

**POWER POINTS**

**CITY COUNCIL  
MEETING**

**DECEMBER 19, 2023**

**City Council Regular Meeting  
Housing Authority Special Meeting  
December 19, 2023**



1

**City Council Regular Meeting  
December 19, 2023  
CLOSED SESSION IN PROGRESS**



2

# Pledge of Allegiance



12/20/2023

3



12/20/2023

4

# City Council Meeting December 19, 2023

## Presentation



5



## 2024 DRAFT TRAFFIC RELIEF PLAN

La Quinta City Council  
December 19, 2023

*Aaron Hake, Deputy Executive Director*

6

6

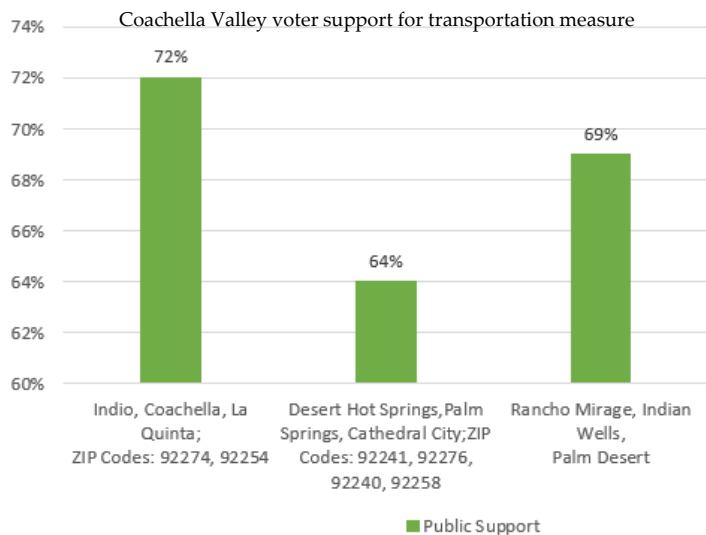


# RCTC - Providing Transportation Solutions To Connect Our Communities

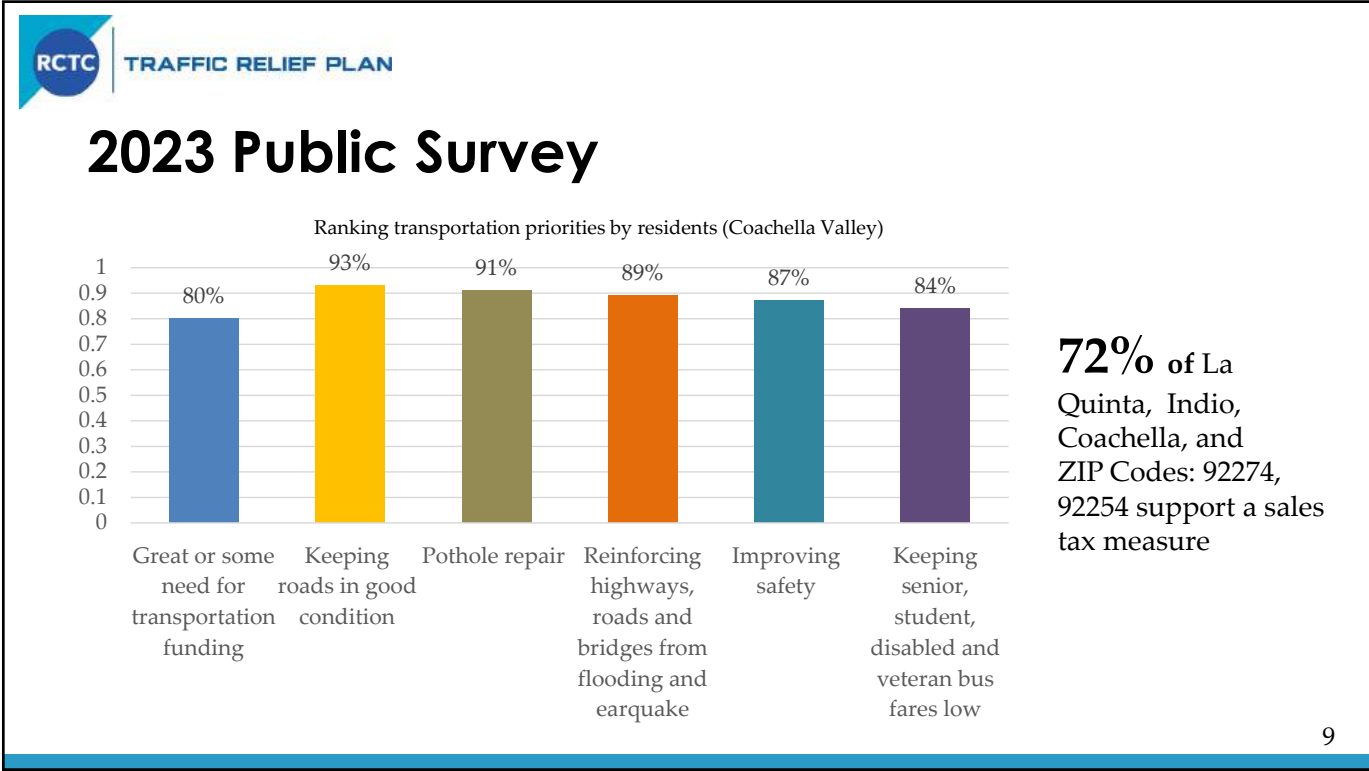
- County-wide transportation improvements
- Measure A
- Support Metrolink, RTA, SunLine & other transit operators
- Toll operations



## 2023 Public Survey – Coachella Valley



**68%** More than two thirds of voters in Coachella Valley support a transportation measure



**Traffic Relief Plan: Looking Forward**

**Draft 2024 Traffic Relief Plan...**

- Identifies County-wide transportation projects and services
- Developed from public input
- Over **\$25 billion** in transportation investment
- Updates the 2020 Commission-adopted TRP

**Draft 2024 Traffic Relief Plan: NOT funded**

- Unless voters approve funding

**RCTC** | TRAFFIC RELIEF PLAN

## RCTC is Your Team



Coachella Valley Rail Project



Dillon Rd./Indian Canyon Dr.



