CITY OF LA QUINTA

78-495 Calle Tampico
La Quinta, CA 92253
Phone: (760) 777-7000

ENVIRONMENTAL INITIAL STUDY

Project Title:	**Dune Palms Mixed Use Project**
Case No:	Tentative Parcel Map TPM 2023-0001 Environmental Assessment 2023-0001 Minor Adjustment 2023-0001 Minor Use Permit 2023-0001 Site Development Permit 2023-0003
Lead Agency	City of La Quinta 78-495 Calle Tampico La Quinta, CA 92253 (760) 777-7125
Applicant:	Clement Balser BP Dune Palms LP
Contact Person:	Cheri Flores Planning Manager City of La Quinta (760) 777-7067
Project Location:	Northeast corner of Highway 111 and Dune Palms Road, La Quinta
General Plan Designation:	General Commercial
Zoning:	Regional Commercial

Surrounding Land Uses:

North: Coachella Valley Stormwater Channel, then residential.
South: Highway 111, then commercial and vacant.
East: Commercial (shopping plaza).
West: Dune Palms Road, then commercial (shopping plaza).

Project Description:

The Project proposes the development of an approximately 9.4-acre site in La Quinta, California (Exhibits 1, 2 and 3). The Project proposes 4.3 acres of commercial development and 5.1 acres of residential development. The residential portion would be comprised of approximately 180 units and would be developed by a third party. The commercial component of the development will consist of a drive-through quick serve restaurant (QSR) and a car wash. The commercial component is expected to develop first, while the residential component will be developed at a later date.

The site is designated as General Commercial on the City's General Plan Land Use Map and is classified as Regional Commercial per the City's Zoning Map. The General Commercial designation supports a range of commercial uses, including supermarkets, national retailers, professional offices, and restaurants. General Commercial also allows mixed use development, including both vertical mixed use and horizontal mixed use. According to the City's Municipal Code, the site is also in the Mixed-Use (MU) Overlay District, which applies to zones including Regional Commercial. The MU Overlay District encourages the development of projects that cohesively include both multifamily residential and commercial components, helping to reduce vehicle trips by providing residents with access to services and employment opportunities in close proximity to their homes. The Project will be implemented via a Tentative Parcel Map (TPM) to subdivide the land for each use, a Minor Use Permit for the car wash and height adjustments for the car wash and restaurant, a Site Development Permit (SDP) for the architecture and landscaping for the two commercial sites, and a Minor Adjustment for 10% reduction in setback from Highway 111. Another SDP will be required in the future for the residential component of the site.

The development is proposed to occur in two phases. First, the commercial development would be built on the 4.3-acres on the southern portion of the property, along Highway 111. Second, the residential units would be developed by a third party in the 5.1-acres to the north of the property. The drive-through restaurant is proposed for the southwestern corner of the site, on the corner of Highway 111 and Dune Palms Road. The car wash is proposed for the southeastern corner, at Highway 111 and the private drive on the eastern boundary of the site. An internal drive would traverse the property from Dune Palms Road in an east-west direction, providing access to the commercial development to its south, and the residential development to its north. The proposed configuration for the site is shown in Exhibit 4.

As shown in Exhibit 5, the proposed commercial buildings will be constructed in an architectural style that is sensitive to the Project's location. Spanish-style tile roofs will be combined with materials such as stucco, simple color palettes, and corporate signage. The two commercial buildings will each include drive-throughs and on-site parking. The commercial components will be set back from Highway 111 by a 50-foot landscaped setback and an additional 50-foot building setback occupied by drive-through aisles.

The configuration and architectural style of the residential component is not known at this time. However, for purposes of this analysis, it has been assumed that the residential units would be constructed consistent with the City's Zoning Ordinance standards for the Mixed Use Overlay, which include maximum building height of 60 feet and a maximum density of 24 dwelling units per acre. Residential buildings must be set back from Dune Palms Road by 20 feet of landscape

setbacks and an additional 10-foot setback which may be used for parking or driveways, per the development standards for the CR zone. The residential buildings must also include side and rear setbacks of 15 feet and 20 feet, respectively, per the development standards for the High-Density Residential zone. Should the design of the residential component vary from these standards and the analysis in this Initial Study, additional CEQA analysis may be required by the City when that project is proposed.

The land uses, parking, and landscaping proposed for the Project are summarized in Table 1, below. This Initial Study will analyze the potential environmental impacts resulting from the development of the Project based on the proposed land uses listed in the table.

Table 1
Project Summary

Land Use		Quantity	Total
Commercial	Quick serve restaurant with drive-through	4,761 square feet	8,357 square feet
	Car wash	3,596 square feet	
Residential		180 units	180 units
Parking	Quick serve restaurant with drive-through	109 spaces	489
	Car wash	3 parking spaces 17 vacuum spaces	
	Residential	450 spaces[1]	
Landscaping	Quick serve restaurant with drive-through	27,078 square feet	121,534 square feet
	Car wash	35,217 square feet	
	Residential	59,239 square feet [2]	

[1] Based on 180 proposed units and standard of 2 spaces plus 0.5 guest spaces per unit for 1-2 bedroom apartments per §9.150.070 of the Municipal Code.
[2] Estimated based on approximately 24% landscape coverage proposed for the restaurant component of the Project.

Project Location and Limits:

The Dune Palms Mixed Use Project (referred to hereafter as the Project and/or the proposed Project) is located immediately east of Dune Palms Road, north of Highway 111, and south of the Coachella Valley Stormwater Channel, in the City of La Quinta, California (Exhibits 1 and 2).

The Project site consists of Assessor's Parcel Number (APN) 600-030-018. The site is relatively flat, with a slight slope down from Dune Palms Road, with the lower elevation at the northeastern point on the site. The site is vacant and undeveloped, with sparse vegetation.

Utilities and Service Providers:

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

1. Sanitary Sewer: Coachella Valley Water District (CVWD)
2. Domestic Water: Coachella Valley Water District (CVWD)
3. Electricity: Imperial Irrigation District (IID)
4. Gas: Southern California Gas Company (SoCalGas)
5. Telephone and Cable: Spectrum / Charter Communications
6. Trash Disposal: Burrtec Waste and Recycling Services

Surrounding Land Uses:

North: Coachella Valley Stormwater Channel, then residential.
South: Highway 111, then commercial and vacant.
East: Commercial (shopping plaza).
West: Dune Palms Road, then commercial (shopping plaza).

Other Required Public Agencies Approval:

Regional Water Quality Control Board (discharge permits)

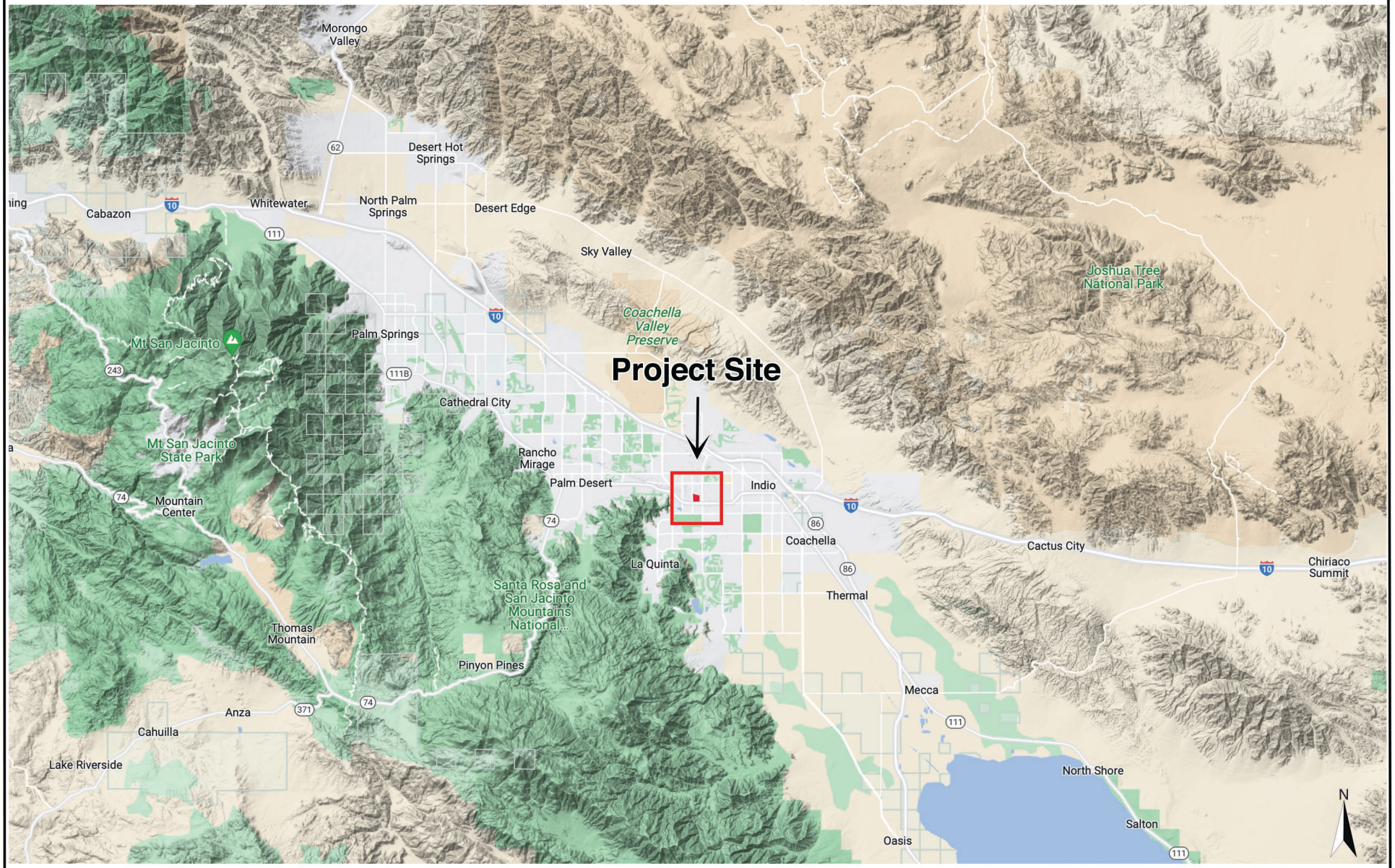
02.08.23

Exhibit

1

TERRA NOVA®
PLANNING & RESEARCH, INC.

BP Dune Palms Initial Study
Regional Location Map
Cathedral City, California



Source: Google Maps, 2023

02.08.23

Exhibit 2

TERRA NOVA®
PLANNING & RESEARCH, INC.

BP Dune Palms Initial Study
Vicinity Map
La Quinta, California

Source: Google Earth, 2023

02.08.23

TERRA NOVA®
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BP Dune Palms Initial Study
Project Location Map
La Quinta, California

Exhibit

3

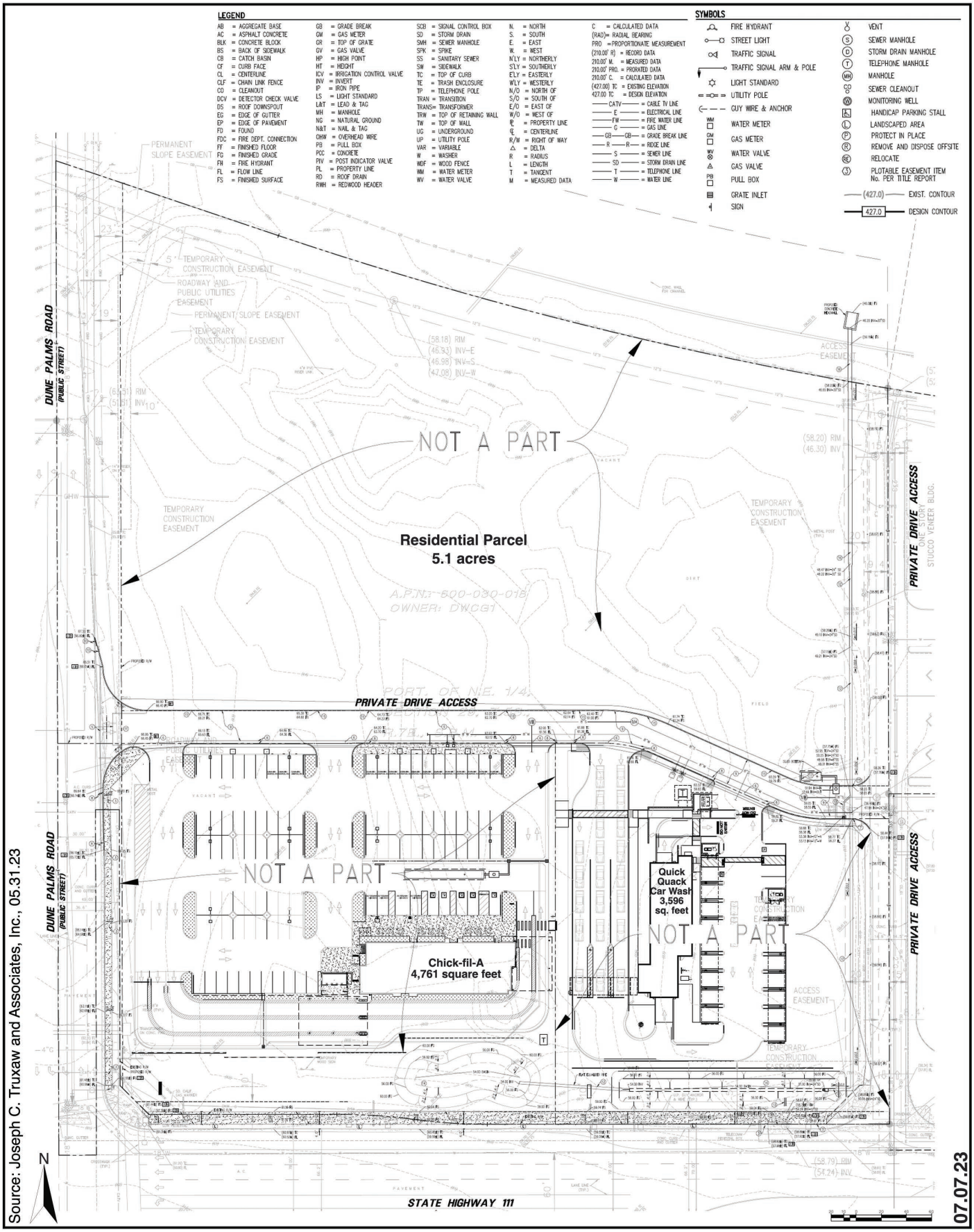


Exhibit 4

TERRA NOVA®
PLANNING & RESEARCH, INC.

BP Dune Palms Initial Study
Project Site Plan
La Quinta, California

NORTH ELEVATION

EAST ELEVATION

SOUTH ELEVATION

WEST ELEVATION

0 10 20 30

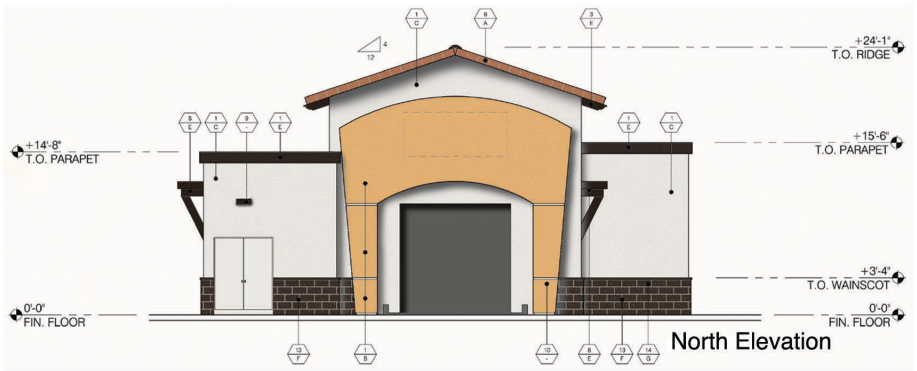
COLOR AND MATERIAL LEGEND

STC-1	Stucco - Color to Match Sherwin Williams #SW7566 "Westhighland White"
STC-2	Stucco - Color to Match Sherwin Williams CFA Custom "Urban Night"
A-1	Aluminum - Color: "Dark Bronze"
ST-1	Aluminum Storefront - YKK - Color: "Dark Bronze"
R-1	Roof Tile - Eagle Roofing - SCC 8806 Tucson Blend
T-1	Decorative Tile

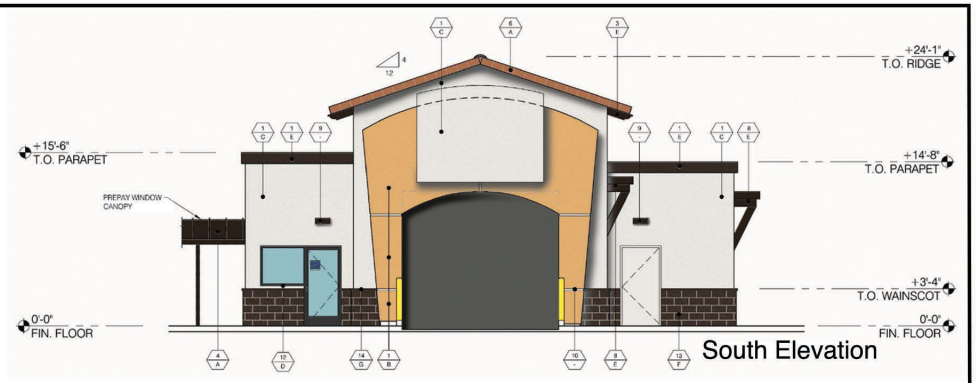
Note:
All roof top mechanical equipment shall be located in equipment well and screened from view by parapet walls.

Source: CRHO Architects, 05.17.23

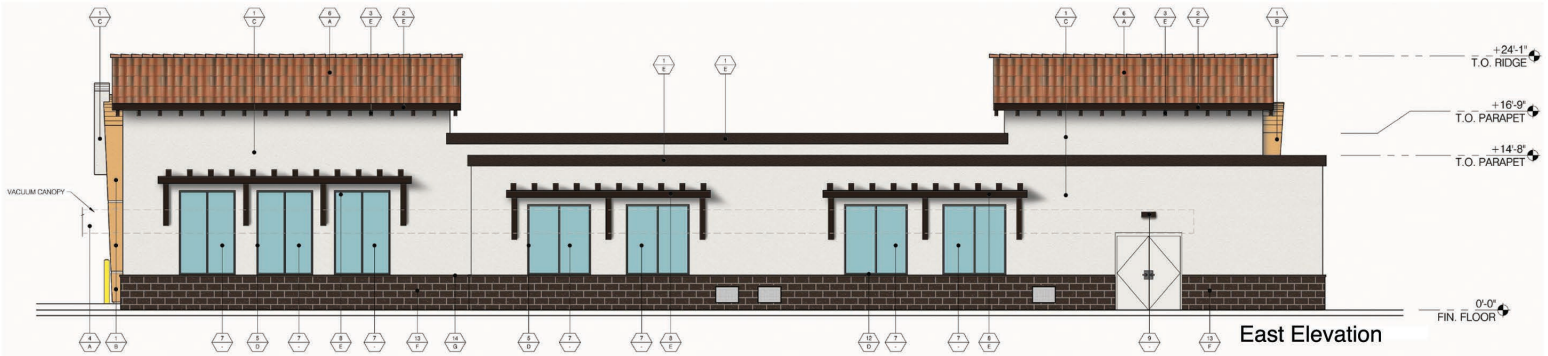
06.15.23



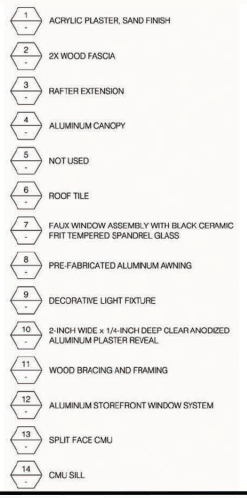
North Elevation



South Elevation



East Elevation



West Elevation

Source: CRHO Architects, 01.30.23

02.17.23

Exhibit 6

TERRA NOVA®
PLANNING & RESEARCH, INC.

