SoCalGas | Southern California Gas Company (The Gas Company) |
| SOX | Sulfur Oxides |
| SP | Specific Plan |

| | |
|---|---|
| SPL | Sound Pressure Level |
| SRA | Source Receptor Areas |
| SRI | Statistical Research, Inc. |
| SSAB | Salton Sea Air Basin |
| SSMP | Sanitary Sewer Management Plan |
| SWP | State Water Project |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TAM | Transportation Assessment Memo |
| TAZ | Traffic Analysis Zone |
| TCR | Tribal Cultural Resources |
| TEA-21 | Transportation Equity Act for the 21st Century |
| TIA | Traffic Impact Analysis |
| TIP | Riverside County Transportation Improvement Plan |
| THPO | Tribal Historic Preservation Officer |
| TOT | Transit Occupancy Tax |
| TPPS | Transportation Project Priority Study |
| TRB | Transportation Research Board |
| TRI | Toxics Release Inventory |
| TTM | Tentative Tract Map |
| TUA | Traditional Use Area |
| TUMF | Transportation Uniform Mitigation Fee |
| TUP | Temporary Use Permit |
| UBC | Uniform Building Code |
| USACE | United States Army Corps of Engineers |
| USEPA | United States Environmental Protection Agency |
| USFA | United States Fire Administration |
| USFWS | United States Fish and Wildlife Service |

| | |
|---|---|
| USGBC | United States Green Building Council |
| USGS | United States Geological Survey |
| UST | Underground Storage Tank |
| UWMPA | Urban Water Management Planning Act |
| VdB | Vibration Level |
| VHFSZ in LRA | Very High Fire Severity Zone in Local Responsibility Areas |
| VMT | Vehicle Miles Traveled |
| VOC | Volatile Organic Compounds |
| WDID | Waste Discharge Identification |
| WGCEP | Working Group of California Earthquake Probabilities |
| WRPs | Water Reclamation Plants |
| WSA | Water Supply Assessment |
| WSV | Water Supply Verification |
| WQMP | Water Quality Management Plan |
| ZC | Zone Change |