Sunline Transit Operations



Monroe Interchange Project



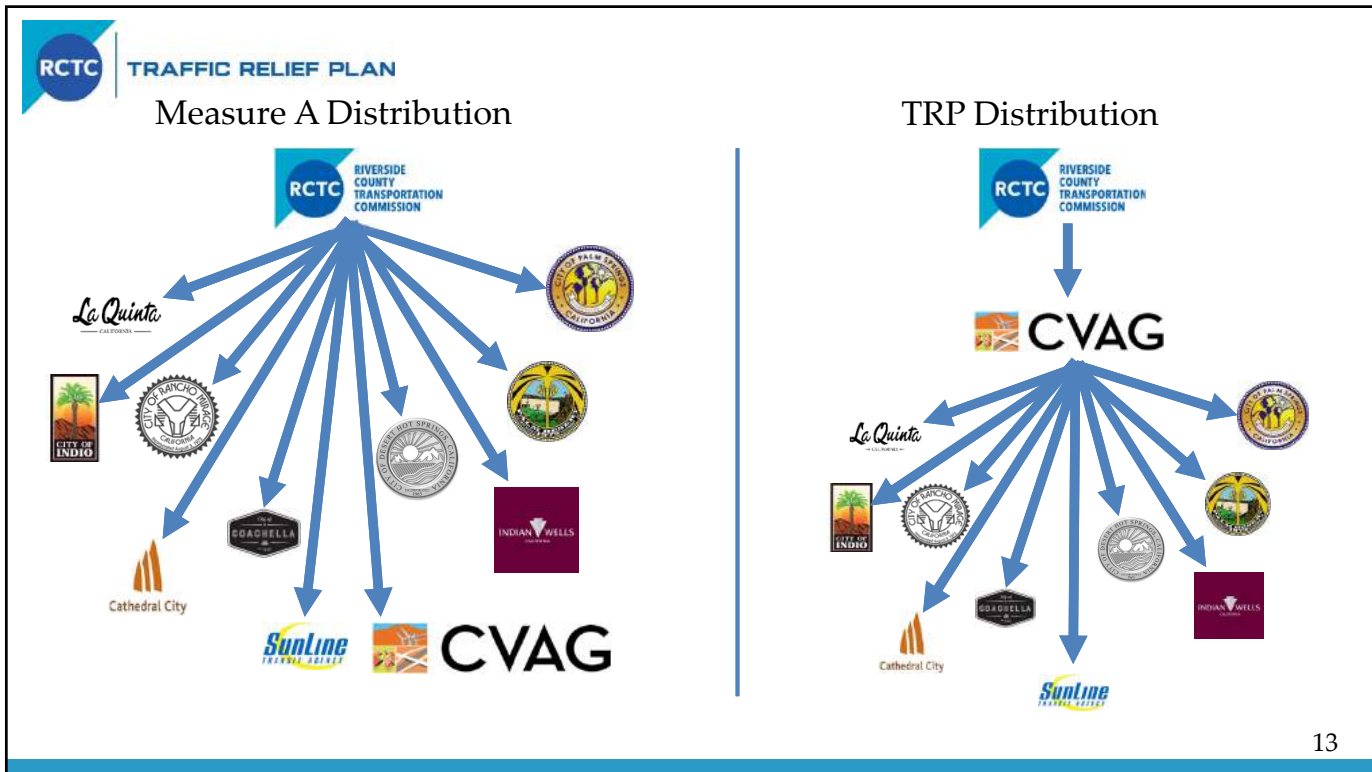
CV Link

11

**RCTC** | TRAFFIC RELIEF PLAN

Measure A 2009-2039	TRP
30-year funding limit	30+ year funding
Estimates <b>\$1.2 billion</b> for Coachella Valley	Estimates <b>\$5 billion</b> for Coachella Valley
Annual investment <b>\$50 million</b> (2019-2023)	Annual investment <b>\$166 million</b> estimate
<b>3 Investment types:</b> <ul style="list-style-type: none"> <li>• Highways and Regional Arterials</li> <li>• Local Streets and Roads</li> <li>• Specialized and Public Transit</li> </ul>	<b>8 Investment types</b> <ul style="list-style-type: none"> <li>• Highway improvements</li> <li>• Public Transportation</li> <li>• Safe Streets and Roads</li> <li>• New Regional Connections</li> <li>• Commuter Assistance</li> <li>• Active Transportation</li> <li>• Environmental Mitigation</li> <li>• Flood and Blowsand Control</li> </ul>
No CV Rail	CV Rail

12



**RCTC TRAFFIC RELIEF PLAN**

## Coachella Valley





- CVAG administers funding distribution
- Transportation Project Prioritization Study (TPPS)
- VMT mitigation, support TOD/housing, CVMSHCP
- Projects funding for multiple categories









The map shows the Coachella Valley region with various project locations marked by colored icons. A legend at the bottom identifies the categories: Highways, Regional Connections, Active Transportation, Public Transportation, Safe Streets & Roads, Flood & Blowstand Control, Commuter Assistance, and Environmental Mitigation.



**RCTC TRAFFIC RELIEF PLAN**

## TRP Example Projects

-  Improve connections to I-10, Highway 111 and SR-86
-  Local road repairs, safety improvements, and traffic management systems
-  SR-86, Highway 62, Highway 74, and I-10 bypass
-  Bridges, resilient infrastructure and flood control investments on:
  - Indian Canyon, Gene Autry Trail, Dillon Road, and Box Canyon Drive

-  Coachella Valley Rail
-  Transit priority lanes, zero-emission buses, bus shelters and improving access and affordability
-  CV Link extensions and Palm Desert Link
-  Complete streets and multi-modal connections
-  Preserve Coachella Valley's natural areas
-  Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)
-  Freeway Service Patrol on I-10
-  Employer partnerships

15

**RCTC TRAFFIC RELIEF PLAN**

## Economic Impact & Regional Investment

Over 30 years:

Revenue Scenario	TRP Estimated Investment	Jobs Supported	Workforce Income	Economic Output
One-Cent	\$25 billion	168,000*	\$10.9 billion**	\$30.9 billion**

Ensure revenues raised in each region stay there

Palo Verde Valley (Blythe Area)

~\$100 million

Coachella Valley

~\$5 billion

Western Riverside County

~\$20 billion

Note: Totals may not add due to rounding  
 \*Jobs Supported = An Industry-specific mix of full-time, part-time, and seasonal employment that are supported by project expenditures this includes Direct, Induced, and Indirect Jobs supported  
 \*\* Direct, Induced, and Indirect Impact total

16

## Accountability to Taxpayers

- Independent audits and mandatory reviews
- *Local Voice. Local Control* – No funds to be diverted to Sacramento or Washington D.C.
- No more than 1% can be used for administrative salaries
- Cities and County working together with RCTC



17

17

## Your Voice. Your Plan.

- Submit your feedback!
- Traffic Relief Plan at [TrafficReliefPlan.Org](https://TrafficReliefPlan.Org)
- Digital and grass-roots outreach efforts

[rctc.org](https://rctc.org)

951-787-7141

[trafficreliefplan@rctc.org](mailto:trafficreliefplan@rctc.org)

   @theRCTC



18

18



19

**City Council Meeting  
December 19, 2023  
B1 – Appoint a Member of the City Council to  
Serve as Mayor Pro Tem for One Year**



20



21

**City Council Meeting  
December 19, 2023  
B2 – Appoint Members of the City Council to  
Serve on Various Outside Organizations**

22



23

## City Council Meeting December 19, 2023

**B3 – Appropriate \$866,000 and Approve  
Purchase of Golf Carts for SilverRock**



24

## Golf Cart Lease vs Purchase

- Leases do not have a purchase option.
- Current fleet is at end-of-life.
- New lease cost is \$810,000 over 4 years.
- Purchasing cost is \$936,000 with re-sale value in the fleet retained by City.