BP Dune Palms Initial Study
Car Wash Elevations
La Quinta, California

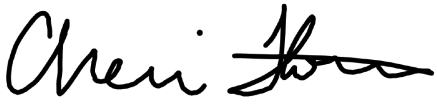
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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



Signature

7-12-2023

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9) The explanation of each issue should identify:
    a) the significance criteria or threshold, if any, used to evaluate each question; and
    b) the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Except as provided in Public Resources Code Section 21099, 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?			✓	

Sources: 2035 La Quinta General Plan (2013); La Quinta Municipal Code; Caltrans State Scenic Highway Map.

Setting

La Quinta is located in the Coachella Valley, a low-desert valley extending approximately 45 miles in Riverside County, California. The valley stretches from the Salton Sea in the southeast to the San Bernardino Mountains in the northwest. It is bound by the Indio Hills and Little San Bernardino Mountains in the north, and the San Jacinto and Santa Rosa Mountains to the south. La Quinta is situated against the foothills of the Santa Rosa Mountains. The surrounding mountains provide scenic views in the City.

The Project occurs in an urban area. The site fronts onto Highway 111 to the south, and is bound by the Coachella Valley Stormwater Channel to the north. There are no state scenic highways in La Quinta, however the City has designated Highway 111 as an Image Corridor in its General Plan and Zoning Ordinance.

The subject site is currently vacant and undeveloped. Neighboring sites to the west, south, and east are occupied by commercial developments. The Project proposes a mixed-use development with a drive-through restaurant and car wash on the southern portion of the site, and multifamily residential units on the northern portion of the site.

Discussion

a) Less Than Significant Impact. The Project site is located on Highway 111, the commercial core of La Quinta. The subject site is designated for General Commercial and zoned for Regional Commercial. The site is also covered by the Mixed-Use Overlay District, which permits mixed-use development on sites zoned for Regional Commercial, as well as other commercial zones. The Project proposes two single story commercial buildings on the southern portion of the property: a car wash and a drive-through restaurant. It also proposes the development of multifamily residential units, potentially of two and three stories, to be built on the northern portion of the site in a second phase.

Highway 111 runs along the southern boundary line of the site. Vacant land and a commercial development, comprised of a fuel station and convenience store, occupy the properties on the southern side of the Highway, across from the Project site. A commercial development is adjacent to the eastern side of the subject site, and Dune Palms Road runs along the west side. The properties on the west side of Dune Palms Road, across from the Project site, are occupied by commercial developments, including a fuel station and convenience store. The subject property is bound by the Coachella Valley Stormwater Channel to the north, north of which the land is occupied by single family residential developments.

The foothills of the Santa Rosa Mountains are approximately 3 miles south and southwest of the Project site. The site has clear views of the Santa Rosa foothills as well as more distant views of the higher peaks of the range. The San Jacinto mountains are also distantly visible to the west. The Indio Hills are more distant, located approximately 5.5 miles northeast. The middle and upper portions of the Indio Hills are visible in the distance.

In accordance with the Regional Commercial (CR) development standards, all commercial buildings on the subject site will be less than 50 feet and 4 stories. The Mixed-Use Overlay permits buildings of up to 60 feet in CR zones. The tallest point on the proposed car wash would be 24'-1", and the tallest point on the proposed restaurant would be 31'-6". Architectural plans are not available for the proposed residential portion of the development, however, buildings would most likely be 2 to 3 stories tall, and likely below 60 feet. The Project proponent has applied for a Minor Use Permit, as required for any development proposing a building more than 22' tall in an Image Corridor pursuant to §9.90.040 of the Municipal Code.

The proposed development would mostly impede the distant views of the Indio Hills to the north and northeast from Highway 111. This would be consistent with other commercial developments lining the north side of the road. While the space between the proposed car wash and residential development would potentially leave a view corridor towards the Indio Hills, the configuration of the proposed residential buildings on the north side of the site is not yet known. However, given the distance to the Indio Hills, it would be expected that the proposed Project would result in limited view obstructions of the Indio Hills to passing motorists. The Project would not impact the scenic vistas of the Santa Rosa Mountains, which are closer and thus more prominent from Highway 111, because motorists would not experience any new obstruction in the south and southwesterly directions.

The Project would have limited impacts to the scenic views from Dune Palms Road. The road currently has unimpeded views of both the Santa Rosa Mountains and the Indio Hills when looking directly down the roadway. The proposed development would partially impede these views, making the viewshed narrower. However, the unimpeded views directly down the road would remain unaffected.

Views from the residential developments on the north side of the Whitewater River would also be marginally limited. The large buffer between these houses and the subject site created by the channel would help to preserve the existing vistas. The Santa Rosa Mountains are prominently visible to the southwest of these houses, but since the Project would be directly south, most of the view of the mountains would remain, although some views of the toe of slope would be obstructed.

The commercial development to the east of the Project site currently has views of the Santa Rosa Mountains to the west. However, the views are from the parking lot of the shopping plaza, and the commercial buildings themselves are generally not oriented towards this westward view.

Overall, the proposed development would be consistent with the land uses and scale of adjacent developments. While the views from some surrounding properties would be reduced by construction of the proposed Project, the direct vistas looking westward down Highway 111 and looking north and south on Dune Palms Road would remain unimpeded. Overall, impacts to scenic vistas would be less than significant.

b) Less Than Significant Impact. According to Caltrans, there are no California State Scenic Highways in La Quinta. However, the City's General Plan designates Highway 111 as an Image Corridor. The primary scenic resource visible from the segment of Highway 111 is the view of the Santa Rosa Mountains to the west and southwest of the City. The Project site is located on the north side of the road, and thus would have no impacts to this view.

According to §9.50.020 of the Municipal Code, buildings within 150 feet of an Image Corridor must be no taller than 22 feet, or else must receive Minor Use Permit approval and shall not exceed the maximum building height for the zone. The maximum permitted building height in the Regional Commercial zone is 50 feet. The car wash and quick serve restaurant propose building heights of approximately 24 feet and 31 feet, respectively, and will obtain Minor Use Permits as required. The Project will include a 50 foot landscape setback and building setback. It will obtain a Minor Adjustment for the proposed 10% reduction in setback from Highway 111. Compliance with the City's height and setback requirements for developments along Image Corridors will ensure that the Project has less than significant impacts to the image corridor.

The subject site is currently vacant, and is occupied by sparse shrubs and other low vegetation. There are no scenic resources such as trees, rock outcroppings, or historic buildings on the property, nor would the proposed development impede views of such resources.

Given that no state scenic highways occur in the Project vicinity, and that the Project would have limited impacts to views from the locally designated Image Corridor, overall impacts would be less than significant.

c) Less Than Significant Impact. The subject site is currently vacant. The Project proposes the development of a car wash and drive-through restaurant on the southern portion of the property, and a future residential development on the northern portion. The commercial buildings would be set back from Highway 111 by 50 feet of landscaping and an additional 50 feet of drive-through aisles. The proposed commercial buildings would also be separated from the proposed residential development by an internal drive. The Project will include high quality architecture and landscaping to minimize any visual degradation of the site and to provide a consistent appearance with adjacent commercial developments on the east and west of the site.

The property is designated as General Commercial and zoned for Regional Commercial (CR). It is also covered by the City's Mixed-Use Overlay District, which encourages mixed-use developments on sites in zones including CR. Under CR zones, the maximum building height is 50 feet or four stories, while the MU Overlay District permits heights up to 60 feet if approved in the development permit. The Project proposes commercial buildings no more than 31 feet and six inches tall. While the height of the potential residential buildings is not yet known, they would likely be two to three stories tall and would not exceed the maximum height permitted in the zone. The Project proposes the development of 180 multifamily housing units, which complies with the maximum density of 24 dwelling units per acre permitted in the MU Overlay District.

The Project's landscaping will be consistent with the City's standards, as provided in the landscape plans for the site. Landscaping will include drought tolerant vegetation, as required by the Coachella Valley Water District and the City's landscaping ordinance, and shade-providing trees. The proposed development will also be required to comply with all screening requirements in the City's Municipal Code, including screening of mechanical equipment, trash enclosures, and loading areas.

Overall, the Project is consistent with the City's standards and guidelines for the site, and will not conflict with zoning or other regulations governing scenic quality. Impacts will therefore be less than significant.

d) Less Than Significant Impact. The lighting used on the Project site will be required to comply with §9.100.150 of the City's Municipal Code. All outdoor lights, including parking lot lighting, will be required to be fully shielded to minimize light pollution. The Project proponent will be required to submit a photometric lighting plan, which will be reviewed by the City as part of the entitlement process. This will ensure that no new sources of light would adversely affect daytime or nighttime views in the area. While the proposed buildings would introduce potential sources of glare into the area, this glare would not be expected to exceed levels typical of surrounding developments. Given that any light and glare emitted by the Project is expected to be similar to that of surrounding commercial developments, and that the Project will be required to comply with the City's regulations regarding outdoor lighting, impacts are expected to be less than significant.

Mitigation Measures: None required.

Monitoring: None required.

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

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

Sources: California Department of Conservation Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed January 2023); La Quinta 2035 General Plan (2013); La Quinta Municipal Code.

Setting

The General Plan does not designate any areas specifically for agriculture. The City's Zoning Map establishes a low density / agricultural-equestrian overlay. According to §9.140.100 of the Zoning Code, this overlay permits various agricultural uses, such as field and tree crop farming, and grazing of cattle and horses. The subject property is designated for General Commercial and zoned for Regional Commercial, which does not list agriculture or forestry as permitted uses. The site is surrounded by developed properties occupied by residential or commercial uses. There are no active agricultural lands, forests, or timberlands in the vicinity of the Project.

Discussion

a,b) No Impact. According to the California Important Farmland Finder, the Project site is classified as "Other Land", and surrounding properties are classified as "Urban and Built-Up Land". There is no Prime Farmland, Unique Farmland, or Farmland or Statewide or Local Important farmlands within 2,000 feet of the Project. The Project site is zoned for Regional Commercial, which does not list agriculture as a use. The property is not under a Williamson Act contract. Overall, the proposed development would have no impacts related to the conversion of important farmland to non-agricultural use, nor would it conflict with existing zoning for agricultural use or a Williamson Act contract. There would be no impacts.

c, d) No Impact. The Biological Resources Assessment Report prepared for the Project found the site to be extensively disturbed, with aerial photographs from 1996 showing vegetation clearing. The Project site is zoned for Regional Commercial, which does not list forestry as a use. The subject site is currently occupied by sparse, low scrub vegetation, and contains no trees or forest land. Development of the proposed Project would therefore have no impacts resulting in the loss of forest land or the conversion of forest land to non-forest use. It would also not conflict with existing zoning, or cause the rezoning of forest land or timberland. There would be no impacts.

e) No Impact. The subject site is not designated for agriculture or forest land, and is occupied by heavily disturbed vacant land. Surrounding sites are developed into commercial or residential uses. The proposed Project would therefore not involve any changes that would result in the conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use. There would be no impacts.

Mitigation Measures: None required.

Monitoring: None required.

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
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?			✓	

Source: 2035 La Quinta General Plan, CalEEMod Versions 2020.4.0; SCAQMD Air Quality Significance Thresholds http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2 (accessed February 2023); SCAQMD Appendix C – Mass Rate LST Look-Up Tables http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2 (accessed February 2023); 2003 PM10 Plan for the Coachella Valley, SCAQMD 2022 Air Quality Management Plan; Traffic Impact Analysis Report for Highway 111 and Dune Palms Road Mixed-Use Project (January 2023).

Setting

La Quinta is within the Riverside County Portion of the Salton Sea Air Basin (referred to as the Coachella Valley Planning Area or Coachella Valley), under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the local agency responsible for air quality assessment and improvement, and is one of 35 air quality regulatory agencies in California.

Criteria air pollutants are pollutants which are regulated by the Ambient Air Quality Standards (AAQS), established by the federal Clean Air Act. The current criteria air pollutants are: ozone (O_3), carbon monoxide (CO), particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), nitrogen dioxide (NO_2), lead (Pb), sulfur dioxide (SO_2), and hydrogen sulfide (H_2S). The National Ambient

Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) establish thresholds to determine whether the contaminant levels in the air are considered unhealthy. The Coachella Valley is designated as being in nonattainment for regional levels of ozone (O_3) and particulate matter (PM_{10}). The region is designated as being in attainment for carbon monoxide (CO), fine particulate matter ($PM_{2.5}$), nitrogen dioxide (NO_2), lead (Pb), sulfur dioxide (SO_2), and hydrogen sulfide (H_2S).

In accordance with Clean Air Act, areas that do not attain the NAAQS and CAAQS are required to develop and implement plains to attain healthy air quality within a reasonable timeframe. The SCAQMD's Final 2022 Air Quality Management Plan (AQMP) focuses on implementing provisions to bring the Coachella Valley Planning Area in compliance with the federal 8-hour ozone standard by August 3, 2033. The District also has an adopted Final 2003 Coachella Valley PM_{10} State Implementation Plan.

The criteria air pollutant emissions expected to result from construction and operation of the proposed Project were projected using the California Emissions Estimate Model (CalEEMod) Version 2020.4.0. The following analysis is based in part on the outputs from the model (Appendix A).

Discussion

a) No Impact. The Project site is located within the jurisdiction of the SCAQMD and is subject to the 2022 South Coast Air Quality Management Plan (2022 AQMP) and the 2003 Coachella Valley PM_{10} State Implementation Plan (2003 CV PM_{10} SIP). The 2022 AQMP is a comprehensive plan establishing guidelines and strategies for reducing air pollutants in order to meet national air quality standards. As a U.S EPA designated "extreme" and "severe" nonattainment area, the 2022 AQMP focuses on plans for the South Coast air basin and Coachella Valley planning area to attain the 2015 8-hour ozone standard of 70 parts per billion.

SCAQMD works with the Southern California Association of Governments (SCAG) as well as local governments, such as the City of La Quinta. According to the 2035 La Quinta General Plan, the Project site is designated for General Commercial, and according to the City's Zoning Ordinance, the site is zoned for Regional Commercial. The site is also under the Mixed-Use (MU) Overlay District, which permits mixed-use development in commercial zones, including Regional Commercial. The Project proposes the development of commercial uses and 180 multifamily housing units, which complies with the maximum density of 24 dwelling units per acre permitted in the MU Overlay District.

SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) in compliance with metropolitan planning organization (MPO) requirements under the Sustainable Communities and Climate Protection Act. The Growth Management chapter of the RTP/SCS forms the basis of land use and transportation controls of the AQMP. The Jurisdiction-Level Growth Forecast provided in the RPT/SCS projects that La Quinta will grow from 15,400 households in 2016 to 19,400 households by 2045. The proposed 180 housing units would represent approximately 4.5% of that growth, and would thus be consistent with the SCAG projection. Both the proposed commercial and residential uses are consistent with the land use designations provided in the City's General Plan, which

is accounted for in the RTP/SCS projections. Given that the proposed Project conforms with the City's General Plan as well as the population forecasts in the RTP/SCS, it can be assumed that it does not conflict with the AQMP.

The proposed development would be required to comply with all applicable regulations contained in the 2022 AQMP, the 2003 CV PM_{10} SIP, and other rules provided by the SCAQMD. Therefore, since the proposed development aligns with the land uses accounted for in local and regional land use plans, and because it will comply with all applicable regulations, the Project would not conflict with the implementation of applicable air quality plans. There would be no impacts.

b) Less Than Significant Impact. The Project is expected to result in criteria air pollutant emissions during both its construction and operational phases. The unmitigated emissions, projected using CalEEMod Version 2020.4.0, are provided below.

Construction Emissions

The Project is expected to be developed in phases, with the commercial component developed first, and the proposed residential component developed later. However, for analysis purposes, it is assumed that construction of the entire Project would be continuous and occurring over a 2.5 year period, starting in June 2023 and operational by 2026. This approach provides a conservative projection of maximum daily emissions with the potential for multiple Project components to be under construction at one time. Construction-related criteria pollutant emissions will be temporary and will end once construction is complete.

The entire 9.4-acre site is expected to be disturbed during grading and construction. A preliminary grading plan has been prepared for the commercial component of the Project, on the southern half of the site, proposing 1,070 cubic yards (CY) cut, 6,969 CY fill, and 5,899 CY of net imports. For analysis purposes, it is assumed that grading of the entire site, including the residential portion, will require a total of 10,000 CY of import. Land use assumptions are consistent with Table 1, including a 4,761 square foot quick serve restaurant with drive-through, a 3,590 square foot car wash, and 180 units of multi-family residential. Based on these assumptions, Table 2 provides the estimated emissions resulting from construction of the Project.

Table 2
Maximum Daily Construction-Related Emissions Summary (pounds per day)

Construction Emissions [1]	**CO**	**NO_x**	**ROG**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Daily Maximum	41.86	28.10	8.01	0.08	9.08	5.15
SCAQMD Thresholds	**550.00**	**100.00**	**75.00**	**150.00**	**150.00**	**55.00**
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2020.4.0
[1] Average of winter and summer emissions. Standard dust control measures have been applied to the PM emissions.

As shown in the table above, the SCAQMD daily thresholds for CO, NO_x, ROG, SO_x, PM_{10}, and $PM_{2.5}$ will not be exceeded during construction of the proposed Project.

Operational Emissions

Operational emissions are the long term, ongoing emissions over the life of a project. They include area source emissions (e.g. off-gassing of architectural coatings), energy emissions (e.g. electricity), mobile source emissions (vehicular emissions), as well as emissions from waste and water. Mobile source emissions were calculated based on an assumed total of approximately 3,678 daily trips, based on the traffic study prepared for the Project.[1] Table 3 shows the total daily emissions expected to result from operations of the proposed Project, including both the commercial and residential components.

Table 3
Maximum Daily Operations-Related Emissions Summary (pounds per day)

Operational Emissions [1]	**CO**	**NO_x**	**ROG**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Daily Maximum	68.54	9.03	14.69	0.10	9.44	2.68
SCAQMD Thresholds	**550.00**	**100.00**	**75.00**	**150.00**	**150.00**	**55.00**
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2020.4.0
[1] Average of winter and summer emissions.

As shown in the above table, the SCAQMD thresholds for daily emissions will not be exceeded by Project operations. Given that the Project will not exceed the SCAQMD thresholds for CO, NO_x, ROG, SO_x, PM_{10}, or $PM_{2.5}$ during the temporary construction phase and long-term operations, impact will be less than significant.