25

## Why Club Car?

- Known in the industry for quality and reliability
- Longer battery life
- Aluminum frame construction suited for desert climate
- Ability to deliver quickly

26

## Budget Appropriation

- Current SilverRock budget has \$70,000 for leases that can be transferred to the vehicles account
- \$866,000 is needed from unassigned general fund reserves, to be transferred to the SilverRock Fund

27

## Budget Adjustments

	<u>Account</u>	<u>Expense</u>	<u>Revenue</u>
101-1007-99900	Transfer Out	\$ 866,000	
601-0000-49500	Transfer In		\$ 866,000
601-0000-60211	Rental Expense	\$ (70,000)	
601-0000-71030	Vehicles	\$ 935,249	

28



29

## City Council Meeting December 19, 2023

### S1 – Village Undergrounding Feasibility Study Financial Options



30



## Background

- 2010: Initial Village Undergrounding Study prepared
- 2021 and 2022 Community Workshops: Village Undergrounding identified as community priority
- December 2022: City Council approved agreement with NV5 to prepare Undergrounding Study Update

31

## Background

- September 19, 2023: Study Session Discussion for Draft Undergrounding Study Update
  - Project Overview
  - Description of Study Areas
  - Construction phasing and community impacts Study Area Reviews & Detailed Cost Estimates
  - Review of Rules, Regulations, & Franchises Agreements

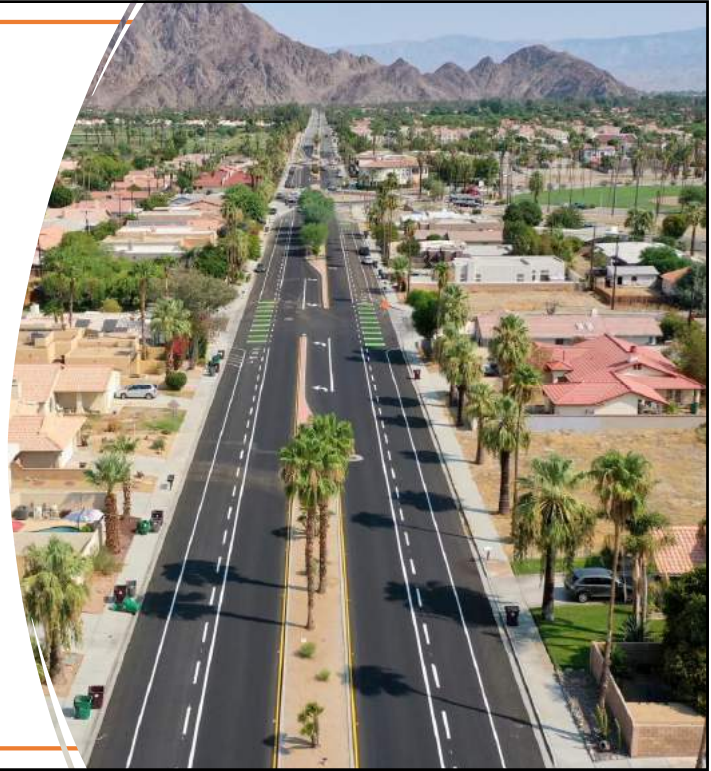
32

# City of *La Quinta*

CALIFORNIA

## Undergrounding Feasibility Study

### Funding Options



Presented by Jeffrey M. Cooper, PE

### Funding Options

#### 6 Areas

1. The Cove
2. Downtown Commercial
3. Downtown Residential
4. Sagebrush
5. Highland Palms
6. Westward Ho



## Funding Options

**Local Funding Approaches**

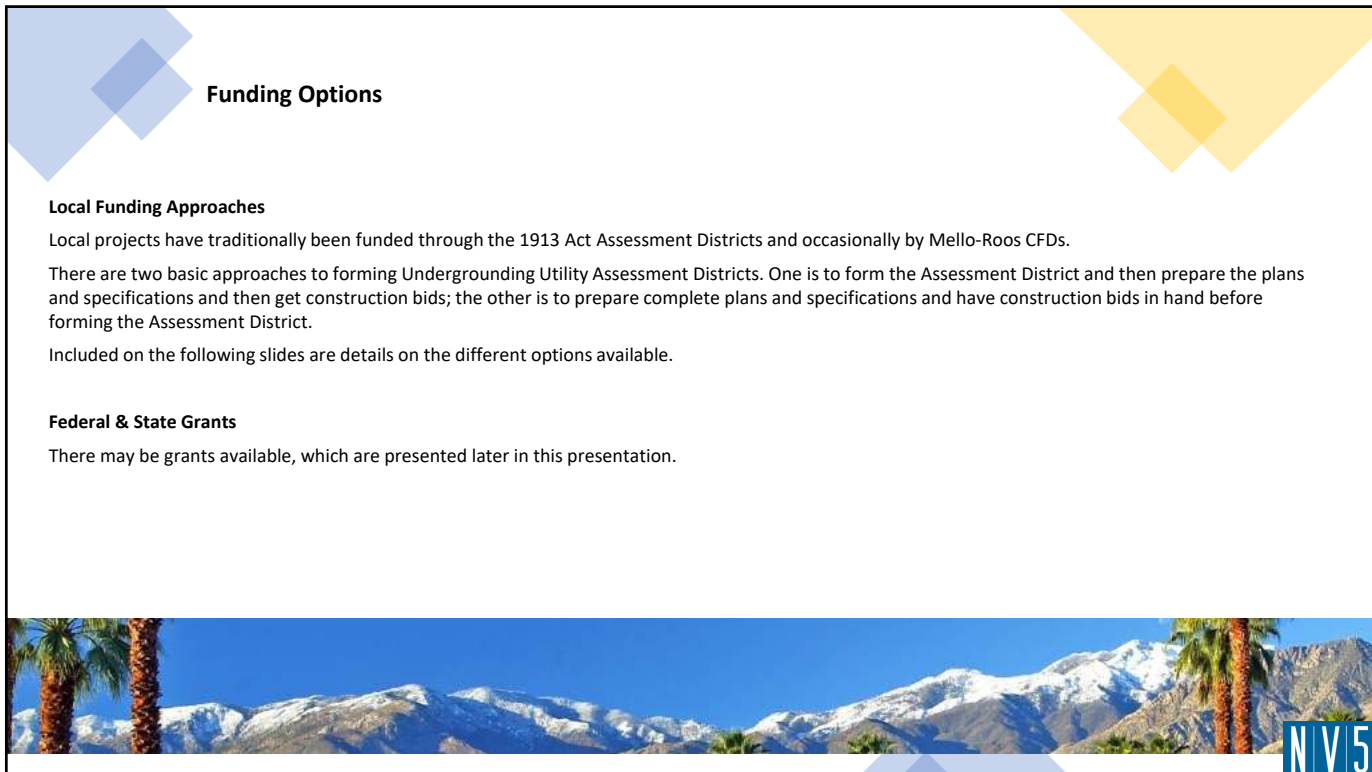
Local projects have traditionally been funded through the 1913 Act Assessment Districts and occasionally by Mello-Roos CFDs.

There are two basic approaches to forming Undergrounding Utility Assessment Districts. One is to form the Assessment District and then prepare the plans and specifications and then get construction bids; the other is to prepare complete plans and specifications and have construction bids in hand before forming the Assessment District.

Included on the following slides are details on the different options available.

**Federal & State Grants**

There may be grants available, which are presented later in this presentation.



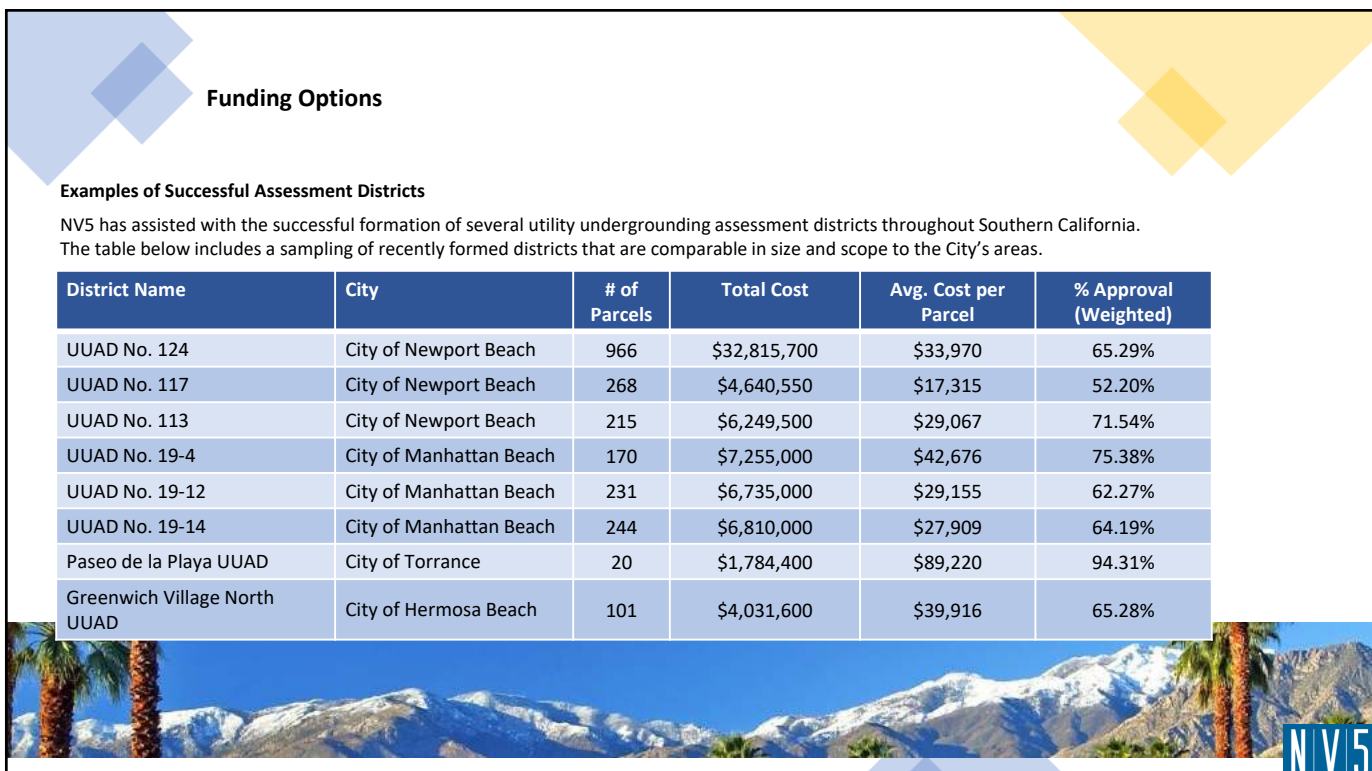
35

## Funding Options

**Examples of Successful Assessment Districts**

NV5 has assisted with the successful formation of several utility undergrounding assessment districts throughout Southern California. The table below includes a sampling of recently formed districts that are comparable in size and scope to the City's areas.

District Name	City	# of Parcels	Total Cost	Avg. Cost per Parcel	% Approval (Weighted)
UUAD No. 124	City of Newport Beach	966	\$32,815,700	\$33,970	65.29%
UUAD No. 117	City of Newport Beach	268	\$4,640,550	\$17,315	52.20%
UUAD No. 113	City of Newport Beach	215	\$6,249,500	\$29,067	71.54%
UUAD No. 19-4	City of Manhattan Beach	170	\$7,255,000	\$42,676	75.38%
UUAD No. 19-12	City of Manhattan Beach	231	\$6,735,000	\$29,155	62.27%
UUAD No. 19-14	City of Manhattan Beach	244	\$6,810,000	\$27,909	64.19%
Paseo de la Playa UUAD	City of Torrance	20	\$1,784,400	\$89,220	94.31%
Greenwich Village North UUAD	City of Hermosa Beach	101	\$4,031,600	\$39,916	65.28%



36

## Funding Options

### Option One – Municipal Improvement Act of 1913 (Assessment District)

1. The process is initiated by an interested property owner, who acts as a liaison between the City, utility companies, and neighbors
2. Based on the interest letter, the City Consultant prepares a boundary map and submits it to the appropriate utility companies who review the map to ensure that the boundaries are logical and feasible
3. The City Consultant then prepares a petition to be circulated by proponents to all affected property owners within the proposed district boundaries
4. Once the petition is certified by the Assessment Engineer, the City Engineer and the City Consultant will prepare a staff report requesting City Council approval to move forward. With Council approval, the Assessment Engineer will prepare an Engineer's Report
5. The Engineer's Report and Resolution of Intention are submitted to the City Council for approval and a public hearing is scheduled
6. The Ballots are prepared with the assessment amount and sent to each property owner within the proposed district boundaries
7. All votes must be submitted to the City prior to the end of the scheduled public hearing. The district passes if the district received greater than 50% approval and is subsequently approved by the City Council. Following approval by the property owners, the detailed design process begins. It usually involves the following steps: Base mapping, IID electrical design, and telephone and cable design
8. Once the project is fully designed, it will be bid with a contract awarded, and then constructed



37

## Funding Options

### Option One – Municipal Improvement Act of 1913 (Assessment District)

#### Design: After District Formation (Fast-track)

#### Pros

- Once the petition is approved, the City can immediately order the Engineer's Report, go to ballot and form the Assessment District
- Up front costs are significantly less and the time period to form the District is reduced to about 3-4 months. The agency can pay the up-front costs or request that the proponents pay the up-front costs by depositing funds with the agency
- It is known whether you have an Assessment District before preparing plans and specifications and obtaining bids

#### Cons

- Disadvantage is the bids could come in higher than the estimated cost in the Engineer's Report causing a shortfall in assessment funds. This can be counter balanced by placing a larger contingency in the Cost Estimate



38

## Funding Options

### Option Two

1. Steps 1-3 are the same as option 1
2. Once the petition is certified by the Assessment Engineer, the City Engineer and the City Consultant will prepare a staff report requesting City Council approval to begin the design process
3. The design process begins once the utility companies receive the design fee, which is the responsibility of the property owners. The process usually involves the following steps: Base mapping, IID electrical design, and telephone and cable design
4. Once the design is complete and accepted by the City and utility companies, the utility companies provide a “guaranteed cost of construction.”
5. The completed design plans, Engineer’s Report, and Resolution of Intention are submitted to the City Council for approval and a public hearing is scheduled
6. Ballots are prepared with the assessment amount and sent to each property owner within the proposed district’s boundaries
7. All votes must be submitted to the City prior to the end of the scheduled public hearing. The district passes if the district received greater than 50% approval and is subsequently approved by City Council



39

## Funding Options

### Option Two

#### Design: Before District Formation

#### Pros

- Advantage is costs are known before balloting and forming the District

#### Cons

- Plans, specifications (PS&E) and bidding process must be paid for up front before forming the District
- After paying the up front costs, the District could fail to be formed. The agency could lose the funds for the PS&E unless the proponents of the District pay up front the costs, rather than the agency, by placing a fund deposit with the agency
- It can take two years to have the plans and specifications prepared and construction bids received and support for the District could change during this period



40

## Funding Options

### Paying the Assessment & Final Steps

Regardless of which of the two options is selected, property owners will have two options to pay for the assessment:

1. **30-Day Cash Payment Period:** Within 30 days after the close of the public hearing, the property owner has the option to pay the full or a portion of the assessment amount. The property owner will save approximately 8% on the portion of the assessment paid in cash. This 8% savings results from not selling bonds for the amount owed. Bonds will be sold for any unpaid portion of the assessment and a lien will be placed on the property until the bond is paid in full.
2. **Bond:** If the property owner elects to not pay during the 30-Day Cash Payment Period, bonds will be sold. Assessments will be placed on the property tax bill to be paid over a 20 to 25-year financing period. During that time, a lien will be placed on the property until the bond amount is paid in full. Bonds will incur a finance charge.