Cumulative Contribution: Non-Attainment Criteria Pollutants

A significant impact could occur if the Project would make a cumulatively considerable contribution to pollutants for which the air basin is federally or State designated as being in non-attainment. The Coachella Valley portion of the SSAB is designated as a non-attainment area for PM_{10} and ozone. Given the dispersing nature of pollutant emissions and aggregate impacts from surrounding jurisdictions, cumulative air quality analysis is evaluated on a regional scale. Any development project or activity resulting in emissions of PM_{10}, ozone, or ozone precursors such as NO_x or ROG, will contribute, to some degree, to regional non-attainment designations of ozone and PM_{10}.

The SCAQMD does not currently provide methodologies or thresholds of significance to assess cumulative emissions generated by multiple cumulative projects. However, it is recommended that a project's potential contribution to cumulative impacts be assessed using the same criteria as those for project-specific impacts. According to the SCAQMD, if an individual development generates less than significant construction and operational emissions, then the project would not generate a cumulatively considerable increase in emissions of pollutants for which the air basin is in non-attainment.

As shown in Table 2 and 3 above, construction and operation of the Project is projected to result in emissions of PM_{10}, NO_x, and ROG well below the SCAQMD thresholds of significance. Therefore, the Project will result in incremental, but not cumulatively considerable, impacts to regional PM_{10} and ozone levels.

[1] "Traffic Impact Analysis Report for Highway 111 and Dune Palms Road Mixed-Use Project" prepared by Linscott, Law & Greenspan, Engineers, January 2023.

Summary

Based on the analysis provided above, construction and operation of the proposed Project will result in criteria emissions below the SCAQMD significance threshold, and will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Overall, impacts related to construction and operation of the proposed development will be less than significant and will not be cumulatively considerable.

c) Less Than Significant Impact. SCAQMD's Mass Rate Localized Significance Threshold (LST) Look-Up Table was used to determine if the proposed Project has the potential to generate significant adverse localized air quality impacts. The nearest sensitive receptors to the proposed development are the residential buildings approximately 500 feet to the north of the subject site, and the residential buildings approximately 800 feet south of the site. Based on the size of the Project site (9.4-acres), and the proximity to existing residential developments, the 5-acre site tables (the largest site option in the LST table) and a distance of 100 meters were used for air quality analysis. Table 4 shows that on-site emissions concentrations for Project construction and operations will not exceed the LST thresholds. Overall, impacts to sensitive receptors will be less than significant.

Table 4
Localized Significance Thresholds Emissions (pounds per day)

	CO	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
Construction				
Maximum Emissions	5.33	34.56	9.08	5.15
LST Thresholds	**5,331.00**	**425.00**	**67.00**	**19.00**
Exceeds?	**No**	**No**	**No**	**No**
Operations [1]				
Area	14.89	0.17	0.08	0.08
LST Thresholds	**2,292.00**	**304.00**	**16.00**	**5.00**
Exceeds?	**No**	**No**	**No**	**No**

Source (Emissions): CalEEMod Version 2020.4.0.
Source (LST Threshold): SCAQMD LST Mass Rate Look-up Table.
[1] Operational emissions that affect sensitive receptors are limited to on-site area emissions. Energy and mobile emissions occur off-site.

Health Impacts

With the technology currently available, it is not scientifically possible to calculate the degree to which exposure to various levels of criteria pollutant emissions will impact an individual's health. There are several prohibiting factors to predicting the specific impacts of a project on an individual's health:

- Differing medical histories mean that not all individuals would be affected equally. Some individuals may have medical pre-dispositions, and diet and exercise levels vary across a population.
- Due to the dispersing nature of pollutants, it is difficult to local and identify which individuals will be impacted, either directly or indirectly.

- There are currently no agreed upon methodologies or studies upon which to base assumptions, such as baseline health levels or emissions level-to-health risk ratios.

Due to these limitations, the extent to which the proposed Project poses a health risk is uncertain, but unavoidable. However, as shown in Tables 2 and 3, construction and operation of the proposed Project will result in criteria pollutant emissions below the SCAQMD thresholds and would not violate any air quality standard or contribute substantially to an existing air quality violation. Therefore, it is anticipated that impacts and health effects associated with criteria pollutants will overall be less than significant.

d) Less Than Significant Impact. Some land uses can be sources of odors that, while not necessarily physically harmful, may be unpleasant and distressing to the public. The SCAQMD identifies land uses such as agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants as more likely to generate odors.

Construction of the Project may produce some odors; however, their production would be short-term and would dissipate quickly with distance from the construction site. The Project proposes a mixed-use development, including a car wash, quick-serve restaurant, and residential units. While these land uses may produce some temporary odors, they are not expected to be objectionable long term. The proposed quick serve restaurant will be required to receive plan approval from the County of Riverside Department of Environmental Health demonstrating compliance with regulations for food facilities, including the provision of ventilation in cooking areas.[2]

Given that the proposed land uses are consistent with the commercial and residential properties in the site vicinity, any odors produced on site would not be more of a nuisance than expected for this commercial area of the City. Overall, impacts from objectionable odors are expected to be less than significant.

Mitigation Measures: None required.

Monitoring: None required.

[2] "Construction Plan Approval Procedures for Food Facilities" prepared by County of Riverside Department of Environmental Health, September 2013.

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

Source: Dune Palms Mixed Use Project Biological Resources Assessment & Coachella Valley Multiple Species Habitat Conservation Plan Compliance Report prepared by WSP USA Environment & Infrastructure Inc. (December 2022); City of La Quinta General Plan 2035 (2013).

Setting

The Project site is located in the City of La Quinta, within the Coachella Valley. Most of the City, including the Project site, is located on the Valley floor. The Coachella Valley is situated in the western portion of the Sonoran Desert, a subdivision of the Colorado Desert.

According to the City's General Plan, the primary vegetation community in La Quinta and in the Coachella Valley is Sonoran Creosote Bush Scrub, which includes creosote bush, burrobush, and brittlebush. The Biological Resources Assessment prepared for the Project identified "stabilized shielded desert sand fields" as the dominant vegetation community on the site.

La Quinta is in the boundary of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). The CVMSHCP aims to balance the protection of the natural environment with economic development while streamlining compliance with state and federal endangered species regulations. Multiple CVMSHCP conservation areas occur in the vicinity of the City, including the Santa Rosa and San Jacinto Mountains Conservation Area, Thousand Palms Conservation Area, Indio Hills Palms Conservation Area, and East Indio Hills Conservation Area. The Project site is within the CVMSHCP fee area, but is not within a conservation area. The nearest conservation area, the Santa Rosa and San Jacinto Mountains Conservation Area, is more than one mile west of the subject property. The site is currently vacant but has been extensively disturbed.

The following analysis is based on the Biological Resources Assessment & Coachella Valley Multiple Species Habitat Conservation Plan Compliance Report, prepared for the Project by WSP USA Environment & Infrastructure, Inc. (Appendix B), as well as the City of La Quinta's General Plan.

Discussion

a) Less Than Significant with Mitigation. The Biological Resources Assessment prepared for the Project identified 33 special status species as occurring or potentially occurring with suitable habitat on the subject site. Eight of these species are fully covered by the CVMSHCP: Coachella Valley milk-vetch, Mecca-aster, Coachella giant sand treader cricket, flat-tailed horned lizard, Coachella Valley fringe-toed lizard, western yellow bat, Palm Springs pocket mouse, and Coachella Valley (Palm Springs) round-tailed ground squirrel. Potential impacts to these species would be mitigated by participation in the CVMSHCP, including through payment of the Development Mitigation Fee.

Plants: Fourteen special status plants not covered by CVMSHCP have the potential to occur on the Project site, none of which are state or federally listed as endangered or threatened: chaparral sand-verbena, Borrego milk-vetch, gravel milk-vetch, glandular ditaxis, California ditaxis, Abram's spurge, Arizona spurge, flat-seeded spurge, Newberry's velvet-mallow, ribbed cryptantha, Torrey's box-thorn, slender cottonheads, narrow-leaved sandpaper plan, and purple stemodia. Given that the site is isolated and heavily disturbed, the Biological Resources Assessment determined that any populations of these species on the property are likely to decline regardless of the development of the Project. To minimize potential impacts, BIO-1 recommends a preconstruction survey to salvage and conserve any of the identified plants occurring on the site at that time.

Invertebrates: The only protected invertebrate known to occur in the Project area is the monarch butterfly. However, no habitat suitable for the species to winter in or for its larvae occurs on the site. Therefore, no impacts to monarch butterflies are anticipated.

Birds: The Migratory Bird Treaty Act (MBTA) prohibits take of species, including those also covered by the CVMSHCP. While burrowing owl has a low potential of occurring on the Project site, BIO-2 requires preconstruction take avoidance surveys in line with recommendations from the CDFW in order to reduce any potential impacts. Costa's hummingbird, loggerhead shrike, black-tailed gnatcatcher, vermillion flycatcher, and LeConte's thrasher have the potential to nest on the Project site and are protected from take by the MBTA. BIO-3 provides mitigation to avoid impacting nesting birds. These measures include avoiding disturbance during the nesting season, or conducting a nesting bird survey immediately prior to construction. If active nests are present, buffers must be established in order to prevent impacts. Impacts to birds protected by MBTA would be less than significant with implementation of BIO-2 and BIO-3.

Mammals: The American badger, a special status mammal not covered by CVMSHCP, has a very low potential of occurring on the Project site. Given the low potential, and the disturbed and isolated nature of the site, this species is not expected to persist, and impacts to the species as a result of the Project are not anticipated. Two special status bat species are also known to forage in the Project area, however, no roosts are present on-site and therefore the species would not be impacted. Impacts to special status mammals would therefore be less than significant.

Summary: Plants and wildlife potentially occurring on the Project site and protected by the CVMSHCP would be protected from significant impacts by the CVMSHCP. Other special status plants, invertebrates, and mammals have a low potential of occurring on the Project site due to lack of habitat and ongoing deterioration of the habitat. Impacts to these species are not expected to result from the Project, but BIO-1 reduces potential impacts to special status plants to less than significant levels. A number of birds protected by the MBTA, including burrowing owl, have the potential to occur and to nest on the subject property, but would be protected from take by the measures provided in BIO-2 and BIO-3. Overall, impacts to species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS would be less than significant with the implementation of the mitigation measures provided below.

b, c) No Impact. The subject property has been heavily disturbed. The field survey of the Project site conducted for the Biological Resources Assessment found no drainages or jurisdictional waters covered by the United States Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), or the CDFW. Likewise, the site contains no streams, riparian habitat, or wetlands, nor does it contain any sensitive natural communities. As such, no Project-related impacts are expected to occur.

d) Less Than Significant with Mitigation. The area surrounding the Project is almost entirely developed. The Coachella Valley Stormwater Channel, which runs along the north end of the site, is the only link from the subject property to other undeveloped lands, and is also extensively disturbed. Given the lack of habitat and connectivity with other habitat, the Project site is not likely to serve as a wildlife corridor, nor would the development of the site be likely

to impede the movement of native or migratory species. The subject property could be used as a nursey site for birds covered by the MBTA, but as stated in section a), BIO-3 would mitigate any potential impacts to nesting birds. Overall, development of the Project would not interfere with the movement of wildlife, nor would it have unmitigable impacts to potential nursery sites. Impacts would therefore be less than significant.

e, f) No Impact. The Project is located within the boundaries of the CVMSHCP and would be required to pay the Development Mitigation Fee, which is intended to support the mitigation of potential impacts to covered species. The Project site is not within or directly adjacent to any CVMSHCP Conservation Areas, so no additional mitigation would be required. The Project will comply with all applicable policies in the Biological Resources section of the City's General Plan. Consistent with the General Plan Policy BIO-1.2, the Project completed a site-specific survey for species not covered by the CVMSHCP, and consistent with BIO-1.4 and -1.5, the Project will comply with the requirements of the MBTA, USACE, RWQCB, and CDFW, as applicable. Overall, the Project will not conflict with any local policies or ordinance protecting biological resources, nor will it conflict with the provisions of the CVMSHCP. There would be no impacts.

Mitigation Measures:

BIO-1 A preconstruction survey is recommended for special status plants. If populations of any of the species identified in the Biological Resources Assessment are detected on the site during the survey, the plants, topsoil, and/or seed should be salvaged and translocated to a site with long-term conservation value.

BIO-2 Two burrowing owl take avoidance surveys should be conducted in line with CDFW protocols for burrowing owls. The first survey should occur between 14 and 30 days prior to Project-related ground disturbance and the second within 24 hours of ground disturbance. Avoidance or relocation measures should be undertaken in consultation with CDFW if the species is identified on the site, and buffers established as required.

BIO-3 Either project-related disturbance during the nesting season (1 February to 31 August) must be avoided, or nesting bird surveys must be conducted by a qualified ornithologist or biologist immediately prior to site disturbance during the nesting season. If an active nest is detected, a buffer must be established around it and no work would be permitted in that area near the nest until young have fledged. While there is no established protocol for nest avoidance, the CDFW generally recommends avoidance buffers of about 500 feet for birds-of-prey and listed species, and 100 – 300 feet for unlisted songbirds.

Monitoring:

BIO-A Prior to the issuance of any permit to allow ground disturbance on the site, the Project proponent shall conduct the above surveys and provide the City with copies of reports.

Responsible Parties: Project applicant, Project biologist, La Quinta Planning Division, City Engineer.

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
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?		✓		

Source: "Update to Historical/Archaeological Resources Studies Assessor's Parcel No. 600-030-018" prepared by CRM TECH, March 2023; "Historical/Archaeological Resources Survey Report for Assessor's Parcel No. 600-030-018" prepared by CRM TECH, March 2008; "Archaeological Testing and Evaluation of Site CA-RIV-8835 (33-16950), prepared by CRM TECH, July 2008.

Setting

The City of La Quinta is situated in the Coachella Valley, the traditional home of the Cahuilla people. Native American life in the Coachella Valley was greatly influenced by the high and low stands of ancient Lake Cahuilla. The Project site is approximately 18 feet from the highest shoreline of the ancient lake, and would have likely provided a favorable setting for Native American communities during the last high stand of ancient Lake Cahuilla.

The Cahuilla were a Takic-speaking people of hunters and gatherers. They are now generally divided by anthropologists into three groups based on 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.

Non-Native American settlement of the Coachella Valley began in the 1870s with the establishment of nearby railroad stations. Settlement and development of La Quinta did not occur until the early 1900s.

The Cahuilla population was largely decimated as a result of diseases spread through early European contact. Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the tribes in and near the Coachella Valley, including the Torres Martinez, Augustine, Cabazon, Agua Caliente, and Morongo.

<u>Historical and Archaeological Resources</u>
According to PRC §5020.1(j), '"historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural,

educational, social, political, military, or cultural annals of California." More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR §15064.5(a)(1)-(3)).

Regarding the proper criteria of historical significance, CEQA guidelines mandate that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) Embodies the distinctive characteristics of a type, period, region, or method construction, or represents the work of an important creative individual, or possesses high artistic values.
(4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

A local register of historical resources, as defined by PRC §5020.1(k), "means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." La Quinta's Historic Preservation Ordinance (Title 7, La Quinta Municipal Code) provides for the establishment of a historic resources inventory as the official local register for properties within the City. A property may be considered for inclusion in the historic resources inventory based on one or more of the following:

A. It exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering or architectural history; or
B. It is identified with persons or events significant in local, state or national history; or
C. It embodies distinctive characteristics of a style, type, period or method of construction, is a valuable example of the use of the indigenous materials or craftsmanship or is representative of a notable work of an acclaimed builder, designer or architect; or
D. It is an archaeological, paleontological, botanical, geological, topographical, ecological, or geographical site which has the potential of yielding information of scientific value; or
E. It is a geographically definable area possessing a concentration of sites, buildings, structures, improvements or objects linked historically through location, design, setting, materials, workmanship, feeling and/or association, in which the collective value of the improvements may be greater than the value of each individual improvement. (La Quinta Municipal Code §7.06.020)

A historical/archaeological resources study was conducted for the Project in 2023. This study provided an update to a Phase I cultural resources study, and the subsequent archaeological testing and evaluation program, previously prepared for the same site in 2008. The following discussion is primarily based on the findings of these studies (Appendix C), both of which were prepared by CRM TECH.

Discussion

a, b) Less Than Significant with Mitigation. The original 2008 cultural resources study found an archaeological site of prehistoric Native American origin within the subject site. The archaeological site was designated 33-016950 (CA-RIV-8835) in the California Historical Resources Inventory. It consisted of a scatter of fire-affected clay mixed with some ceramic sherds and fire-affected rocks. Site 33-016950, as a whole, was determined to not constitute a "historical resource" under CEQA due to its limited archaeological data potential.

In addition to finding more prehistoric artifacts, the archaeological testing and evaluation program conducted on the site, also in 2008, found cremated human remains. The cremated remains were found to qualify as a "historical resource" under CEQA because of their high degree of traditional cultural value to the local Native American community. These remains will be further addressed below, under significance question c).

The 2023 cultural resources study prepared for the Project included a historical/archaeological resources records search, a search of the Sacred Lands File and consultation with Native American communities, supplementary historical research, and a field inspection.

Historical/Archaeological Resources Records Search

The records search for the Project was provided by the Eastern Information Center (EIC), University of California, Riverside, in March 2023. The records search indicates that no additional cultural resources have been identified on or immediately adjacent to the subject site since those identified in the 2008 study. The 2023 records search identified more than 30 cultural resources in a one-mile radius of the Project site, in addition to the nearly 100 cultural resource studies identified during the 2008 search. Previous cultural resources studies have found over 90 archaeological sites, 11 historic-period buildings, and 20 isolates. However, none of these resources were found in the immediate vicinity of the subject site, and therefore they would not be impacted by the proposed Project.

Since the 2008 study, the only studies that involved the Project site or adjacent properties were an overview for the 2010 update to the City of La Quinta General Plan, as well as a series of studies along the Coachella Valley Stormwater Channel (CVSC). One such study, which was initially conducted in 2014 for a proposed all-weather bridge crossing the CVSC at Dune Palms Road,[3] included the subject site in the Area of Potential Effects (APE). This study recommended the establishment of an Environmentally Sensitive Area (ESA) around the study area, which would prohibit construction personnel from entering without the presence of a qualified archaeologist.

Native American Input

The State of California Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File for the Project site. The search identified no Native American tribal cultural resources in on near the subject site.

[3] Archaeological Survey Report for the Dune Palms Road Low-Water Crossing Replacement Project, prepared for California Department of Transportation, by Cogstone Resource Management Inc. (Revised February 2016).

CRM TECH contacted the Cabazon Band of Missions Indians and the Torres Martinez Desert Cahuilla Indians for their input on potential Native American cultural resources in the Project vicinity. Neither tribe provided any information on potential cultural resources in the area. The Torres Martinez Desert Cahuilla Indians were also invited to participate in the field survey, based on a previous request.

The City also contacted the Agua Caliente Band of Cahuilla Indians (ACBCI) for their input on the Project. The ACBCI requested the presence of a qualified archaeologist and approved cultural resource monitor during ground disturbing activities.

Supplementary Historical Research
The examination of aerial and satellite photographs of the site found that the Project area remained unsettled and undeveloped to the present time. While some evidence of rudimentary human activities, such as dirt paths, have been identified in the past, no evidence of such features were present on the site in photographs from the 1970s.

Field Inspection
The field inspection of the subject site was conducted by CRM TECH staff and a monitor from the Torres Martinez Desert Cahuilla Indians. The inspection identified additional prehistoric artifacts in and around Site 33-016950, including ceramic sherds and fragments of fire-affected clay. All the artifacts found were consistent in appearance with those recovered during the 2008 studies. Modern refuse was also found on the property, none of which was of historical/archaeological interest.