Once construction of the main line underground infrastructure has been completed, property owners will be responsible for hiring a licensed electrician to connect the property's existing overhead connection to the underground infrastructure – this cost is not covered in the assessment amount and will need to be completed within the designated time frame by the property owners.



41

## Funding Options

### Cost Per Parcel Per Area (Paying in Cash) \*\*\*

Area No.	Area Name	Parcels in the Area *	Cost of Undergrounding (On Street) **	Avg. Cost Per Parcel (Paying in Cash) **
1	The Cove	5,046	\$117,279,875	\$23,242.15
2	Downtown Commercial	85	\$4,564,999	\$53,705.87
3	Downtown Residential	294	\$11,967,959	\$40,707.34
4	Sagebrush	116	\$2,692,109	\$23,207.83
5	Highland Palms	92	\$4,482,771	\$48,725.78
6	Westward Ho	121	\$4,105,195	\$33,927.23

*\* The cost estimate is based on IID maps and the count of services requiring conversion, which may differ from a simple parcel count. Occasionally, a single parcel may contain multiple homes or services, and conversely, a home or service may span multiple parcels. The most accurate option is to conduct an engineer's field study to obtain a true count of homes*

*\*\* Includes 15% incidental costs (assessment engineer, CM and Inspection, city time, & bond counsel)*

*\*\*\* It is estimated that private conversion costs will be in the \$8,000-12,000 range per parcel. Property owners will be responsible for this amount, which is in addition to their assessment*



42

### Funding Options

**Cost Per Parcel Per Area (With Bonds)\*\***

Area No.	Area Name	Avg. Cost Per Parcel (Paying in Cash)	Avg. Financial Costs @ 10%	Avg. Total Cost per Parcel (w/o interest over the life of the bond) *	Avg. Total Cost per Parcel (w/4.5% interest over the 20-yr life of the bond) *	Avg. Annual Cost per Parcel (w/4.5% interest over the 20-yr life of the bond) *
1	The Cove	\$23,242.15	\$2,324.21	\$25,566	\$38,818	\$1,940
2	Downtown Commercial	\$53,705.87	\$5,370.59	\$59,076	\$89,699	\$4,484
3	Downtown Residential	\$40,707.34	\$4,070.73	\$44,778	\$67,989	\$3,399
4	Sagebrush	\$23,207.83	\$2,320.78	\$25,528	\$38,761	\$1,938
5	Highland Palms	\$48,725.78	\$4,872.58	\$53,598	\$81,381	\$4,069
6	Westward Ho	\$33,927.23	\$3,392.72	\$37,319	\$56,664	\$2,833

\* Rounded to the nearest dollar

\*\* It is estimated that private conversion costs will be in the \$8,000-12,000 range per parcel. Property owners will be responsible for this amount, which is in addition to their assessment



### Funding Options

**Mello-Roos Community Facilities Act of 1982**

In 1982, the Mello-Roos Community Facilities Act of 1982 (Government Code §53311-53368.3) was created to provide an alternate method of financing for needed improvements and services.

- The Act allows any county, city, special district, school district or joint powers authority to establish a Mello-Roos Community Facilities District (a “CFD”) which allows for financing of public improvements and services. The services and improvements that Mello-Roos CFDs can finance include streets, sewer systems and other basic infrastructure, police protection, fire protection, ambulance services, schools, parks, libraries, museums and other cultural facilities.
- A CFD is created to finance public improvements and services when no other source of money is available.
- A CFD is created by a sponsoring local government agency. The proposed district will include all properties that will benefit from the improvements to be constructed or the services to be provided. A CFD cannot be formed without a two-thirds majority vote of residents living within the proposed boundaries. Or, if there are fewer than 12 residents, the vote is instead conducted of current landowners. In many cases, that may be a single owner or developer.
- Once approved, a Special Tax Lien is placed against each property in the CFD. Property owners then pay a Special Tax each year. If the project cost is high, municipal bonds will be sold by the CFD to provide the large amount of money initially needed to build the improvements or fund the services.



### Analysis of Equivalent Primary Overhead Distribution: Count and Cost Evaluation

**Equivalent Overhead Distribution System:** A theoretical feeder and distribution extension designed as if the applicant were going to be served overhead by a new system. The line will follow the basic route of the existing overhead system.

This evaluation involves estimating the costs associated with establishing a new equivalent overhead distribution system used for delivering electricity to the existing residents in the 6 study areas. It encompasses the costs linked to the new primary infrastructure elements, such as poles, arms, insulators, pins, anchors, stud poles, cable poles, guying and the associated labor, equipment and permitting related.

The equivalent overhead distribution and feeder extension must originate from the same existing source. The equivalent study should follow the basic route of the existing overhead system but must also be based on sound engineering practices for overhead construction utilizing proper pole spacing, grade of pole construction, and loading engineering.

The intent of this opinion of probable cost is to explore a credit option so Imperial Irrigation District can consider an equivalent overhead credit for the length of the proposed conversions in the 6 different impacted areas in the City.



### Analysis of Equivalent Primary Overhead Distribution: Count and Cost Evaluation

This table provides an estimated count of feeder distribution poles, overhead conductors, and other essential components required to construct a comparable overhead primary distribution feeder system.

EQUIVALENT PRIMARY OH DISTRIBUTION COUNT ESTIMATE	Area #1	Area #2	Area #3	Area #4	Area #5	Area #6	TOTALS
Distribution Poles	765	37	77	40	37	38	994
Distribution Pin, Insulators	3550	172	357	186	172	176	4612
Distribution Arms	887	43	89	46	43	44	1153
Primary Cable Poles	7	4	2	1	1	5	20
OH Feeder Conductor 4 wire 3 phase in Ft	24,868	1,719					26,587
OH Distribution Conductor 4 wire 3 phase in Ft	62,572	3,197	11,801	3,055	2,085	2,859	85,569
Anchors, Stub Poles and Other Guiding	77	4	8	4	4	4	101

This table illustrates the estimated costs involved in constructing a comparable overhead primary distribution and feeder system.

EQUIVALENT PRIMARY OH DISTRIBUTION COST ESTIMATE	Area #1	Area #2	Area #3	Area #4	Area #5	Area #6	TOTALS
*Total Distribution Feeder Poles	\$ 19,125,000	\$ 925,000	\$ 1,925,000	\$ 1,000,000	\$ 925,000	\$ 950,000	\$ 24,850,000
*Total Distribution Primary Cable Poles	\$ 364,000	\$ 208,000	\$ 104,000	\$ 52,000	\$ 52,000	\$ 260,000	\$ 1,040,000
Total 397.5 AAC OH Feeder Conductor - 4 wire 3 phase	\$ 3,854,540	\$ 761,980					\$ 4,616,520
Total OH Distribution Conductor - 4 wire 3 phase	\$ 3,253,744	\$ 166,244	\$ 613,652	\$ 158,860	\$ 108,420	\$ 148,668	\$ 4,449,588
<b>TOTAL</b>	<b>\$ 26,597,284</b>	<b>\$ 2,061,224</b>	<b>\$ 2,642,652</b>	<b>\$ 1,210,860</b>	<b>\$ 1,085,420</b>	<b>\$ 1,358,668</b>	<b>\$ 34,956,108</b>

\*Total Distribution Feeder Poles includes ( Distribution Pins, Insulators, Distribution Arms and Anchors ).