Conclusion
The archaeological testing and evaluation of the site in 2008 concluded that Site 33-016950 does not meet the criteria for listing in the California Register or the City's historical resources inventory, and thus does not quality as a "historical resource" under CEQA. The low quantity and density, as well as the relative homogeneity of the artifacts indicates that the Site would have very limited ability to provide any new information of importance to the results of the numerous previous cultural resources surveys that have been conducted in the area. Therefore, the site does not meet the criteria for a "historical resource" as provided in § 15064.5 of Title 14 of the California Code of Resources and Title 7 of the La Quinta Municipal Code. As such, development of the site would not cause a substantial adverse change in the significance of a historical or archaeological resource pursuant to §15064.5.

As described above, previous cultural resources studies of the area have identified a number of archaeological sites, historic buildings, and isolates, indicating the relatively high sensitivity of the Project area. The initiation of ground disturbing activities on the site could disturb these resources, which would represent a potentially significant impact. Therefore, it is recommended that ground disturbing activities are monitored by a qualified archaeologist, as provided in CUL-1 and CUL-A. Provided that these measures are implemented, the Project's impacts to cultural resources will be less than significant.

c) Less Than Significant With Mitigation. As stated above, cremated human remains were identified on the subject site during the archaeological testing and evaluation conducted in 2008. The archaeological evaluation determined that the remains are most likely of Cahuilla

origin. All of the remains were recovered from the site during the testing and evaluation program, and later repatriated to the Torres Martinez Desert Cahuilla Indians.

The remains would qualify as a "historical resource" under CEQA due to their high degree of cultural value to the local Native American community. However, given that the remains were recovered and repatriated as appropriate, the 2008 archaeological testing and evaluation program determined that potential impacts to this resource had been adequately mitigated. The 2023 cultural resources study therefore concluded that no "historical resources" as defined by CEQA remain on the subject site, and that development of the property would not have significant impacts to any such resources.

Although it is not anticipated that additional remains occur on the Project site, California law requires that if remains are encountered during earth moving activities, the coroner must be contacted and work must stop in the area of the find. The coroner is responsible for determining whether the remains are modern or of cultural significance, and if the latter, must contact the NAHC, who is responsible for identifying the Most Likely Descendant (MLD). The NAHC will then contact the appropriate local tribe, and coordinate the proper disposition of the remains. These requirements of law, supplemented by the presence of a qualified archaeologist during all earth moving activities associated with the Project, will assure that impacts associated with human remains are reduced to less than significant levels.

In conclusion, provided that proper monitoring of the site is conducted during earth-moving activities, as provided in CUL-1 and CUL-A, development of the proposed Project would have less than significant impacts related to the disturbance of human remains, including those interred outside of formal cemeteries. Likewise, with implementation of the provided mitigation and monitoring measures, the Project would have less than significant impacts on "historical resources" pursuant to §15064.5 of the California Code of Regulations.

Mitigation Measures:

CUL-1 All grubbing, grading, trenching, excavations, or any other earth-moving activities on the Project site must be monitored by a qualified archaeologist to ensure the timely identification and, if necessary, protection of any human remains, if discovered. Monitoring must be coordinated with the Cabazon Band of Mission Indians, the Torres Martinez Desert Cahuilla Indians, as well as the Agua Caliente Band of Cahuilla Indians, who may wish to participate.

Mitigation Monitoring and Reporting Program:

CUL-A Prior to the issuance of a grading permit for the site, the applicant shall provide a fully executed monitoring agreement to the City. At the conclusion of monitoring the Project archaeologist shall, within 30 days, submit a report of findings to the Planning Division.
Responsible Parties: Project applicant, Project archaeologist, Tribal monitor, Planning Division, City Engineer.

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

Source: CalEEMod Version 2020.4.0; City of La Quinta Greenhouse Gas Reduction Plan (2013); California Energy Commissions, 2021 Total System Electric Generation, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation (accessed February 2023); Title 24 of the California Code of Regulations.

Setting

The California electric grid provides electricity from sources including fossil fuels (natural gas, oil, and coal) biomass, hydropower, wind power, geothermal, and solar radiation. Natural gas is the state's largest single energy source, providing approximately 37.9 percent of the total electric power mix in 2021. In addition to electricity generation, natural gas is used in California for space heating, water heating, cooking, industrial processes, and as a transportation fuel.

Fossil fuels are non-renewable resources which release greenhouse gases when burned for electricity generation, industrial, transportation, and other uses. The California Air Resources Board 2022 Scoping Plan, which aims to achieve carbon neutrality by 2045, includes the goal of reducing fossil fuel demand by 86 percent in 2045 from 2022 rates.

The Project site will be provided electricity by Imperial Irrigation District (IID), and natural gas by the Southern California Gas Company (SoCalGas). The proposed development will connect to the existing power pole on Highway 111 for electricity, as well as the 6" high pressure gas line in the Highway 111 right of way.

The Project's electricity and natural gas consumption was projected using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0.

Discussion

a, b) Less Than Significant Impact. Energy resources will be used on a short-term basis during construction of the proposed Project and on a long-term basis during the Project's operations. Grading and construction will consume energy in order to operate heavy equipment, manufacture materials, transport workers and materials, light the construction site, as well as to power and charge electronic equipment. While some electricity will be used during Project construction, most energy consumed during this phase will be petroleum and diesel fuels. The use of energy during construction would be temporary and would not be wasteful or inefficient.

Energy consumption during Project operations would primarily be used for indoor and outdoor lighting, HVAC systems, and cooking. Table 5 shows the electricity and natural gas use projected for the operational life of the Project.

Table 5
Project Energy Consumption

Land Use	Electricity Use (kWh/yr)	Natural Gas Use (kBTU/yr)
Apartments (Low Rise)	750,591	2,722,660
Car Wash	57,058	10,340
QSR with drive-through	166,176	981,576
Parking	68,460	0
Total	**1,042,285**	**3,714,576**

CalEEMod Version 2020.4.0

As shown in the above table, the Project is expected to consume a total of 1,042,285 kWh per year of electricity and 3,714,576 kBTU per year of natural gas. The Project will comply with all applicable requirements in Title 24 of the California Code of Regulations, including the Building Code and Energy Code. Given the more stringent requirements included in the 2022 Title 24 regulations, effective as of January 1, 2023, the projected energy consumption in Table 5 is likely a conservative estimate. For example, the Project will be required to install photovoltaic systems on the roofs of buildings on site, which would reduce electricity consumption from the grid. The Project will also comply with all required energy efficiency measures provided for new developments in the City of La Quinta Greenhouse Gas Reduction Plan, including the installation of high efficiency water fixtures and solar water heaters.

During operations, the Project would also consume petroleum-based fuels as a result of vehicle trips, including employee commutes and customer visits to and from the commercial component, and residents traveling to and from the proposed multi-family housing. The trips and vehicles miles traveled generated by the Project are discussed in greater detail in Section XVII, Transportation. The Project proposes a mix of commercial and residential uses in accordance with the City's objective to promote mixed use development in the Highway 111 corridor. In accordance with Senate Bill 375 (SB 375), the City is promoting the placement of residential units in close proximity to employment centers, bus routes, and commercial services, in order to facilitate the use of alternative modes of transportation such as walking, bicycling, and transit. The mixed uses proposed by the Project would take advantage of the concentration of services on the Highway 111 corridor, thus ensuring that the consumption of fossil fuels for transportation does not need to be wasteful, inefficient, or unnecessary.

Overall, the Project would comply with applicable energy regulations, and would not conflict with or obstruct a state or local plan for renewably energy or energy efficiency. As a result, the Project would not result in the wasteful, inefficiency, or unnecessary consumption of energy resources during construction or operation. Impacts will be less than significant.

Mitigation Measures: None required.

Monitoring: None required.

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

Sources: 2035 La Quinta General Plan (2013); Geotechnical Engineering Exploration and Analysis prepared for the Proposed Chick-fil-A Restaurant by Giles Engineering Associates, Inc.

Setting

Geological Setting

La Quinta is located at the boundary of the Colorado Desert Province, a low elevation basin, and the Peninsular Ranges Province, a series of mountains and valleys. These physiographic provinces have unique landscapes, recognizable in La Quinta as the City is situated on the Coachella Valley floor and against the foothills of the Santa Rosa Mountains. The primary drainage in the area, the Coachella Valley Stormwater Channel, traverses the northern portion of the City.

The Alquist-Priolo Earthquake Fault Zoning Act regulates the construction of structures intended for human occupancy on earthquake fault zones. La Quinta is located approximately 4 miles south of the San Andreas Fault zone. While the San Andreas Fault is associated with the most frequent and severe seismic activity, other faults in the region include the San Jacinto Fault, the Burnt Mountain Fault, and the Elsinore Fault.

The subject site is in area classified for seismic shaking Zone 4, according to the American Society of Civil Engineers (ASCE), which designates the most severe risk level.

Soils

According to the City's General Plan, seven types of soil units are recognized as occurring in La Quinta: Alluvial sand and gravel of the Whitewater River (Qg), windblown sand (Qs), interbedded lacustrine (Ql), alluvial deposits (Qa), alluvial fan sand and gravel deposits (Qf), landslide deposits (Qls), and quartz diorite (Qd). The Project site is mapped in area classified as having interbedded lacustrine (clay of valley areas) and alluvial deposits (sand of valley areas).

Paleontological Resources

Paleontological resources refer to the fossil remains of ancient plants and wildlife. The Coachella Valley was once occupied by Ancient Lake Cahuilla, from which plant and animal fossils remain in the area. Various areas in and around La Quinta have differing paleontological sensitives based in part on the age of their underlying soil unit. However, the potential for paleontological resources is highest in La Quinta in areas underlying where ancient Lake Cahuilla once covered the valley floor. The Project site is located outside the boundary of the ancient lake, in an area classified as Recent Dune Sand, which varies in depth and age, and therefore has an undetermined potential for paleontological resources.

The below analysis is based, in part, on the Geotechnical Engineering Exploration and Analysis Report prepared for the proposed drive-through restaurant by Giles Engineering Associates, Inc. (Appendix D).

Discussion

a)

i.) **Less Than Significant Impact.** Surface rupture has the potential to occur where there are active faults. According to the California Earthquake Hazards Zone Application map, the subject site is not located in an earthquake fault zone. The Geotechnical Report prepared for the Project therefore determined that the potential for fault rupture on the Project site is low. Given that rupture of a known fault is not expected to occur near the Project site, impacts would be less than significant.

ii.) **Less Than Significant Impact.** The Project area has the potential to be subject to strong ground shaking. According to the Geotechnical Report prepared for the Project, the subject site is approximately 5.2 miles from the San Andreas Fault and 17.0 miles from the Eureka Peak Fault. Given that the San Andreas Fault could result in severe ground shaking on the site, the proposed structures will be designed in accordance with the most recent California Building Code (CBC), including the use of reinforced masonry and other seismic building codes. Structures should be designed in accordance with American Society of Civil Engineers Site Classification D for seismic design. According to the EIR prepared for La Quinta's General Plan, compliance with the Building Code will allow structures to resist major earthquakes without collapsing.[4] Because the Project will be required to adhere to standard seismic building practices, impacts related to severe ground shaking will be less than significant.

iii.) **Less Than Significant Impact.** Liquefaction can occur when severe ground shaking occurs in an area with loose, unconsolidated soils and groundwater at depths of 50 feet or less. According to the City's Seismic Hazards Map, the subject site is located outside of the identified liquefaction hazard areas. The Geotechnical Report determined that groundwater at the site is deeper than 60 feet below grade. Seismic-induced ground failure such as liquefaction is therefore not expected to occur, and impacts are expected to be less than significant.

iv.) **Less Than Significant Impact.** According to the City's General Plan, developments located below hillsides, mountain slopes, and steep canyons are the most susceptible to slope instability, such as rockfalls and landslides. The Project site is located in a relatively flat area, northeast of the foothills of the Santa Rosa Mountains which provide most of the slopes in La Quinta. According to the City's Seismic Hazards Map, the subject site is not located in an area susceptible to rockfalls or slope instability. The Project is thus not expected to cause adverse effects as a result of a landslide, and impacts are expected to be less than significant.

b) **Less Than Significant Impact.** The subject site is located in a wind erodibility zone rated as very high, according to the General Plan. Erosion can also occur or be exacerbated by construction and development, including erosion from both wind and storm waters. At buildout of the Project, buildings, parking lots, and stabilized landscaped areas will minimize the potential for erosion. However, there is potential for erosion during construction of the Project. To mitigate potential impacts, the City requires development projects larger than one acre to prepare a Stormwater Pollution Prevent Plan and Best Management Practices for pre-construction, construction, and post-construction stormwater erosion prevention and control measures. Furthermore, Rule 403 from the South Coast Air Quality Management District (SCAQMD) requires that projects must implement dust control measures to minimize fugitive dust emissions from wind erosion. Implementation of the required plans, as well as the SCAQMD rules, will ensure that the construction of the Project has less than significant impacts related to soil erosion.

[4] La Quinta General Plan EIR (2009), III-8.

c) Less Than Significant Impact. The Project site is in a relatively flat area, and it occurs on primarily sandy soils underlain by groundwater deeper than 60 feet. It is therefore not at a high potential for liquefaction, landslide, or soil expansion. The Geotechnical Report determined that the subject site is geotechnically suitable for the proposed Project. Given that the Project is not proposed for construction on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, impacts would be less than significant.

d) Less Than Significant Impact. Soils containing large quantities of clay, which expand when water is absorbed and shrink when dry, are typically susceptible to expansion. The Geotechnical Report prepared for the Project found the on-site soils to be sandy in nature and to therefore possess a very low expansion potential. The Project is therefore not expected to create a substantial direct or indirect risk to life or property as a result of expansive soil, and impacts would be less than significant.

e) No Impact. The Project site is located in an urbanized area in La Quinta. The development will have access to the existing sanitary sewer system provided by CVWD in the Highway 111 right of way. The Project will therefore not need to use septic tanks or other alternative wastewater disposal systems. There will be no impacts.

f) Less Than Significant Impact. The Project site is located in an area classified as Recent Dune Sand, which varies in depth and age, and therefore has an undetermined potential for paleontological resources. The property is 18 feet above the lakebed of ancient Lake Cahuilla. It is unlikely that paleontological resources would occur on the subject site given that it is not located within the boundary of the ancient Lake Cahuilla beds. No other paleontological resources have been identified in the City outside the lakebed area. Therefore, impacts associated with paleontological resources will be less than significant.

Mitigation Measures: None required.

Monitoring: None required.

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

Source: California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality (November 2022); City of La Quinta Greenhouse Gas Reduction Plan, February 2013.

Setting

Greenhouse gases, or GHG, are gases that absorb infrared radiation in the atmosphere. Like the function of the walls of a greenhouse, as heat flows towards space from the earth's surface, GHGs absorb it and re-radiate it back towards the earth's surface.[5] The emissions of these gases related to human activity have increased since the industrial revolution, intensifying the greenhouse effect and, as a result, warming the earth's climate. The California Air Resources Board is required to monitor and regulate seven GHGs: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), nitrogen trifluoride (NF_3), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). In order to measure and compare various greenhouse gases, metric tons of carbon dioxide equivalent ($MTCO_2e$) is a standard unit of measure.

The California Global Warming Solutions Act of 2006 (Assembly Bill 32 or AB 32) required the state to adopt regulations to reduce its GHG emissions to 1990 levels by 2020. The subsequent California Global Warming Solutions Act of 2016 (Senate Bill 32 or SB 32) required California to adopted regulations to further reduce GHG emissions to 40% of 1990 levels by 2030. AB 32 and SB 32 are implemented through the California Air Resources Board, which developed and regularly updates the Scoping Plan to ensure that the emissions reductions targets are met. The 2022 Scoping Plan provides measures to continue progress towards meeting 40% of 1990 GHG levels by 2030 and establishes the goal for California to achieve carbon neutrality by 2045.

The City of La Quinta adopted its Greenhouse Gas Reduction Plan in 2013. The document provides the City's plan to ensure it meets local reduction targets consistent with AB 32 and SB 32. Pursuant to these goals, the Greenhouse Gas Reduction Plan established La Quinta's 2005 emissions baseline and targets to reduce CO_2e emissions to 10 percent below 2005 levels by 2020 and 28 percent below 2005 levels by 2035.

GHG Thresholds

On December 5, 2008, the SCAQMD formally adopted a greenhouse gas significance threshold of 10,000 MTCO2e/yr that only applies to industrial uses' stationary sources where SCAQMD is

[5] United Nations Framework Convention on Climate Change – GHG Inventories.

the lead agency (SCAQMD Resolution No. 08-35). This threshold was adopted based upon an October 2008 staff report and draft interim guidance document that also recommended a threshold for all projects using a tiered approach.

It was recommended by SCAQMD staff that a project's greenhouse gas emissions would be considered significant if it could not comply with at least one of the following "tiered" tests:

Tier 1: Is there an applicable exemption?

Tier 2: Is the project compliant with a greenhouse gas reduction plan that is, at a minimum, consistent with the goals of AB 32?

Tier 3: Is the project below an absolute threshold (10,000 $MTCO_2e$/year for industrial projects; 3,000 $MTCO_2e$/year for residential and commercial projects)?

Tier 4: Is the project below a (yet to be set) performance threshold?

Tier 5: Would the project achieve a screening level with off-site mitigation?

Discussion

a) Less Than Significant Impact. As described in Section III, Air Quality, California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to project air quality and greenhouse gas emissions (Appendix A). The proposed Project will generate GHG emissions during both its construction and operations.

Construction

Construction activities will result in short-term GHG emissions associated with the operation of construction equipment, vehicle emissions from worker commutes, material hauling, and other ground-disturbing activities.

As shown in Table 6, the Project is estimated to generate a total of 2,252.32 metric tons of CO_2e over the assumed 2.5-year construction period. The SCAQMD and other air quality districts currently do not have specific GHG emissions thresholds for the construction phase of development projects. As such, construction-related GHG emissions were amortized over a 30-year period, added to annual operational emissions, and compared to applicable thresholds. This method was used to determine if construction emissions, combined with operational emissions, would result in a cumulatively considerable impact.

Operations

At buildout, the Project will result in five categories of GHG emissions: area emissions (pavement and architectural coating off-gassing), energy use (i.e. electricity), mobile emissions (emissions from vehicle exhaust), and waste and water emissions. Table 6 shows the estimated annual emissions expected to result from operation of the Project, including both the commercial and residential components.

Table 6 Project GHG Emissions Summary (Metric Tons of CO_2 Equivalent)	
Phase	**$MTCO_2e$ per year**
Construction	
2023	432.40
2024	930.88
2025	889.04
Construction Total	2,252.32
Operations	
Area	2.24
Energy	290.17
Mobile	1,315.42
Waste	69.60
Water	40.29
Construction: 30-year amortized [1]	75.08
Total Operational	**1,792.80**
SCAQMD Threshold [2]	3,000.00
Exceeds?	No
Tier Compliance	**Tier 3**

[1] Project construction GHG emissions were amortized over 30-years then added to operational GHG emissions. 2,252.32/30 =75.08

[2] SCAQMD Tier 3 absolute threshold is 3,000 $MTCO_2e$/year for residential and commercial projects.