\*Total Distribution Primary Cable Poles represent transitions from existing Underground system to Overhead system or vice versa.

This cost estimate is based on whether a private or public entity, other than IID, was constructing a new infrastructure system. The calculations and costs associated with IID's utility may differ from those presented. Costs includes IID's Engineering, Materials, Labor and Permitting.





## Funding Options

### Other Funding Opportunities

#### Federal Funding/Grants

The **Infrastructure Investment and Jobs Act (IIJA)**, also known as the Bipartisan Infrastructure Law, has been labeled as a once-in-a-generation investment in infrastructure to support the nation's growth. While nearly 400 funding opportunities exist within IIJA, many of them were focused on either finding the most cost-effective route, directed at clean energy, designed for the state of California to be the applicant, or were focused on rural populations. However, several opportunities presented themselves for the City which may qualify and are presented as follows:

- **GRIP (Grid Resilience & Partnership):** Department of Energy (DOE) program that supports activities that will modernize the electric grid to reduce impacts due to extreme weather and natural disasters. This program will fund comprehensive transmission and distribution technology solutions that will mitigate multiple hazards across a region or within a community, including wildfires, floods, hurricanes, extreme heat, extreme cold, storms, and any other event that can cause a disruption to the power system. This program provides grants to electric grid operators, electricity storage operators, electricity generators, transmission owners or operators, distribution providers, and fuel suppliers. This program will provide up to \$2.5B over 5 years.



#### Grid Resilience and Innovation Partnerships Program

As part of the Resilience, Reliability and Low-Polluting Deployment Office (RRLDO) in the Department of Energy's Office of Electricity Delivery and Energy Reliability, the Grid Resilience and Innovation Partnerships (GRIP) Program is seeking applications to support the resilience of the nation's power grid against growing threats of extreme weather and climate change.

These programs will accelerate the deployment of transformative projects across the nation to help ensure the reliability of the power sector in both urban, rural, and American communities from access to affordable, reliable, clean electricity, justice, and equity. Call us today to learn more.

#### GRID RESILIENCE ACTIVITY PARTNERSHIP GRANTS (\$2.5 BILLION)

The Resilience and Innovation Partnerships Program (RIP) will modernize the electric grid to reduce impacts from extreme weather and natural disasters. The program supports both comprehensive transmission and distribution technology solutions that will mitigate multiple hazards across a region or within a community including wildfires, floods, hurricanes, extreme heat, extreme cold, storms, and any other event that can cause a disruption to the power system. This funding opportunity is available to electric grid operators, electricity storage operators, electricity generators, transmission owners or operators, distribution providers, and fuel suppliers.

- Concept Paper Due: December 30, 2023
- Anticipated Award Selection Date: November 2024
- Full Applications Due: March 17, 2025
- Final Round of Funding Cycle: Winter 2025

#### SMART GRID GRANTS (\$3 BILLION)

Smart Grid Grants support activities that will increase the reliability, efficiency, and security of the electric power system. These grants will fund technology demonstration projects that will help modernize the system, including solutions that may lead to wireless or other system capabilities, innovative renewable energy integration and storage solutions, and facilitating the integration of smart buildings, buildings, and other grid-edge devices. Smart grid technologies funded and deployed at scale under this program will demonstrate a pathway to secure power supplies. The grant program will support a wide range of activities including:

- Concept Paper Due: December 30, 2023
- Anticipated Award Selection Date: November 2024
- Full Applications Due: March 17, 2025
- Final Round of Funding Cycle: Winter 2025

#### GRID INNOVATION PROGRAM (\$5 BILLION)

Grid Innovation Programs provide financial assistance to non-utility entities, tribes, local governments, and public utility commissions to collaborate with electric utility owners and operators to deploy projects that use innovative approaches for transmission, storage, and distribution technologies to enhance grid resilience and reliability. These projects may include advanced energy storage, transmission projects, renewable energy integration and storage solutions, and other grid-edge devices. Smart grid technologies funded and deployed at scale under this program will demonstrate a pathway to secure power supplies. The grant program will support a wide range of activities including:

- Concept Paper Due: December 30, 2023
- Anticipated Award Selection Date: February 2025
- Full Applications Due: May 18, 2025
- Final Round of Funding Cycle: Winter 2025



NV5

## Funding Options

### Other Funding Opportunities

#### Federal Funding/Grants (Continued)

- **Section 108 Loan Guarantee Program:** As a community development block grant recipient, the City may apply for a Section 108 Loan Guarantee Program grant. This program would help provide low-cost, flexible financing to support infrastructure that benefits low- and moderate- income citizens for site improvements. A match is not required and actual funds are unspecified. The funds are distributed on a rolling basis from the U.S. Department of Housing and Urban Development.
- **Public Works & Economic Adjustment Assistance Grant:** This grant assist communities implementing long-term economic development efforts. Through this program, projects that demonstrate climate change resiliency for decades to come are encouraged to apply. A match from the applicant is required via cash/in-kind, although actual funds are not specified, and proportions vary based on unemployment rate and per capita income. The original solicitation date was 03/14/2023, but funds are distributed on a rolling basis from the US Department of Commerce.



#### Economic Adjustment Assistance Program

The EAA program provides a wide range of technical, planning, and public works and infrastructure assistance in regions experiencing adverse economic changes that may occur suddenly or over time. These adverse economic impacts may result from a steep decline in manufacturing employment following a plant closure, changing trade policies, catastrophic natural disaster, military base closure, or economic change, including:

- **Strategy Grants** to support the development, updating or refinement of a Comprehensive Economic Development Strategy (CEDS).
- **Investment Grants** to support the execution of activities identified in a CEDS, such as infrastructure improvements, including site acquisition, site preparation, construction, rehabilitation and upgrading facilities. Specific activities may be funded on separate investments or on multiple elements of a single investment.

Why is it advantageous to apply for EAA funding?

- The EAA program is EDA's most flexible program. Under the EAA program, EDA can fund technical and environmental studies, planning or construction grants, and activities or investments involving non-funds (PLPs) to help provide small businesses with the capital they need to grow.

What criteria are used in determining which projects receive EAA grants?

- The ability of the proposed project to realistically achieve the desired results and catalyze additional resources.
- The ability of a project to start quickly and create jobs faster.
- The extent to which the project will enable the community/region to become more diversified and more economically prosperous.
- The relative economic distress of the region.
- The applicant's performance under previous Federal financial assistance awards, including whether the grantees submitted required performance reports and data.
- The comparative feasibility of the applicant to achieve the outcomes identified in the application.

What is an example of a successful EAA project?

For examples of successful EAA projects, visit <http://www.eda.gov/eaa/successful>

How do I get more information on how to apply?

The Federal Funding Opportunity (FFO) is available at <http://www.eda.gov/funding-opportunities/eda-fo>. To discuss any project proposals in further detail, contact your EDA Regional Office.

INNOVATION. REGIONAL COLLABORATION. JOB CREATION. WWW.EDA.GOV Follow us on Twitter @EAS\_EDA



NV5

## Funding Options

### Other Funding Opportunities

#### Federal Funding/Grants (Continued)

- **CWDG (Community Wildfire Defense Grant):** With the adoption of a community wildfire protection plan (CWPP), the City could benefit from this program which is designed to help implement projects within the CWPP that are less than 10 years old related to becoming a fire-adapted community. The due date for this grant is on 10/31/2023 and a cash/in-kind match is required. The actual funds from the US Department of Agriculture are unspecified.
- **RCPGP (Regional Catastrophic Preparedness Grant Program) FEMA Region 9:** This grant covers severe damage or disruption to the infrastructure related to a catastrophic incident impacting the area, focusing on projects that are focused on equity and climate resilience. This grant can be used to build on existing regional preparedness efforts for local governments. Although the original due date of 7/24/2023 has passed, there are multiple due dates for these funds from the US Department of Homeland Security. No match is required for the \$12M funds available, with individual projects grants covering up to \$3M.
- **BRIC (Building Resilient Infrastructure & Communities) Direct Technical Assistance Grant:** If the City of La Quinta is able to demonstrate that they have pockets within the community with a social vulnerability index (SVI) score greater than or equal to 0.6, this grant can be applied for. There is no known due date for the next round of funding, but a match is not required for this program funded through the US Department of Homeland Security. This grant is to be used as an additional research resource as the purpose of this program is to provide non-financial direct technical assistance to applicants.



49

## Funding Options

### Other Funding Opportunities

#### State Funding/Grants

- **CPUC (California Public Utilities Commission)** establishes funding mechanisms for undergrounding and upgrading the power grid through a variety of programs under Rules and Tariffs paid by users and the utility through work credits that accumulate annually in the municipality's account. The work credits are established by formula based on the equivalent overhead infrastructure improvement that would have been required if not for the construction of the underground facility. The challenge for agencies served by non-investor funded utilities, such as IID, is that the utility is not obligated to participate in these programs nor set aside work credits to fund future undergrounding as would be required for investor funded utilities, such as SCE. This is to the benefit of the rate payers in the short term but does not provide a funding source for future undergrounding or upgrades to the power grid. However, the CPUC does have requirements for undergrounding of secondary utilities, such as telecommunication lines, at the utility's expense along designated scenic highways and in areas where there is a public interest finding that justifies placing the lines underground. This would require these secondary services to participate, at their own cost, in any City sponsored undergrounding project to move the lines into the public right-of-way; however, the cost to reconnect service to individual properties may be borne by the property owner.
- **CERI (Community Resilience Investment) Program:** This program will fund projects across California that increase community energy resilience and reliability, promote decarbonization of the electric system, improve energy justice and equity, and create good-paying jobs. Approximately \$170 million in formula funds over the next five years will be distributed under the Infrastructure Investment and Jobs Act (IIJA), section 40101(d) – Preventing Outages and Enhancing the Resilience of the Electric Grid.



50

## Funding Options

### Summary & Conclusion

Potential funding mechanisms include:

- Local Funding
  - Municipal Improvement Act of 1913 (Assessment District)
  - Mello-Roos Community Facilities Act of 1982
- Federal Funding/Grants
  - GRIP (Grid Resilience & Partnership) Program
  - Section 108 Loan Guarantee Program
  - Public Works & Economic Adjustment Assistance Grant
  - CWDG (Community Wildfire Defense Grant)
  - RCPGP (Regional Catastrophic Preparedness Grant Program) FEMA Region 9
  - BRIC (Building Resilient Infrastructure & Communities) Direct Technical Assistance Grant
- State Funding/Grants
  - CPUC (California Public Utilities Commission) programs
  - CERI (Community Resilience Investment) Program



51

## Questions?



52



53

**City Council Meeting  
December 19, 2023**

**PH1 – La Villetta at Avenue 58 Project  
EA2021-0006, GPA2021-0001, ZC2021-0001,  
CUP2021-0002, & TTM 2021-0004**



54

# Background

- Project Location:
  - South of Avenue 58 between Madison Street and Monroe Street
  - The project site is located on two vacant parcels (764-180-002 and 764-180-003)

55

## Vicinity Map



56

# Proposal

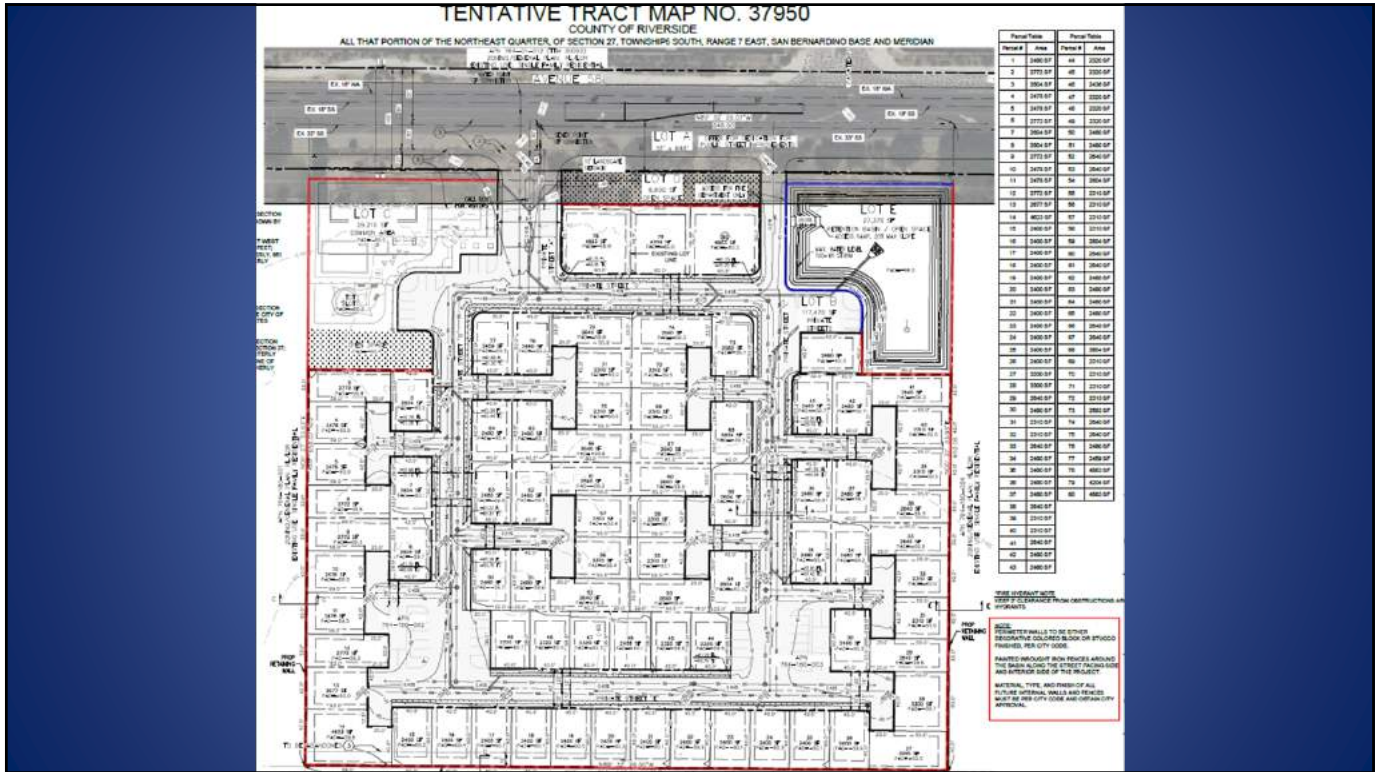
- 80 detached single-family units
- Landscaping, bocce ball, clubhouse, pool, tot lot, a passive park, and utility infrastructure