As shown in the above table, the Project is expected to emit a total of 1,792.80 metric tons of CO_2e per year, including both construction and operational emissions. According to Tier 3 of the SCAQMD "tiered" tests, a project would have less than significant impacts if it is below an absolute threshold of 10,000 $MTCO_2e$/year for industrial projects or 3,000 $MTCO_2e$/year for residential and commercial projects. Given that the combined construction and operational emissions for the proposed commercial and residential mixed-use Project are below the absolute threshold of 3,000 $MTCO_2e$ per year, it can be concluded that GHG emissions resulting from the Project would have a less than significant impact on the environment.

b) Less Than Significant Impact. La Quinta's 2013 GHG Reduction Plan forecasts that in the business-as-usual scenario, community GHG emissions in La Quinta would reach 668,627 $MTCO_2e$ by 2020, and 828,538 $MTCO_2e$ by 2035. The City aims to reach a community wide goal of a 10 percent emissions reduction from 2005 levels by 2020 (community-wide emissions of 414,852 $MTCO_2e$ in 2020), and 28 percent reduction from 2005 levels by 2035 (community-wide emissions of 331,881 MTCO2e by 2035). The emissions modeled for the proposed Project would represent 0.2% of the projected community-wide business-as-usual emissions for 2035, or 0.5% of the target emissions for that year.

La Quinta's Greenhouse Gas Reduction Plan was developed in conjunction with the City's General Plan. Given that the proposed Project is consistent with the General Plan designation for the site, it can be assumed that it would be consistent with the GHG Reduction Plan. Both plans promote mixed-use developments, such as the proposed Project, as a method to reduce emissions resulting from vehicle miles traveled (VMT).

The Project would generate a small portion of the total emissions projected in the GHG Reduction Plan and implements land use measures promoted in the Plan. The Project will comply with applicable GHG reduction measures provided in the GHG Reduction Plan, such as meeting or exceeding the Title 24 Energy Efficiency and Green Building Codes, minimizing VMT through the integration of mixed land uses, and accommodating pedestrians and bicyclists.

Overall, the proposed development is consistent with the City's plan to reduce GHG emissions and is below the SCAQMD's threshold of significance for CO_2e. As such, the Project will not conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases, and impacts will be less than significant.

Mitigation Measures: None required.

Monitoring: None required.

	Potentially Significant Impact	**Less Than Significant w/ Mitigation Incorporated**	**Less Than Significant Impact**	**No** Impact
IX. HAZARDS AND HAZARDOUS MATERIALS --Would the project:				
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?			✓	

Source: 2035 La Quinta General Plan (2013); Riverside County ALUCP – East County Airports Background Data, Sections E2 and E6; California Department of Forestry and Fire Protection FRAP State Responsibility Area Fire Hazard Severity Zones (November 2022); City of La Quinta Emergency Operations Plan (2010); State Water Resources Control Board GeoTracker; Department of Toxic Substances Control EnviroStor; Quick Quack Car Wash, Sustainability https://www.dontdrivedirty.com/sustainability/ (accessed February 2023).

Setting

Hazardous materials include chemicals, oils, and other substances which have the potential to be toxic, and may cause harm to the public and the environment if improperly stored, used, transported, resulting in release into the air, soil, or water.

To avoid such harms, hazardous materials are regulated at the federal level by the Environmental Protection Agency (EPA), and at the state level by the California EPA and the Department of Toxic Substances Control. The use of hazardous materials is also regulated at the regional and local levels, through the Regional Water Quality Control Board, Riverside County Department of Environmental Health, as well as the City's emergency services. The Hazardous Materials Element in the City's General Plan provides measures to ensure the safe use and storage of hazardous materials as La Quinta grows.

Discussion

a, b) Less Than Significant Impact. The Project proposes the development of a car wash, drive-through restaurant, and multifamily residential units.

Construction of the development would potentially involve the transport, use and storage of hazardous materials, such as asphalt, paints, and solvents. The use, storage, and disposal of these materials must be in accordance with the labels of the products. Furthermore, per Policy HAZ-1.1 in the La Quinta General Plan, the use of hazardous materials during construction must comply with all City, County, state, and federal standards for the storage, transport, use, and disposal of hazardous materials.

Operation of the restaurant, carwash and residential uses would potentially involve the use and storage of small quantities of hazardous materials such as cleaning products, solvents, landscaping products and other potentially hazardous household products. These products would not be stored on-site in sufficient quantities to create a significant hazard to the environment or to the public. However, their transport, use, storage, and disposal would be subject to all applicable local, state, and federal laws pretraining to such activities. The proposed car wash uses eco-friendly and biodegradable soaps, and does not discharge these soaps into storm drains.[6] Both the car wash and restaurant will be subject to County Health Department and Fire Department inspections and storage standards required under State law for commercial establishments.

Overall, the Project, during both construction and operation, is not anticipated to transport, use, store, or dispose of significant quantities of hazardous materials, and any use of such materials will be subject to local, state, and federal regulations. The proposed development would thus not create a significant hazard to the public or the environment, nor is it expected to create a hazard through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. The Project's impacts related to hazardous materials would be less than significant.

[6] Quick Quack Car Wash, Sustainability https://www.dontdrivedirty.com/sustainability/ (accessed February 2023).

c) Less Than Significant Impact. The proposed Project is not within one quarter mile of any existing or proposed schools. The nearest school is La Quinta High School, located approximately 2,000 feet from the subject site, at 79255 Blackhawk Way. As discussed above, the proposed Project is not anticipated to result in any significant hazards to the public. The Project would thus not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.

d) No Impact. The subject property is not included on a list compiled pursuant to Government Code §65962.3. According to the State Water Resources Control Board GeoTracker database, no LUST Cleanup Sites, Cleanup Program Sites, or Department of Defense sites occur within one mile of the Project. According to the DTSC EnviroStor database, three school investigation sites occur within one mile of the Project site, all of which have been withdrawn or deemed to require no action. The proposed Project will thus not create a significant hazard to the environment or to the public and result in no impact.

e) No Impact. The Project is located approximately 2.5 miles south of the Bermuda Dunes Airport, and over 8 miles northwest of the Jacqueline Cochran Regional Airport. The subject site is outside of the Airport Influence Area Boundary for both airports. The Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. There would be no impacts.

f) No Impact. The City of La Quinta has an adopted Emergency Operations Plan (EOP) which is intended to guide the City's response to various emergencies by establishing procedures and responsibilities. The Project would not impair the implementation of this plan. Potential emergency evacuation routes in La Quinta may include Highway 111, Fred Waring Drive, Jefferson Street, and Washington Street. The Project is located on Highway 111, which it would access via Dune Palms Road. The Project does not propose any amendments to existing evacuation routes or response plans. The Project also does not propose direct access to Highway 111, and therefore it would be unlikely to directly impact emergency evacuation functions of the highway. Site plans for the proposed development will be subject to review by the City as well as the Office of the Riverside County Fire Marshall prior to the issuance of construction permits. This plan review would ensure that the Project complies with emergency access standards. No impact is anticipated.

g) Less Than Significant Impact. As discussed in Section XX, Wildfire, the Project site is surrounded by developed land, and is not in a wildland urban interface, where the wildfire risk is typically highest. According to Fire Hazard Severity Zone maps prepared by CalFire's Fire and Resource Assessment Program (FRAP), the subject site is not located in or near any state responsibility areas or land classified as very high hazard severity zones. Therefore, the Project would not expose people or structures to significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

Mitigation Measures: None required.

Monitoring: None required.

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY -- Would the project:				
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?				✓

Source: 2035 La Quinta General Plan (2013), 2020 Coachella Valley Regional Urban Water Management Plan; Hydrology and Hydraulic Analysis for Blackpoint Properties, LLC, Northeast Corner of Highway 111 and Dune Palms Road, prepared by Joseph C. Truxaw & Associates, Inc. (January 2023); Project Specific Water Quality Management Plan, for Blackpoint Properties, LLC, Northeast Corner of Highway 111 and Dune Palms Road, prepared by Joseph C. Truxaw & Associates, Inc. (January 2023).

Setting

Domestic Water
The Coachella Valley Water District (CVWD) provides domestic water to La Quinta, including the Project site. The Project will connect to the existing 18" water lines in the Highway 111 and Dune Palms Road right of ways.

La Quinta receives water from the Whitewater River subbasin of the Coachella Valley aquifer. CVWD operates the wells that draw water from the aquifer, and imports water from the Colorado River to recharge the aquifer. In 2020, CVWD had 110,093 municipal connections and supplied 99,843 acre-feet of water.

Surface Water Quality
According to the General Plan, the City requires that all projects contain and manage all runoff water from rainfall events that flows through the site, often through the use of retention basins. When runoff travels over developed surfaces such as parking lots and building roofs, it has the potential to be contaminated by substances such as oils, solvents, and chemicals.

In accordance with the National Pollution Discharge Elimination System (NPES), which the City implements, a Hydrology and Hydraulic Analysis Report as well as a Water Quality Management Plan (WQMP) were prepared for the Project.

Wastewater Treatment and Sewer System
CVWD provides sanitary sewer collection to La Quinta. Most of the City is served by the CVWD sewer system. Sewage generated in the portion of La Quinta located south of Miles Avenue is treated at the Mid-Valley Water Reclamation Plan, which has a capacity of 9.5 million gallons per day. The Project will connect to the existing sewer lines in the Highway 111 and Dune Palms Road rights of way.

Floodplain Management
The Project site is located adjacent to the Coachella Valley Stormwater Channel. The site is within FEMA's Flood Insurance Rate Map Zone X, which indicates areas with a 0.2% annual flood chance and 1% annual chance of flood with average depths of less than 1 foot or with drainage areas less than 1 square mile.

Regional flood control structures, such as the Coachella Valley Stormwater Channel and the La Quinta Evacuation Storm Channel are designed by the Riverside County Flood Control and Water Conservation District and managed by CVWD. Local drainage and runoff facilities are maintained by the City.

Discussion

a) **Less Than Significant Impact.** The Project will connect to the existing sewer system provided by CVWD, and will be required to comply with the CVWD standard waste discharge requirements. A Water Quality Management Plan (WQMP) was prepared for the Project (Appendix E) in accordance with the National Pollution Discharge Elimination System (NPDES). The Whitewater River, Coachella Valley Stormwater Channel, and Salton Sea are potential receiving waters for urban runoff from the Project site. According to the WQMP, runoff from the Project would be discharged directly to a MS4 or engineered channel, the discharge would be in full compliance with the City's requirements for

discharges to the MS4, the discharge would not significantly impact stream habitat in the receiving waters, and the discharge is authorized by the City. The Project will be required to implement Best Management Practices (BMPs) to ensure that runoff from the site does not contain pollutants of concern. The proposed retention basins will also implement standard BMPs to ensure that stormwater infiltrating into the soil will be free of pollutants.

Overall, as ensured by the WQMP and compliance with CVWD's waste discharge requirement, the Project will not violate any water quality standards or waste discharge requirements, nor would it otherwise substantially degrade surface water or groundwater quality. Impacts would be less than significant.

b) **Less Than Significant Impact.** At buildout, the proposed Project will require water for domestic use and landscape irrigation. Table 7 shows the estimated water demand for the residential and commercial components of the proposed development. It is estimated that the Project would use a total of 39.88 acre-feet of water per year, 36.80 acre-feet of which would be used for indoor purposes, and 3.08 acre-feet of which would be used for landscape irrigation.

Table 7
Estimated Project Water Demand

INDOOR WATER USE

Land use	Quantity	Units	Gallons per day (gpd) per unit		Water demand (gpd)	Water demand acre-feet/yr)
Multifamily residential	180 dwelling units (DU)	2.37 occupants per unit [1]	55 gpd per occupant [2]	130.35 gpd per DU	23,462.00	26.28
Car wash	3,596 square feet	1 room	2.18 gpd per square foot [3]		7,832.90	8.77
Restaurant	4,778 sq ft	78 seats	20 gpd per seat [4]		1,560.00	1.75
				Indoor Water Use Subtotal:	**32,854.90**	**36.80**

OUTDOOR IRRIGATION WATER USE

Land Use	Landscaped area (sq ft) [5]	ETo (in/year)	ETAF	Conversion Factor (gal/sq ft)	Water demand (gpd)	Water demand (afy)
Multifamily residential	59,239.00	75 [6]	0.178 [7]	0.62 [8]	1,343.35	1.50
Restaurant	27,078.00				614.04	0.69
Car wash	35,217	82.9			798.61	0.89
				Outdoor Irrigation Water Use Subtotal:	**2,756.00**	**3.08**
				Project Water Use Total:	**35,610.90**	**39.88**

[1] CA Department of Finance Table E-5 City/County Population and Housing Estimates for La Quinta, 2022.
[2] CA Indoor Water Use Performance Standard.
[3] Blodgett Baylosis Environmental Planning, ISMND for Quick Quack Car Wash, Cataba Road and Main Street, Hesperia CA (August 2022).
[4] AWWARF Commercial and Industrial End Uses of Water, 2000.
[5] Landscaped areas for car wash and residential uses extrapolated from 23.7% landscaped area planned for restaurant site, per landscaping plans for Chick-fil-A.
[6] Per landscaping plans for Chick-fil-A site, prepared by Hourian Associates, Inc.
[7] Ibid.
[8] Per CVWD WSA-WSV Water Demand Calculation Table.

The City's primary water source is the Whitewater River subbasin. According to the 2020 Coachella Valley Regional Urban Water Management Plan, CVWD bases water management planning on land uses and growth forecasts provided by the Southern California Association of Governments (SCAG), based on intensive outreach and coordination with participation jurisdictions. Given that the Project is consistent with the zoning and designated land uses for the site, the resulting water demand can be assumed to be consistent with CVWD's supply projections.

The Project's estimated water demand of 39.88 acre-feet per year would represent an increase of approximately 0.04% over the quantity of water delivered by CVWD in 2020, or 0.03% of the 123,461 acre-feet projected to be delivered by CVWD in 2025.[7]

CVWD's Urban Water Management Plan (UWMP) ensures sufficient and sustainable water supplies to serve projected growth during normal, single-dry, and multiple-dry years to 2045. The Project is consistent with the growth and land uses used in CVWD's water management planning, and its projected water use would represent a small fraction of CVWD's supplies, actual and projected. Therefore, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Impacts will be less than significant.

c i-iii) Less Than Significant Impact. A Hydrology and Hydraulic Analysis was prepared for the Project (Appendix E). The following discussion about existing and proposed drainage is primarily based on that report.

Existing Drainage

Under the existing conditions, the site consists of eight subareas. The northern portion of the site, subarea 1.1, drains into the Coachella Valley Stormwater Channel. Subareas 1.2, 1.3, 1.4, and 1.7 all flow easterly into natural onsite sumps. Given the soil type on the site, it is assumed that these sumps infiltrate into the ground before runoff enters the Whitewater River. Runoff from subarea 1.6 flows into an existing gutter that flows along Highway 111. Subarea 1.5 flows easterly and northerly into an existing curb and gutter along Dune Palms Road and Highway 111, and eventually into a catch basin along Highway 111.

Proposed Drainage System

The Project proposes the construction of a drainage basin in the southeastern corner of the property. This basin will accept and treat drainage from the half widths of Dune Palms Road and Highway 111. The Project also proposes the addition of a storm drain on the east side of the site to convey drainage from the retention basin at the southeast corner of the site to the Whitewater River in high flow conditions. This storm drain would receive flows after BMPs applied in the retention basin had addressed surface water pollution. The Regional Water Quality Control Board will also permit the outfall to assure that it does not violate water quality standards.

[7] 2020 Coachella Valley Regional Urban Water Management Plan, p.4-14.

According to the Hydrology Report, runoff on the subject site will flow into the retention basin, and will enter a storm drain in the shared drive aisle on the eastern side of the site, which will discharge into the Whitewater River. The Whitewater River is an engineered drainage channel designed for 100-year storm runoff. The storm drain proposed by the Project will also be sized to accommodate the 100-year storm. The proposed facilities will reduce runoff currently conveyed to the neighboring lot to the east's storm drain system.

The drainage system for the residential component of the Project has not yet been designed, but will be subject to the same standards and requirements as the balance of the site. These standards and requirements, as with the commercial component, are designed to assure that drainage impacts remain less than significant.

The proposed Project will not result in negative impacts, including erosion, siltation, or flooding, to existing downstream drainage facilities, nor would it impede or redirect flood flows. Construction of the proposed drainage facilities and implementation of the BMPs in the WQMP will ensure that the Project does not contribute runoff that would exceed the capacity of existing drainage systems, nor would it result in substantial additions sources of polluted runoff. Overall, impacts will be less than significant.

d) Less Than Significant Impact. The Project site is bound to the north by the Coachella Valley Stormwater Channel. While the channel itself may be subject to seiche or inundation, the Project site is classified under FEMA's Flood Insurance Rate Map Zone X, which indicates areas with a 0.2% annual flood chance and 1% annual chance of flood with average depths of less than 1 foot or with drainage areas less than 1 square mile. Per the WQMP prepared for the proposed development, the Project will implement BMPs to ensure that the risk of releasing pollutants due to site inundation is less than significant.

The Project is located more than 70 miles from the Pacific Ocean and is therefore not at risk of tsunami. Overall, the Project's impacts related to the risk of release of pollutants due to flooding, tsunami, or seiche is less than significant.

e) No Impact. The Project will be subject to all applicable water quality standards imposed by the City and the Regional Water Quality Control Board. Compliance with these standards will be ensured by implementation of the WQMP prepared for the Project. As previously stated, the Project's estimated water demand represents a small fraction of CVWD's water supply, is consistent with the land use assumptions upon which the District's UWMP was developed, and therefore would not conflict with the water management plan. The Project would have no impacts that would conflict with or obstruct the implementation of an applicable water quality or water management plan.

Mitigation Measures: None required.

Monitoring: None required.

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

Source: 2035 La Quinta General Plan; La Quinta Municipal Code Title 9.

Setting

The Project site is currently vacant. Sites to the east, west, and south are currently occupied by commercial developments. The north of the site is bound by the Coachella Valley Stormwater Channel, followed by land occupied by residential uses further north.

The proposed development is subject to the policies and land use designations of the La Quinta General Plan and Zoning Code. The subject site is designated for General Commercial (CG) and zoned for Regional Commercial (CR), respectively. According to the Zoning Code, given its location in the CR zone, the site is also covered by the Mixed-Use (MU) overlay district.

As discussed in Section IV, Biological Resources, La Quinta participates in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). The Project site is not within, or in proximity to, a CVMSHCP conservation area.

Discussion

a) No Impact. The Project proposes a mixed-use development including commercial uses on the southern portion of the site and residential uses on the northern portion. Adjacent properties to the east, west, and south are occupied by similar commercial uses. The land to the immediate north of the site is occupied by the Coachella Valley Stormwater Channel. The proposed development is consistent with surrounding land uses, and these surrounding land uses operate independently of the subject site. It can thus be concluded that the Project would not physically divide any established communities. There would be no impacts.

b) No Impact. The subject site is designated for General Commercial use. According to the City's General Plan, this designation supports a range of commercial uses, including supermarkets, restaurants, and service businesses, as well as mixed use projects. The proposed development algins with these permitted uses.

In accordance with Senate Bill 375 and the Southern California Association of Governments (SCAG) Sustainable Communities Strategy (SCS), the City encourages mixed use development along Highway 111, where employment opportunities, commercial services, and bus routes are concentrated.[8] The City's Zoning Code establishes the MU overlay district on sites zoned for Regional Commercial (CR).

The proposed Project is consistent with the permitted uses and development standards for both the CR zone and the MU overlay. Drive-through restaurants are permitted in CR zones, and car washes are permitted with an approved Minor Use Permit. The MU overlay permits projects involving both multifamily residential and commercial uses. The residential portion of the Project proposes a density of 24 dwelling units per acre (DU/AC), which complies with the permitted range of 12 to 24 DU/AC in the MU overlay.

The Project site is not located in a CVMSHCP conservation area, and as discussed in Section IV, Biological Resources, the Project would not conflict with applicable policies in the plan.

Overall, the proposed Project would not cause any significant environmental impacts due to conflict with any land use plan, policies, or regulation adopted for the purpose of avoiding or mitigating an environmental impact. The proposed development is consistent with the City's General Plan and Zoning Code, as well as the CVMSHCP, and would therefore have no impacts.

Mitigation Measures: None required.

Monitoring: None required.

[8] 2035 La Quinta General Plan, p. II-16.

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

Sources: City of La Quinta General Plan (2013); City of La Quinta Municipal Code; California Department of Conservation SMARA Mineral Land Classification https://www.conservation.ca.gov/cgs/minerals/mineral-land-classification-smara (accessed January 2023).

Setting

Sand and gravel, known as aggregate, are the primary mineral resources in La Quinta. Mineral resources in California have been mapped by the Department of Conservation, Division of Mines and Geology, in accordance with the Surface Mining and Reclamation Act (SMARA) of 1975. Three Mineral Resource Zones (MRZs) have been identified in La Quinta:

> MRZ-1: Areas where available geological information indicates that little likelihood exists for the present of significant construction aggregate resources.
>
> MRZ-2: Areas where available geological information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
>
> MRZ-3: Areas containing mineral deposits, the significance of which cannot be evaluated from available data.

The majority of La Quinta is within MRZ-1. None of the City's zones or land use designations support mining.

Discussion

a, b) No Impact. The Project site is located in Mineral Resource Zone 1, which indicates a low likelihood of mineral resources occurring. The proposed development would therefore not result in the loss of availability of a known mineral resources that would be of value to the region or its residents.

The subject property is within the City's Regional Commercial zone, which does not list mining as a permitted use. Therefore, the Project would not result in the loss of availability of a locally-important mineral resources recover site. Overall, the Project would have no impacts related to mineral resources.

Mitigation Measures: None required.

Monitoring: None required.

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE - Would the project result in:				
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?			✓	
b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

Source: 2035 La Quinta General Plan (2013); Highway 111 & Dune Palms Road Cumulative Impact Memo prepared by MD Acoustics (LLC) (February 2023); Acoustical Analysis Report for Chick-fil-A – Highway 111 & Dune Palms prepared by Eilar Associates Inc. (December 2022); Quick Quack Car Wash (Store #43-049) prepared by MD Acoustics, LLC (January 2023); Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013).

Setting

Noise can be defined as unwanted sound. The most common source of noise in La Quinta is traffic noise. Commercial activities, including air compressors and commercial compactors, landscaping equipment, and daily operations, also contribute to noise levels in the city. The Project site is located at the corner of Highway 111 and Dune Palms Road, a secondary arterial. Adjacent properties to the east and west of the site are occupied by commercial uses. In addition to being a major traffic corridor, SunLine Transit Agency operates a bus route on Highway 111. The brakes and engines in buses tend to be louder than that of typical cars.

Certain construction activities and equipment can generate vibration that may be felt on adjacent properties. The impacts of vibration are evaluated based on the potential to damage existing structures as well as the potential to create a nuisance to individuals. According to the Caltrans Transportation and Construction Vibration Guidance Manual, the threshold for damage to modern structures is a peak particle velocity (PPV) of 0.5 inches per second. The thresholds for human perception of vibration at a PPV of 0.01 inches per second classified as “barely perceptible,” 0.04 inches per second as “distinctly perceptible,” 0.1 inches per second as strongly perceptible,” and 0.4 inches per second as “severe.”

Excessive levels of noise can have negative impacts to physical and psychological well-being, property values, the natural environment, and to overall quality of life. Some land uses, such as residential properties, schools, hospitals, and churches, are particularly sensitive to these impacts. The City defines these land uses as noise-sensitive properties. According to §9.100.210 of the City's Municipal Code, the noise limit for noise-sensitive properties is 65 dBA between the hours of 7 a.m. and 10 p.m., and 50 dBA between 10 p.m. and 7 a.m. Other land uses have a noise limit of 75 dBA between 7 a.m. and 10 p.m. and 65 dBA between the hours of 10 p.m. and 7 a.m.

The City also regulates temporary construction noise. According to § 6.08.050 of the Municipal Code, construction activities are permitted from 7 a.m. to 5:30 p.m. on weekdays between October 1 and April 30, and 6 a.m. to 7 p.m. on weekdays between May 1 and September 30. Construction is also permitted on Saturdays between 8 a.m. and 5 p.m., but is prohibited on Sundays and holidays.

The Project proposes the development of a 9.4-acre site on the northeastern corner of Highway 111 and Dune Palms Road. The site is surrounded by commercial uses to the south (across Highway 111), east, and west (across Dune Palms Road). Residential uses occur beyond the Coachella Valley Stormwater Channel to the north. The proposed site plan would be configured with the car wash and drive-through quick serve restaurant on the southern half of the site, fronting on Highway 111. The proposed residential component would be on the northern half of the site.

Acoustical analysis reports were prepared for the proposed car wash and quick serve restaurant (Appendix F). A cumulative impact memo was also prepared to evaluate the cumulative noise impacts of the two commercial uses. For the purposes of analysis, the acoustical reports assumed Project operational hours to be 7 a.m. to 9 p.m., seven days a week.

Discussion

a) Less Than Significant with Mitigation. The proposed Project is expected to generate noise during both the construction and operational phases. Additionally, the increased vehicular traffic resulting from the Project will also contribute to noise level increases in the area. As stated above, the following analysis is based on cumulative acoustical analysis prepared for the proposed commercial uses. Eight receivers were used to measure the Project's potential impacts on ambient noise levels in the site vicinity.

Construction Noise

As stated above, La Quinta restricts construction activity to specific hours on weekdays and Saturdays and prohibits construction activity on Sundays and holidays. The City does not have a construction noise limit during permissible hours of operation. Future construction of all of the components of the Project would be required to comply with the permitted hours for construction activities.

An acoustical analysis was prepared for the commercial component of the Project using a common construction noise thresholds of 75 dBA for analysis purposes. Table 8 shows the cumulative noise expected to be generated from simultaneous construction of the proposed car wash and quick-serve restaurant (QSR).

Table 8
Project Generated Noise Levels at Receiver Locations

Receiver	Location	Typical Noise Limit	Grading/Utilities Noise Level			Paving/Building Construction Noise Level		
			Car Wash	QSR	Cumulative	Car Wash	QSR	Cumulative
R1	North Property Line	75	56	44	**56**	53	46	**54**
R2	North Residential Property	75	50	39	**50**	47	41	**48**
R3	South Property Line	75	60	54	**61**	58	56	**60**
R4	Southeast Property	75	63	44	**63**	61	46	**61**
R5	Southwest Property	75	55	51	**57**	53	54	**57**
R6	South Residential Property	75	52	38	**52**	50	40	**50**
R7	East Property Line	75	70	49	**70**	68	51	**68**
R8	West Property Line	75	57	56	**60**	54	58	**60**

Noise levels are presented in dBA.
Source: "Highway 111 & Dune Palms Road – Cumulative Impact Memo, City of La Quinta, CA," prepared by MD Acoustics, LLC, February 2023.

As shown in the table above, the cumulative noise levels resulting from construction of the Project will be 48-52 dBA Leq at the adjacent residential sites and 54-70 dBA Leq at the adjacent commercial sites. These levels are below the typical 75 dBA Leq construction noise threshold used for analysis purposes.

Construction of the Project will be required to comply with permitted construction hours provided in the City's Municipal Code. Additionally, the acoustical analysis report prepared for the Project recommends standard best practices that should be practiced during construction:

1. Equipment should be turned off when not in use.
2. The use of enunciators of public address systems should be limited to emergency notifications.
3. The equipment used in construction should be maintained in proper operating condition, and all loads should be properly secured to prevent rattling and banging.
4. Work should be scheduled to avoid simultaneous construction activities if both would eb generating high noise levels.
5. Equipment with effective mufflers should be used.
6. The use of backup alarms should be minimized.

Construction of the Project will be limited to permitted working hours, will generate noise below the common threshold of 75 dBA, and will implement standard construction site best practices. Given these conditions, the temporary increase in ambient noise levels resulting from construction of the Project will have less than significant impacts.

Operational Noise

Operation of the proposed Project would generate noise from sources such as the restaurant drive-through intercom, rooftop HVAC units, and truck deliveries. Additionally, the car wash would generate noise from blowers, vacuums, and other equipment. The car wash design also includes a 6 ft. sound attenuation wall at the exit. The residential component of the Project will be developed at a later stage and was not analyzed in the acoustical analysis report. However, it can be assumed that the residential uses would not generate noise beyond what is typical of residential areas, and the majority of the noise generated from residential units would result from additional traffic.

The acoustical analysis conducted for the commercial components of the Project measured ambient noise levels during operational hours of 7 a.m. to 9 p.m. Table 9 shows the estimated cumulative noise resulting from operation of the Project.

Table 9
Project Cumulative Operational Noise Level (dBA, L_{EQ})

Receiver Number	Receiver Location	Noise Level					Daytime Limit
		Ambient	QSR	Car Wash	Cumulative	Ambient Increase	
R1	Far North Property Line	53	38	46	**54**	1	**75**
R2	North Residential Property	55	34	40	**55**	0	**65**
R3	South Property Line	63	46	47	**63**	0	**75**
R4	Southeast Property	63	39	49	**63**	0	**75**
R5	Southwest Property	63	43	42	**63**	0	**75**
R6	South Residential Property	53	34	37	**53**	0	**65**
R7	East Property Line	57	42	56	**60**	3	**75**
R8	West Property Line	57	46	45	**58**	1	**75**
R9	North Future Residential	53	48	62	**63**	10	**65**
R10	North Future Residential	53	45	62	**63**	10	**65**
R11	North Future Residential	53	42	62	**63**	10	**65**

Source: "Highway 111 & Dune Palms Road – Cumulative Impact Memo, City of La Quinta, CA," prepared by MD Acoustics, LLC, May 2023.

As shown in the table above, the cumulative noise levels resulting from operation of the Project would not exceed the daytime noise limits of 75 dBA on neighboring commercial properties, and 65 dBA on neighboring residential properties, both existing and future at the locations identified in the Table. Ambient noise levels on existing adjacent commercial properties are anticipated to increase by up to 3 dBA as a result of the Project. Ambient noise levels on existing adjacent residential properties are not anticipated to increase. Given the current conditions and that the ambient noise levels would not increase beyond the daytime noise limit established in the City's Municipal Code, the Project would have a less than significant impact related to permanent increases in ambient noise.

The above table also shows the cumulative noise increase on the future residential units in the northern portion of the Project. Ambient noise levels on this portion of the property would increase by up to 10 dBA CNEL as a result of the operation of the proposed car wash and QSR. However, the projected cumulative noise level on the future residential site is 63 dBA CNEL, which is below the 65 dBA daytime noise limit for sensitive receptors. The commercial component of the Project would therefore have a less than significant impact related to permanent increases in ambient noise on the future residential development.

Traffic Noise

As discussed in Section XVII, Transportation, the proposed Project would generate vehicular trips. The noise generated by these additional trips, in addition to the existing traffic noise, would cumulatively contribute to the ambient noise level in the Project area. According to the acoustic analysis prepared for the Project, a significant increase in ambient noise levels would occur if cumulative Project increases would result in an audible increase of 3 dB or more. Table 10 shows the sound level increase estimated to result from the vehicle trips generated by the Project.

Table 10
Project Cumulative Traffic Noise Increase

Roadway	Traffic Volume (ADT)		Sound Level Increase (dB)
	Current	Current Plus Projects	
Dune Palms Road	8,373	10,848	1.1
Highway 111	38,037	40,512	0.3

Source: "Highway 111 & Dune Palms Road – Cumulative Impact Memo, City of La Quinta, CA," prepared by MD Acoustics, LLC, February 2023.

As shown in the above table, the commercial components of the Project would result in sound level increases of 1.1 dB on Dune Palms Road, and 0.3 on Highway 111. Given that the cumulative increase is anticipated to be less than 3 dB on the adjacent roadways, impacts to ambient noise levels would be less than significant. While the residential component of the Project was not included in the above analysis, the proposed apartments would generate less than 50% of the traffic generated from the commercial uses,[9] and therefore would not be expected to result in cumulative increases beyond 3dB on the adjacent roadways. Impacts would be less than significant.

b) Less Then Significant Impact. The acoustical analyses prepared for the car wash and quick serve restaurants calculated maximum vibration levels anticipated during construction of the Project. According to the acoustical analysis for the restaurant, a vibratory roller generates a peak particle velocity (PPV) of approximately 0.210 inches per second at a distance of 25 feet from the equipment. At the nearest occupied structure from the subject site, this level of vibration would be approximately 0.013 inches per second. This is well below the building damage threshold of 0.5 inches per second, and would be classified as "barely perceptible" to human perception. The source anticipated to yield the maximum vibration during construction

[9] According to Table 5-1 of Traffic Impact Analysis Report prepared for the Project, the multi-family apartments would generate 1,213 daily trips, while the restaurant and car wash would generate 2,291 and 996 daily trips, respectively.

of the Project is the bulldozer. At the distance of the nearest structure from the Project property line, a large bulldozer would generate at most 0.047 PPV inches per second, which is below the threshold of damage to buildings. While this level of vibration would be classified as "distinctly perceptible", the use of bulldozers would be temporary and limited to the City's permitted construction hours. The Project is not anticipated to generate significant groundborne vibration during operations. Given that any groundborne vibration generated during construction of the Project would be temporary, limited to the permitted construction hours, and would not damage any buildings, the vibration would not be considered excessive and impacts would be less than significant.

c) No Impact. The subject site is not located within two miles of and public airport or private airstrip. The Bermuda Dunes Airport is located more than 2.5 miles north of the Project site, and the Jacqueline Cochrane Regional Airport is almost 8 miles southeast. Therefore, the Project would not expose people living or working in the Project area to excessive noise levels. There would be no impacts.

Mitigation Measures: None required.

Monitoring: None required.

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

Source: Department of Finance Table E-5 2022 Population and Housing Estimates; Southern California Association of Governments Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) Demographics and Growth Forecast; La Quinta Housing Element 2021-2029 Update; La Quinta Municipal Code §9.140.90.

Setting

According to the Department of Finance Table E-5 Population and Housing Estimates for 2022, La Quinta's 2022 population is 37,860, with an average household size of 2.37 people. According to the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (TRP/SCS) growth forecast, the City's population is expected to grow by approximately 18% from 2016 to 2045. Over this same period, SCAG forecasts the number of jobs in La Quinta to increase by approximately 12%, from 16,700 to 18,700.

According to the Department of Finance, the City's total housing stock is comprised of 23,796 units, of which approximately 88% is single family detached or single family attached. The City's housing stock has an overall vacancy rate of 33.1%, which includes seasonal vacancies. The Regional Housing Needs Assessment for La Quinta proposes the provision of 1,530 additional units of housing from 2022 to 2029.

Discussion

a) Less Than Significant Impact. The Project proposes the development of a drive-through restaurant, a car wash, and approximately 180 units of affordable multi-family residential housing. The subject site is in a developed area in the City, and therefore the Project would not require the extension of roads or other infrastructure.

The proposed commercial uses would create new jobs in the community, which could induce population growth. However, the number of new jobs created by the proposed restaurant and car wash is not expected to be substantial, and many of these jobs would likely be filled by existing residents of the City. The proposed commercial land uses are therefore not expected to induce substantial unplanned population growth.

Based on the City's average household size of 2.37 people, the proposed 180 housing units would result in approximately 427 new residents. This represents approximately 0.9% of the 47,700 residents that SCAG forecasts will populate the City by 2045. The population growth induced by the Project is therefore not substantial or unplanned.

Furthermore, the residential units proposed are in line with the Mixed-Use (MU) overlay district that applies to the Regional Commercial (C-R) zone. The proposed density is 24 units per acre, which is within the permitted range for the MU Overlay per the City's Zoning Code. Furthermore, the residential component of the Project will support the development of additional housing units, consistent with the City's 2021-2029 RHNA. The population growth resulting from the Project is therefore consistent with the growth planned for in the City's General Plan and Zoning Code.

Overall, the population growth induced by the Project is not expected to be significant or unplanned. Impacts will be less than significant.

b) No Impact. The Project site is currently vacant. The proposed development would therefore not displace any existing people or housing, nor would it necessitate the construction of replacement housing elsewhere. There will be no impacts.

Mitigation Measures: None required.

Monitoring: None required.

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

Source: 2035 La Quinta General Plan (2013); Riverside County Fire Department, https://www.rvcfire.org/resources/fire-stations (accessed January 2023); La Quinta Development Impact Fee Summary (2020); Desert Sands Unified School District School Impact/Developer Fees (August 2022).

Setting

Fire Protection

The City contracts with the Riverside County Fire Department for fire protection services. The City has three fire stations: Station 32 at 78111 Avenue 52, Station 70 at 54001 Madison Street, and Station 93 at 44555 Adams Street. Station 93 is the closest station to the Project, located approximately 1.3 miles northwest of the subject site. The County Fire Department also has stations in the neighboring cities of Indio and Indian Wells. Calls to the Department are dispatched through a centralized command center, which determines the responding station(s) based on proximity, regardless of jurisdiction. Station 88 at 46-621 Madison Street in Indio is approximately 1.4 miles east of the Project site.

As of the writing of the City's General Plan, the Department's average response time was 3.9 minutes throughout La Quinta. Fire services in the City have a response time standard of 5 minutes or less 90% of the time. Minimum staffing in the City is 3 firefighters per front-roll fire engine.

Police Protection
The City contracts with the Riverside County Sheriff's Department for police services. The Sheriff's Department operates in the City as the La Quinta Police Department. The Department has two stations: the La Quinta Sheriff's Station is located at 86-625 Airport Boulevard in Thermal, and the Civic Center Community Policing Office is at 78-495 Calle Tampico in La Quinta City Hall.

As of the writing of the City's General Plan, La Quinta's contract included 51 sworn offices and 5 community service officers. The Department's average response time for high priority calls is 5 minutes.

Schools
La Quinta is within the boundaries of two school districts: Desert Sands Unified School District (DSUSD) and Coachella Valley Unified School District (CVUSD). DSUSD serves most of the city, encompassing the area west of Jefferson Street and north of Avenue 48, including the Project site. CVUSD serves the area east of Jefferson Street and south of Avenue 48.

DSUSD has seven schools in the City, including three elementary schools, two middle schools, one continuation high school, and one high school.

Parks
The City has approximately 5,259 acres of designated recreational open space. There are two regional parks in La Quinta. The City also operates 11 parks, as well as the Civic Center Campus and three nature preserves. The City's open space also includes one public and 22 privately owned and operated golf courses.

The nearest parks to the Project site are the La Quinta X Park, located approximately 1,600 feet north of the site, and La Quinta Park, which is approximately 2,500 feet northwest of the site.

Other Services
The La Quinta Library is owned by the City and operated by the County of Riverside. The library is approximately 20,000 square feet and, at the time that the City's General Plan was written, contained approximately 89,060 volumes.

Discussion

a) Less Than Significant Impact.

Fire Protection:
The Project site is currently vacant. Development of the proposed Project would marginally increase demand on fire protection services by introducing new buildings, employees, and residents to the site. The nearest Riverside County Fire Department stations to the subject site are at 44555 Adams Street and 46-621 Madison Street, respectively 1.3 and 1.4 miles from the property. The City anticipates needing additional fire protection facilities as it grows, with strategic placement to ensure response times are met. Given that the proposed development is located in proximity to two existing fire stations, fire personnel would likely

be able to reach the site within the five-minute response time. The proposed Project is therefore not likely to result in any physical environmental impacts resulting from the expansion of fire station facilities.

The proposed development would be required to pay the City's Development Impact Fees. The commercial development portion of the Project would be subject to a fee of $151 per 1,000 square feet for fire services. The multifamily residential portion of the Project would be subject to a fee of $188 per dwelling unit for fire services. Payment of these fees would help to offset the increased demand on the Fire Department.

The Project would also be required to submit plans for review by the Office of the County Fire Marshall upon application for building permits. This review would ensure that the proposed development is constructed to current Fire Code, has adequate emergency access and complies with other fire safety standards.

Overall, while the Project will increase the demand on fire protection services, its location in proximity to existing fire stations suggests that no new facilities would be required to meet response time standards. The development would be required to pay Development Impact Fees to help offset the increase in demand, and would be required to comply with emergency access and fire safety regulations. The Project would therefore not result in adverse physical impacts resulting from the construction of new facilities. Impacts would be less than significant.

Police Protection:
The subject site is currently vacant. The proposed development would introduce additional buildings, employees, and residents, which would result in a marginal increase in demand for police services. Given that the subject site is within 2.4 miles of the City's Civic Center Community Policing Office, and that the increased demand would likely be marginal, new facilities are not likely to be required as a result of the Project.

Police personnel would be able to access the Project site via Highway 111 and Dune Palms Road, as well as from nearby arterial roads such as Washington Street and Jefferson Street. The proposed site plans would be reviewed by the Sheriff's Department to ensure that safety standards are met. Overall, impacts related to police protection will be less than significant.

Schools:
The subject site is within the boundaries of the DSUSD. The Project proposes the development of approximately 180 units of multi-family housing. Table 11 shows the number of students likely to be generated by the residential portion of the Project, based on the DSUSD student generation rates. The commercial portion of the Project would not generate permanent population, and would therefore have no direct impact on schools.

Table 11 Project Student Generation		
School Type	**Generation Rate (per residential unit)**	**Students Generated**
Elementary School	0.1486	27
Middle School	0.0793	14
High School	0.1221	22
	Total:	**63**
Source: Desert Sands Unified School District - Fee Justification Report For New Residential and Commercial/Industrial Development, Table VI Student Generation Rate, May 18, 2022.		

As shown in the table above, the proposed Project is estimated to generate 63 new elementary, middle, and high school students into the DSUSD. Increased demand on school resources resulting from the increased student population would be offset by payment of the State-mandated DSUSD School Impact / Developer Fees. As of 2022, the fee rates are $4.79 per square foot of residential development and $0.78 per square foot of commercial development. Payment of the developer fee would ensure that the Project's potential impacts on school resources are less than significant.

Parks and Other Services

The commercial portion of the proposed Project is not likely to impact parks, the library, or other public facilities and services in La Quinta. The population associated with the proposed 180 residential units may marginally increase use of these facilities. The Zoning Ordinance requires that multi-family projects include common and private open space, and the residential component of the Project would be required to comply with these standards. Multi-family residential developments in La Quinta are required to pay a Parks Improvement fee of $1,716 per dwelling unit, as well as a Development Impact Fee for the library of $323 per unit. While the demand induced by the proposed Project is not likely to require the construction of new facilities, payment of these fees will help offset impacts to the existing facilities. Impacts to parks and other services will be less than significant.

Mitigation Measures: None required.

Monitoring: None required.

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

Sources: 2035 La Quinta General Plan (2013); La Quinta Municipal Code; La Quinta Development Impact Fee Summary (2020).

Setting

The City currently has 5,259 acres of land designated for recreational open space, including 11 city parks, one public golf course and 22 privately owned golf courses. The City also has various public recreational facilities, including the Fritz Burns Pool, the La Quinta Sports Complex, the La Quinta Community Center, the Boys and Girls Club of La Quinta, and the La Quinta Senior Center.

Discussion

a, b) Less Than Significant Impact. The Project proposes the development of commercial uses, including a car wash and drive-through restaurant, and residential uses. The commercial component would have no impact on recreation facilities. The population growth resulting from the 180 housing units proposed for the residential portion of the Project could, however, increase the use of existing parks and other recreational facilities. To offset these potential impacts, the residential portion of the Project would be required to pay the City's Development Impact Fee for Park Improvements of $1,716 per dwelling unit.

The residential component of the Project will include on-site recreation and open space. Consistent with the requirements for multi-family residential uses, as provided in §9.50.303 and §9.60.230 of the Municipal Code, the residential component of the Project will be required to include a minimum of 30% common open area, and at least 30% of the common open area must be suitable for active recreational uses. This requirement will ensure that recreation space is available for residents on-site and will likely result in less additional demand placed on existing parks and recreational facilities in the area.

Furthermore, payment of the City's Park Improvement Fee would ensure that if the Project does increase the use of existing parks and recreational facilities, any resulting physical deterioration could be offset. The marginal increase in population resulting from the Project is unlikely to require new construction or the expansion of existing recreational facilities. If the construction of new facilities is required, environmental review would be required on a project-by-project basis to ensure that the new facilities would not have an adverse impact on the environment. Overall, the Project's impacts related to recreation facilities would be less than significant.

Mitigation Measures: None required.

Monitoring: None required.

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION -- Would the project:				
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?				✓

Source: 2035 La Quinta General Plan Circulation Element (2013); Traffic Impact Analysis Report for Highway 111 and Dune Palms Road Mixed-Use Project (January 2023); City of La Quinta Vehicle Miles Traveled Analysis Policy (June 2020).

Setting

The Circulation Element in the La Quinta General Plan incorporates local and regional land use plans, as well as the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP), into the City's transportation planning efforts. Roadways in the City are classified as highways, major arterials, primary arterials, secondary arterials, modified secondary arterials, collectors, and local streets. The City also provides sidewalks, bikeways, and routes for golf carts and neighborhood electric vehicles (NEVs). La Quinta is also served by the SunLine Transit Agency, which has two routes through the City.

The two main roadways in the Project vicinity are Highway 111 and Dune Palms Road. Highway 111 is an intra-regional connector, connecting La Quinta with other cities in the Coachella Valley. In the City, Highway 111 has been improved to its ultimate six-lane divided design standard. The roadway also serves as a SunLine bus route and a designated truck route. Dune Palms Road is classified as a Secondary Arterial. In the vicinity of the Project, between Westward Ho Drive and Highway 111, Dune Palms Road has one northbound lane and two southbound lanes. Immediately to the north of the Project site, Dune Palms Road has a low-flow at-grade crossing of the Whitewater River. A bridge across the Channel has recently begun construction, and will provide all-weather access when complete.

The following analysis is based in part on the Traffic Impact Analysis Report prepared for the Project by Linscott, Law & Greenspan, Engineers (Appendix G). As shown in Table 12, the Traffic Impact Analysis Report analyzed 11 key intersections and 6 key roadway segments.

Table 12
Traffic Study Area Intersections and Roadway Segments

Key Study Intersections	1) Dune Palms Road at Blackhawk Way/Westward Ho Drive 2) Dune Palms Road at Corporate Centre Drive 3) Washington Street at Highway 111 4) Adams Street at Highway 111 5) La Quinta Drive at Highway 111 6) Dune Palms Road at Highway 111 7) Costco Drive at Highway 111 8) Jefferson Street at Highway 111 9) Dune Palms Road at Avenue 48 10) Dune Palms Road at Existing Speedway Driveway 11) Existing Shopping Center Driveway at Highway 111
Key Study Roadway Segments	a) Dune Palms Road north of Corporate Centre Drive b) Dune Palms Road between Corporate Centre Drive and Highway 111 c) Highway 111 between Washington Street and Adams Street d) Highway 111 between La Quinta Drive and Dune Palms Road e) Highway 111 between Dune Palms Road and Costco Drive f) Dune Palms Road between Highway 111 and Avenue 48

Discussion

a) Less Than Significant Impact. According to the Circulation Element, the City strives to maintain a Level of Service (LOS) of LOS D or above. Intersections along roadways covered by the Riverside County Congestion Management Program (CMP) System of Highways and Roadways, which includes Highway 111, are required to attain a minimum level of service of LOS E or better.

The Traffic Impact Analysis Report prepared for the Project analyzed the study area intersections in their current condition and projected the conditions in 2026 with the addition of the Project traffic and traffic resulting from ambient growth, as well as Project traffic, ambient growth traffic, and cumulative traffic. The analysis is based on a trip generation of 3,678 daily trips for all components of the Project, including both residential units and commercial uses.

As shown in the Tables below, the report found that all eleven key study intersections and all six key roadway segments currently operate at acceptable LOS during both morning and evening peak hours. Tables 13 and 14 show traffic conditions under Existing plus Ambient Growth conditions with the Project for intersections and roadway segments, respectively.

Table 13
Existing with Ambient Growth with Project Peak Hour Intersection Capacity Analysis

Key Intersection	Time Period	Minimum Acceptable LOS	Existing Traffic Conditions		2026 Conditions (A.G + Project Traffic)		Delay Increase	Deficiency ?
			Delay (s/v)	LOS	Delay (s/v)	LOS		
1. Dune Palms Rd. at Blackhawk Way / Westward Ho Dr.	AM PM	LOS D	35.5 37.5	D D	46.3 41.5	D D	10.8 4.0	No No
2. Dune Palms Rd. at Corporate Centre Dr.	AM PM	LOS E	15.9 13.8	C B	23.8 17.1	C C	7.9 3.3	No No
3. Washington St. at Hwy 111	AM PM	LOS E	28.1 27.8	C C	28.5 28.5	C C	0.4 0.7	No No
4. Adams St. at Hwy 111	AM PM	LOS E	24.1 23.1	C C	24.3 23.9	C C	0.2 0.8	No No
5. La Quinta Dr. at Hwy 111	AM PM	LOS E	11.7 22.4	B C	12.0 24.0	B C	0.3 1.6	No No
6. Dune Palms Rd. at Hwy 111	AM PM	LOS E	25.4 24.4	C C	27.1 26.6	C C	1.7 2.2	No No
7. Costco Dr. at Highway 111	AM PM	LOS E	17.7 26.6	B C	18.1 29.2	B C	0.4 2.6	No No
8. Jefferson St. at Hwy 111	AM PM	LOS E	33.7 35.9	C D	35.1 39.7	D D	1.4 3.8	No No
9. Dune Palms Rd. at Ave. 48	AM PM	LOS D	20.3 21.6	C C	22.9 22.8	C C	2.6 1.2	No No
10. Dune Palms Rd. at Existing Speedway Dwy.	AM PM	LOS E	14.8 13.8	B B	27.7 18.5	D C	12.9 4.7	No No
11. Existing Shopping Center Dwy at Hwy 111	AM PM	LOS E	16.1 20.5	C C	23.1 33.9	C D	7.0 13.4	No No

LOS = Level of Service
A.G = Ambient Growth
s/v = seconds per vehicle

Table 14
Existing with Ambient Growth with Project Conditions Daily Roadway Segment Analysis

Key Roadway Segment	LOS E Capacity (VPD)	Existing Traffic Conditions			2026 Ambient Growth with Project Traffic Conditions				
		Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Increase	Adverse?
A. Dune Palms Rd. (north of Corporate Center Dr.)	30,800	9,185	0.298	A	11,329	0.368	A	0.070	No
B. Dune Palms Rd. (between Corporate Center Dr. and Hwy 111)	30,800	11,078	0.360	A	13,313	0.432	A	0.072	No
C. Hwy 111 (between Washington St. and Adams St.)	61,100	29,865	0.489	A	32,988	0.540	A	0.051	No
D. Hwy 111 (between La Quinta Dr. and Dune Palms Rd.)	61,100	37,162	0.608	B	40,869	0.669	B	0.061	No
E. Hwy 111 (between Dune Palms Rd. and Costco Dr.)	61,100	38,289	0.627	B	42,456	0.695	B	0.068	No
F. Dune Palms Rd. (between Hwy 111 and Ave. 48)	42,600	10,578	0.248	A	12,038	0.283	A	0.035	No

LOS = Level of Service
VPD = Vehicles per Day
V/C = Volume to Capacity Ratio

As shown in Table 13, above, the traffic analysis projected that the 2026 conditions for the eleven intersections would continue to operate at an acceptable LOS with traffic from ambient growth and the Project. Likewise, as shown in Table 14, with the addition of traffic from ambient growth and the Project, the six roadway segments would continue to operate at an acceptable LOS in 2026.

Tables 15 and 16 below show the projections for 2026 conditions, adding ambient growth traffic, Project traffic, as well as cumulative traffic from expected future projects. The traffic analysis found that the eleven intersections (Table 15) and six segments (Table 16) would continue to operate at an acceptable LOS under these conditions.

Table 15
Existing with Ambient Growth with Project with Cumulative Projects Peak Hour Intersection Capacity Analysis

Key Intersection	Time Period	Minimum Acceptable LOS	Existing Traffic Conditions		2026 Conditions (A.G + Project Traffic)		Delay Increase	Deficiency?
			Delay (s/v)	LOS	Delay (s/v)	LOS		
1. Dune Palms Rd. at Blackhawk Way / Westward Ho Dr.	AM PM	LOS D	35.5 37.5	D D	33.7 36.3	C D	0.0 0.0	No No
2. Dune Palms Rd. at Corporate Centre Dr.	AM PM	LOS E	15.9 13.8	C B	16.9 16.8	C C	1.0 3.0	No No
3. Washington St. at Hwy 111	AM PM	LOS E	28.1 27.8	C C	28.0 29.2	C C	0.0 1.4	No No
4. Adams St. at Hwy 111	AM PM	LOS E	24.1 23.1	C C	24.2 24.4	C C	0.1 1.3	No No
5. La Quinta Dr. at Hwy 111	AM PM	LOS E	11.7 22.4	B C	13.1 26.3	B C	1.4 3.9	No No
6. Dune Palms Rd. at Hwy 111	AM PM	LOS E	25.4 24.4	C C	25.9 26.9	C C	0.5 2.5	No No
7. Costco Dr. at Highway 111	AM PM	LOS E	17.7 26.6	B C	17.2 29.3	B C	0.0 2.7	No No
8. Jefferson St. at Hwy 111	AM PM	LOS E	33.7 35.9	C D	35.8 52.3	D D	2.1 16.4	No No
9. Dune Palms Rd. at Ave. 48	AM PM	LOS D	20.3 23.7	C C	23.0 23.7	C C	2.7 2.1	No No
10. Dune Palms Rd. at Existing Speedway Dwy.	AM PM	LOS E	14.8 13.8	B B	18.3 16.9	C C	3.5 3.1	No No
11. Existing Shopping Center Dwy at Hwy 111	AM PM	LOS E	16.1 20.5	C C	22.1 45.6	C E	6.0 25.1	No No

LOS = Level of Service
A.G = Ambient Growth
s/v = seconds per vehicle

Table 16
Existing with Ambient Growth with Project and Cumulative Projects Conditions Daily Roadway Segment Analysis

Key Roadway Segment	LOS E Capacity (VPD)	Existing Traffic Conditions			2026 Ambient Growth with Project Traffic Conditions				
		Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Increase	Adverse?
A. Dune Palms Rd. (north of Corporate Center Dr.)	30,800	9,185	0.298	A	12,738	0.414	A	0.116	No
B. Dune Palms Rd. (between Corporate Center Dr. and Hwy 111)	30,800	11,078	0.360	A	14,662	0.476	A	0.116	No
C. Hwy 111 (between Washington St. and Adams St.)	61,100	29,865	0.489	A	33,722	0.552	A	0.063	No
D. Hwy 111 (between La Quinta Dr. and Dune Palms Rd.)	61,100	37,162	0.608	B	41,603	0.681	B	0.073	No
E. Hwy 111 (between Dune Palms Rd. and Costco Dr.)	61,100	38,289	0.627	B	43,560	0.713	C	0.086	No
F. Dune Palms Rd. (between Hwy 111 and Ave. 48)	42,600	10,578	0.248	A	12,652	0.297	A	0.049	No

LOS = Level of Service
VPD = Vehicles per Day
V/C = Volume to Capacity Ratio

Overall, the Traffic Impact Analysis found that the Project would not result in a LOS below the City's minimum standard at any of the roadways and intersections studied. No mitigation would be required. However, the Traffic Impact Analysis does recommend the following improvements to the intersection at Dune Palms Road and Corporate Center Drive, as well as the intersection at Dune Palms Road and Existing Speedway Driveway:

> Dune Palms Road at Corporate Center Drive (Project Drive No. 1): Construct the east leg of the intersection and provide a westbound shared left-turn/through/right-turn lane. Restripe the northbound approach to reduce the storage for the existing northbound left-turn lane from 95 feet to 70 feet to accommodate the proposed southbound left-turn lane at Project Driveway No. 2. Widen and/or restripe the southbound approach to provide a 60-foot southbound left-turn lane. Restripe the eastbound right-turn lane to an eastbound shared through/right-turn lane.

Dune Palms Road at Existing Speedway Driveway (Project Driveway No. 2): Construct the east leg of the intersection and provide a westbound shared left-turn/through/right-turn lane. Widen and/or restripe the northbound approach to provide a 60-foot northbound left-turn lane. Widen and/or restripe the southbound approach to provide a 60-foot southbound left-turn lane.

These improvements are recommended to improve ingress and egress to the subject site, and will be included as conditions of approval by the City, but are not required for the Project to comply with the City's LOS standards.

In addition to standards for vehicular traffic, the City's Circulation Element also encourages the expansion of infrastructure for pedestrians, cyclists, and NEVs. Short-term and long-term bicycle spaces will be provided on the commercial properties. The Project proposes to add sidewalks along the site frontage on Highway 111 and Dune Palms Road, as well as along the eastern property line. Internal sidewalks will also be added, including one running north-south between the commercial uses, connecting with CV Link in the north, one within the Project between the commercial and residential components, and one running north-south between the commercial and residential portions of the property. The proposed sidewalks would also connect the Project with the existing SunLine route (Line 111) which runs on Highway 111.

Overall, the proposed Project would not have an adverse impact on the LOS at key study intersections and roadway segments, and proposes the addition of pedestrian infrastructure, and thus would not conflict with the City's circulation plan. The proposed Project would not conflict with adopted policies, plans, or programs regarding roadways, public transit, bicycle, or pedestrian facilities, and impacts would be less than significant.

b) No Impact. CEQA Guidelines section 15064.3 sets forth guidelines for implementing Senate Bill 743 (SB 743). SB 743 requires the provision on an alternative to LOS for evaluating transportation impacts. Particularly within areas served by public transportation, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."[10] Measurements of transportation impacts include vehicles miles traveled (VMT).

The City of La Quinta's adopted Vehicle Miles Traveled Thresholds Policy provides a screening process to determine when VMT analysis is required for a project. According to the City's Policy, if a project does not meet the screening criteria, then it does not need to conduct a VMT analysis. The residential component of the Project proposes a maximum of 180 units, which is less than the "Small Projects" threshold of 200 dwelling units of multifamily (low-rise) housing. The commercial component of the Project, which proposes a 4,900 square foot restaurant and 3,956 square car wash, is less than the "Local Serving Retail Project" threshold of 50,000 square feet. The Project was therefore screened from VMT analysis and would not have a significant transportation impact per SB 743 and CEQA Guidelines §15064.3(b).

[10] Public Resources Code §21099(b)(1).

c, d) No Impact. Access to the proposed Project will be provided via two driveways onto Dune Palms Road. Regional access to the site will be provided by Highway 111, as well as nearby arterials such as Jefferson Street and Washington Street. Site plans for the proposed development will be subject to review by the Office of the Riverside County Fire Marshall prior to the issuance of construction permits. This review will ensure that adequate emergency access is provided to the site, and that no hazards are created due to geometric design features. The Project proposes the development of commercial and residential uses, which is consistent with surrounding land uses and the permitted uses for the Regional Commercial zone. The Project will thus not increase transportation-related hazards, nor will it result in inadequate emergency access. There will be no impacts.

Mitigation Measures: None required.

Monitoring: None required.

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES— a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public 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 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the agency shall consider the significance of the resource to a California Native American tribe.		✓		

Source: "Update to Historical/Archaeological Resources Studies Assessor's Parcel No. 600-030-018" prepared by CRM TECH, March 2023; "Historical/Archaeological Resources Survey Report for Assessor's Parcel No. 600-030-018" prepared by CRM TECH, March 2008; "Archaeological Testing and Evaluation of Site CA-RIV-8835 (33-16950), prepared by CRM TECH, July 2008

Setting

As discussed in Section V, Cultural Resources, the Coachella Valley is the traditional home of the Cahuilla Indians. 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 the Cabazon, Augustine, Torres Martinez, Twenty-nine Palms, Agua Caliente, and Morongo.

Tribal Cultural Resources

CEQA defines tribal cultural resources as 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 included on a local register of historical resources (PRC §5020.1(k)), or that is listed as a historical resources in the California Register (PRC §5024.1(c)).

As stated in Section V, a historical/archaeological resources study was conducted for the Project in 2023. This study provided an update to a Phase I cultural resources study, and the subsequent archaeological testing and evaluation program, previously prepared for the same site in 2008. The following discussion is primarily based on the findings of these studies (Appendix C), both of which were prepared by CRM TECH.

Discussion

a, i, ii) Less Than Significant with Mitigation. As discussed in Section V, the 2008 cultural resources study and subsequent archaeological testing and evaluation found an archaeological site of Native American origin on the subject site. Cremated human remains were also discovered.

The archaeological site, designated as Site 33-016950 in the California Historical Resources Inventory, was deemed to lack sufficient historical significance to qualify as a "historical resource" under CEQA.

The cremated human remains are thought to be of Cahuilla origin. According to ethnographic accounts discussed in the archaeological testing and evaluation report, it was customary among the Cahuilla to burn the house and body of the deceased. All of the remains were recovered from the site during the testing and evaluation program, and later repatriated to the Torres Martinez Desert Cahuilla Indians. Given their high degree of cultural value to the local Native American community, the remains would qualify as a "tribal cultural resource" under CEQA.

The 2023 cultural resources study update included a search of the Sacred Lands File and consultation with local Native American tribes. The State of California Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File at the request of CRM TECH. The search identified no Native American tribal cultural resources on or near the subject site. CRM TECH contacted the Cabazon Band of Mission Indians and the Torres Martinez Desert Cahuilla Indians for their input on potential Native American cultural resources in the Project vicinity. Neither tribe provided any information on potential cultural resources in the area.

A monitor from the Torres Martinez Desert Cahuilla Indians accompanied the CRM TECH staff member on the 2023 field inspection of the subject site. The inspection identified additional prehistoric artifacts in and around Site 33-016950, including ceramic sherds and fragments of fire-affected clay. All the artifacts found were consistent in appearance with those recovered during the 2008 studies.

The City is conducting Tribal Consultation as part of this Project, consistent with the requirements of AB 52. This consultation included outreach to the Agua Caliente Band of Cahuilla Indians (ACBCI), who requested the presence of a qualified archaeologist and approved cultural resource monitor during ground disturbing activities. AB 52 consultation for the Project is ongoing, and its results may require the amendment of the mitigation measure provided in Section V, or the addition of conditions of approval relating to tribal cultural resources, depending on the discussions the City conducts with consulting tribes.

Conclusion

The findings of the 2008 and 2023 cultural resources studies identified sensitivity for tribal cultural resources in the Project area. It is therefore recommended, as provided in CUL-1 and CUL-A (Section V), that a qualified archaeologist monitor all ground-disturbing activities associated with the Project, in order to identify any additional remains or resources. The monitoring program should be coordinated with the Cabazon Band of Mission Indians, the Torres Martinez Desert Cahuilla Indians, and the Agua Caliente Band of Cahuilla Indians, who may wish to participate. This will ultimately be determined through the Tribal Consultation process, and will be reflected in amended mitigation measures and/or conditions of approval for the Project.

Therefore, with implementation of CUL-1, the Project would not result in a substantial adverse change in the significance of a tribal cultural resource. Impacts will be less than significant with the implementation of the mitigation measures provided in Section V.

Mitigation Measures: See Section V (Cultural Resources)

Monitoring: See Section V (Cultural Resources)

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

Source: 2035 La Quinta General Plan (2013); CalRecycle Solid Waste Information System (SWIS) https://calrecycle.ca.gov/SWFacilities/ (accessed February 2023).

Setting

Wastewater

The Coachella Valley Water District (CVWD) provides sanitary sewer collection to La Quinta. Most of the City is served by the CVWD sewer system. Sewage generated in the portion of La Quinta located south of Miles Avenue is treated at the Mid-Valley Water Reclamation Plant, which has a capacity of 9.5 million gallons per day. The Project will connect to the existing sewer lines in the Highway 111 and Dune Palms Road rights of way.

Domestic Water
CVWD provides domestic water supplies to La Quinta, including the Project site. The Project will connect to the existing 18" water lines in the Highway 111 and Dune Palms Road right of ways.

Natural Gas
La Quinta receives natural gas from Southern California Gas Corporation (SoCalGas). The Project will connect to the existing 6" high pressure gas line in the Highway 111 right of way.

Electricity
Imperial Irrigation District (IID) provides electricity to La Quinta. The Project will connect to the existing power line on Highway 111.

Telecommunications
The Project will receive telephone service from Spectrum, a branch of Charter Communications. It will receive cable from Charter Communications. The Project will connect to the existing telephone line in the Highway 111 right of way.

Drainage
The Project proposes the construction of a drainage basin in the southeastern corner of the property. This basin will accept and treat drainage from the half widths of Dune Palms Road and Highway 111. The Project also proposes the addition of a storm drain on the east side of the site to convey street drainage to the Whitewater River in high flow conditions.

Solid Waste
The City has a franchise agreement with Burrtec Waste and Recycling Services, LLC for residential and commercial waste and recycling collection. According to the City's General Plan, Burrtec collects solid waste in La Quinta and transports it to the Edom Hill Transfer Station in Cathedral City. From there, the waste is taken to one of three regional landfills: Lamb Canyon, Badlands, or El Sobrante. In accordance with Assembly Bill (AB) 939, or the Integrated Waste Management Act, the City is required to recycle at least 50% of its solid waste. Pursuant to Senate Bill (SB) 1383, the City must reduce its organic waste disposal by 75% from the 2014 baseline by 2025.

Discussion

a-c) Less Than Significant Impact.

Domestic Water: The Project will receive water from CVWD through the existing 18" line in the Highway 111 right of way. It will install an 8" water line, per CVWD standards, in the internal driveway in order to connect to the existing line.

As described in greater detail in Section X, Hydrology, it is estimated that the Project would use a total of 39.43 acre-feet of water per year, 36.80 acre-feet of which would be used for indoor purposes, and 2.63 acre-feet of which would be used for landscape irrigation. This water demand would represent an increase of approximately 0.04% over the quantity of water delivered by CVWD in 2020, or 0.02% of the 123,461 acre-feet projected to be delivered by

CVWD in 2025.[11] CVWD's Urban Water Management Plan (UWMP) ensures sufficient and sustainable water supplies to serve projected growth during normal, single-dry, and multiple-dry years to 2045. The Project is consistent with the growth and land uses used in CVWD's water management planning, and its projected water use would represent a small fraction of CVWD's supplies, actual and projected. The proposed development is therefore not expected to require the relocation or construction of new or expanded water facilities. Based on the above analysis, CVWD is expected to have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Wastewater: The Project will connect to the existing CVWD sewer lines in the Highway 111 and Dune Palms Road rights of way. It will install an 8" sewer line, per CVWD standards, in the on-site internal driveway to connect to the existing lines. Sewage generated by the Project will be treated at the Mid-Valley Water Reclamation Plant, which has a capacity of 9.5 million gallons per day, and currently processes approximately 5 million gallons per day.[12] Table 17 shows the estimated gallons per day of wastewater to be generated by the Project.

Table 17
Projected Wastewater Generation

Land Use	Generation Factors	Quantity	Wastewater Generation (gpd)
Residential	230 gpd per dwelling unit[1]	180 dwelling units	41,400
QSR	30 gpd per seat[2]	78 seats	2,340
Car Wash	23 gpd per car[3]	350 cars per day	8,050
Total gallons per day of wastewater:			**51,790**

[1] Residential wastewater generation factor per Riverside County EIR No.521, Table 4.19-BJ.
[2] Restaurant wastewater generation factor per Los Angeles Bureau of Sanitation – Sewer Generation Factors for Residential and Commercial Categories.
[3] Car wash wastewater generation factor per correspondence with project applicant.

As shown in the above table, the proposed Project is estimated to generate 51,790 gallons of wastewater per day. Given that the Mid-Valley Water Reclamation Plant processes approximately 5 million gallons per day, the Project's wastewater generation would represent an approximately 1% increase on the current daily influent flow, or a combined total of 5,051,790 gallons per day. The combined Project wastewater and current daily influent would remain well below the Mid-Valley Water Reclamation Plant's capacity of 9.5 million gallons per day. Therefore, given the sufficient capacity of the water treatment plant, new or expanded facilities are not expected to be required to accommodate the Project.

Drainage
As described in Section X, Hydrology, the Project proposes the construction of a drainage basin in the southeastern corner of the property for the commercial component of the Project. This basin will accept and treat drainage from the half widths of Dune Palms Road and Highway 111. The Project also proposes the addition of a storm drain on the east side of the

[11] 2020 Coachella Valley Regional Urban Water Management Plan, p.4-14.
[12] 2035 La Quinta General Plan EIR, III-186.

site to convey street drainage to the Whitewater River in high flow conditions. According to the Hydrology and Hydraulic Analysis Report prepared for the Project, the proposed drainage facilities will discharge to the Whitewater River, an engineered drainage channel designed for 100-year storm runoffs. Given that the proposed facilities convey runoff to the Whitewater River, new off-site facilities are not expected to be constructed, or be required to be relocated. The residential component's drainage plan is not yet designed, but would be expected to comply with the same City standards. Environmental impacts of the on-site facilities are analyzed in conjunction with the proposed Project.

Natural Gas: The Project will receive natural gas from SoCalGas. It will connect to the existing 6" high pressure gas line in the Highway 111 right of way. No new or expanded facilities will be required.

Electricity: The Project will receive electricity from IID. It will connect to the existing power line in the private drive on the east side of the Project site. No new or expanded facilities will be required.

Telecommunications: The Project will receive telephone and cable from Charter Communications. It will connect to the existing phone line in the Highway 111 right of way. No new or expanded facilities will be required.

Summary: The subject site is located in an urbanized area in La Quinta with existing access to utilities. The proposed Project is therefore not expected to require 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. CVWD is expected to have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. CVWD is also expected to have adequate capacity to serve the project's estimated demand in addition to existing commitments. Overall, impacts will be less than significant.

d, e) Less Than Significant Impact. Burrtec Waste and Recycling Services (Burrtec) provides solid waste services to La Quinta. Table 17 shows the estimated quantity of solid waste that the Project would generate during operations. Using solid waste generation rates from CalRecycle, and accounting to the 50% waste diversion required by AB 939, (Integrated Waste Management Act) the proposed Project is estimated to generate approximately 109.44 tons of solid waste per year. The Project's solid waste generation would be further reduced through compliance with SB 1383, which requires organic waste disposal to be reduced by 75% from 2014 levels by 2025.

Table 18
Estimated Solid Waste Disposal at Project Buildout

Land Use	Solid Waste Disposal Rate [1]	Quantity	Solid Waste Disposal (pounds per day)	Solid Waste Disposal (tons per year)
Residential	5.31 lbs/dwelling unit/per day	180	955.8	174.43
Commercial	0.046 lbs/sf/day	3,596	165.4	30.20
Restaurant	1 lbs/seat/day	78	78	14.24
			Total	**218.87**
			Total with 50% diversion	**109.44**

[1] Estimated Solid Waste Generation Rates by CalRecycle, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates (accessed February 2023)

As stated above, solid waste from La Quinta is sent to one of three regional landfills: Lamb Canyon, Badlands, or El Sobrante. These landfills have remaining capacities of 19,242,950 cubic yards (CY), 7,800,000 CY, and 143,977,170 CY, respectively. The 109.44 tons per year (2,188.8 CY[13]) of solid waste estimated to be generated by the Project represents 0.001% annually of the total 171,020,120 CY of remaining capacity in the region's landfills. It can therefore be assumed to not exceed the capacity of the local infrastructure. Burrtec is responsible to ensuring that solid waste operations comply with federal, state, and local regulations. The Project's impacts related to solid waste disposal would therefore be less than significant.

Mitigation Measures: None required.

Monitoring: None required.

[13] Assumes that 1 CY of commercial and residential recyclable solid waste is equivalent to 100 lbs. (averaged). "Volume to Weight Conversion Factors," US EPA Office of Resource Conversion and Recovery (2016).

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

Source: California Department of Forestry and Fire Protection FRAP State Responsibility Area Fire Hazard Severity Zones (November 2022); La Quinta General Plan (2013); La Quinta Village Build-out Plan EIR (August 2016); FEMA Flood Insurance Rate Map (2008).

Setting

Large areas of California are at risk of wildfire due to the combined topography, weather, and vegetation. Wildfire hazards exist where wildland is adjacent to or intermixed with urbanized land. According to the City, despite its proximity to the base of the Santa Rosa Mountains, La Quinta has a low risk of wildfires, especially in flat urbanized areas.[14]

The California Department of Forestry and Fire Protection (Cal Fire) has mapped areas of significant fire hazards in the state through its Fire and Resources Assessment Program (FRAP). The City of La Quinta is primarily a local responsibility area. The City of La Quinta contracts with the Riverside County Fire Department for fire protection. The Project site is not located in or near state responsibility areas or land classified as very high fire hazard severity zones.

[14] La Quinta Village Build-out Plan EIR (August 2016), p.5.7-6.

Discussion

a) No Impact. The City of La Quinta has established emergency evacuation routes, which would include Highway 111, Fred Waring Drive, Jefferson Street, and Washington Street. The Project is located on Highway 111, which it would access via Dune Palms Road. The Project does not propose any amendments to existing evacuation routes or response plans. The Project also does not have direct access to Highway 111, and therefore it would be unlikely to directly impact emergency evacuation functions of the highway.

Site plans for the proposed development will be subject to review by the Office of the Riverside County Fire Marshall prior to the issuance of construction permits. This plan review would ensure that the Project complies with emergency access and other fire department standards. No impact is anticipated.

b) No Impact. The subject site is not located in a wildland-urban interface, nor is it within a wildfire hazard severity zone. The Project is surrounded by existing commercial developments. It would therefore not exacerbate the wildfire risk, and would not expose Project occupants to any related risks as a result. The Project would have no impacts related to increasing wildfire risk.

c) No Impact. The Project is located in an urbanized area in La Quinta, and the site is surrounded by existing roads and infrastructure. Development of the site would not require the addition of any infrastructure that would increase the fire risk. No impact is anticipated.

d) No Impact. While parts of La Quinta are suspectable to landslides and slope instability, particularly those located near the base of the Santa Rosa Mountains, the Project is located on the valley floor and is thus not subject to these hazards.

The Project site is located adjacent to the Coachella Valley Stormwater Channel. The site is within FEMA's Flood Insurance Rate Map Zone X, which indicates areas with a 0.2% annual flood chance and 1% annual chance of flood with average depths of less than 1 foot or with drainage areas less than 1 square mile. However, the Project is not located in or near state responsibility areas or lands with very high fire severity. Therefore, the proposed development 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. No impact is anticipated.

Mitigation Measures: None required.

Monitoring: None required.

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

a) Less Than Significant Impact with Mitigation.

Biological Resources: The Project site is not located in a CVMSHCP Conservation Area, it is not expected to serve as a wildlife corridor or biological linkage area, nor does it provide habitat for fish. The site might, however, provide habitat for burrowing owl, nesting birds, and special status plants. The mitigation measures provided in BIO-1 to BIO-3 require preconstruction surveys to avoid impacts to any protected species potentially occurring on the site. Additionally, the Project's payment of the CVMSHCP Development Mitigation Fee will further support the mitigation of potential impacts to covered species. Overall, the mitigation measures provided in Section IV, Biological Resources, will ensure that the Project will not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

Cultural Resources: As discussed in Section V, Cultural Resources, archaeological artifacts of Native American origin were identified on the subject site. However, it was determined that these artifacts lack the qualities to provide any new information of importance about California prehistory. Development of the subject site therefore would not eliminate important examples of prehistory. Cremated human remains were also discovered on the Project site. The remains were all recovered from the property and repatriated to the Torres Martinez Desert Cahuilla Indians as appropriate. These remains would therefore not be impacted by the future development of the site. However, given the apparent sensitivity of the site, CUL-1 and CUL-A require monitoring of all earth-moving activities in case additional remains or other cultural resources are discovered. The implementation of these measures will ensure that important examples of the major periods of California history or prehistory are not eliminated as a result of the proposed Project.

b) Less Than Significant Impact. Significant cumulative impacts could occur if the Project, in conjunction with related projects, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. In this case, the Project's impacts are individually limited and not cumulatively considerable. The proposed Project is consistent with the development envisioned for the area in the City of La Quinta's General Plan. All environmental impacts that could occur as a result of the Project would be less than significant with the implementation of mitigation measures included in this document, and when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, would not be significant.

c) Less Than Significant Impact. The proposed Project will not have environmental effect which would cause substantial adverse effects on human beings, either directly or indirectly. As discussed in Section XIII, the Project is expected to have less than significant impacts related to noise, and as discussed in Section III, the Project will have less than significant impacts related to air quality, including in terms of exposing sensitive receptors to substantial pollutant concentrations. Compliance with all applicable requirements in the City's Municipal Code, as well as other applicable standards, laws, and mitigation measures discussed in this document, will ensure that the Project will not have adverse environmental effects on human beings. Impacts will be less than significant.