57

# Proposal

- Applications include:
  - Mitigated Negative Declaration (MND) to find proposed project does not have a significant effect on environment
  - General Plan Amendment, Zone Change, Tentative Tract Map, and Planned Unit Development (Conditional Use Permit)

58



59

Regulation	Current RL zoning	Proposed RMH zoning	PUD Proposal	Compliance
Minimum lot area (sf)	7,200	3,600	2,310	No
Lot Frontage (ft)	Minimum 80	Minimum 40	33	No
Maximum dwelling units per acre	2-4 du/ac	8-12 du/ac	9.0 du/ac	Yes, with proposed Zone Change
Front yard setback to house (ft)	Minimum 20	Minimum 20	*3	No
Front yard setback to garage (ft)	Minimum 20	Minimum 20	*3	No
Rear Yard (ft)	Minimum 20	Minimum 15	7.5	No
Interior Side Yard (Min ft.)	5	5	3	No
Exterior Side Yard	10	10	5	No
Lot Coverage	Maximum 50%	Minimum 60%	66%	No
Private streets Width (No on-street parking)	Minimum 28	Minimum 28	24	No

60



61



62



# Enhanced Elevations

**MATERIALS LEGEND**

ROOF: SHINGLES	TRIMS: WHITE
CHIMNEY: BRICK	TRIMS: WHITE
SIDING: STUCCO	TRIMS: WHITE
PAINT: WHITE	TRIMS: WHITE
PAINT: TAN	TRIMS: WHITE
PAINT: GREY	TRIMS: WHITE
PAINT: BROWN	TRIMS: WHITE
PAINT: BLACK	TRIMS: WHITE
PAINT: RED	TRIMS: WHITE
PAINT: BLUE	TRIMS: WHITE
PAINT: GREEN	TRIMS: WHITE
PAINT: YELLOW	TRIMS: WHITE
PAINT: ORANGE	TRIMS: WHITE
PAINT: PURPLE	TRIMS: WHITE
PAINT: PINK	TRIMS: WHITE
PAINT: SILVER	TRIMS: WHITE
PAINT: GOLD	TRIMS: WHITE
PAINT: COPPER	TRIMS: WHITE
PAINT: BRASS	TRIMS: WHITE
PAINT: NICKEL	TRIMS: WHITE
PAINT: CHROME	TRIMS: WHITE
PAINT: ALUMINUM	TRIMS: WHITE
PAINT: STEEL	TRIMS: WHITE
PAINT: IRON	TRIMS: WHITE
PAINT: ZINC	TRIMS: WHITE
PAINT: TIN	TRIMS: WHITE
PAINT: LEAD	TRIMS: WHITE
PAINT: SILVER	TRIMS: WHITE
PAINT: GOLD	TRIMS: WHITE
PAINT: COPPER	TRIMS: WHITE
PAINT: BRASS	TRIMS: WHITE
PAINT: NICKEL	TRIMS: WHITE
PAINT: CHROME	TRIMS: WHITE
PAINT: ALUMINUM	TRIMS: WHITE
PAINT: STEEL	TRIMS: WHITE
PAINT: IRON	TRIMS: WHITE
PAINT: ZINC	TRIMS: WHITE
PAINT: TIN	TRIMS: WHITE
PAINT: LEAD	TRIMS: WHITE

REAR

RIGHT

COLOR SCHEME 4

PLAN 1B

SANTA BARBARA ENHANCED ELEVATIONS

63

# Landscape Plan

**ATTACHMENT 8**

**PRELIMINARY SITE AND LANDSCAPE PLAN TTM 37950**

RICED CROFT ENTERPRISES, LLC  
2815 CALIFORNIA AVE, SUITE 200  
SANTA CLAYTON, CA 94590  
© 2018

VIA GROUP

NORTH

SCALE: 1" = 20'

64

# Findings

- City Council must make findings to:
  - Approve adoption of MND
  - Approve the GPA and ZC and apply Conditions of Approval (COA)
  - Find the PUD consistent with General Plan and apply COA
  - Approve the architecture, landscaping, and site design of PUD and apply COA

65



66

# Planned Unit Development

Similar Communities:

Codorniz  
(Ave 52 and Jefferson)

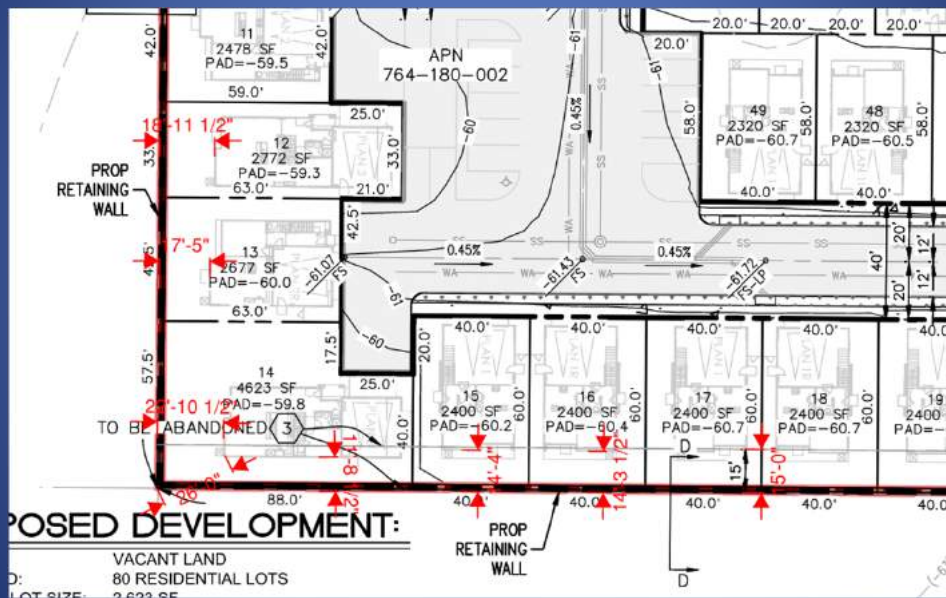
Water Colors  
(Dune Palms and Ave 48)

Centre at La Quinta  
(Adams and Auto Centre)



67

# Planned Unit Development



68

# Project Comparison

Regulation	Proposed RMH zoning	La Villetta PUD Proposal	Codoroniz Ave 52 and Jefferson
Minimum lot area (sf)	3,600	2,310	2,000
Lot Frontage (ft)	Minimum 40	33	27
Maximum dwelling units per acre	8-12 du/ac	9 du/ac	10 du/acre
Front yard setback to house (ft)	Minimum 20	3	4
Front yard setback to garage (ft)	Minimum 20	3	3
Rear Yard (ft)	Minimum 15	7.5	4
Interior Side Yard (Min ft.)	5	3	4
Exterior Side Yard	10	5	4
Lot Coverage	Minimum 60%	66%	60%
Private streets Width (No on-street parking)	Minimum 28	24	28
Parking Requirement	2.5 spaces per unit	2.5 spaces per unit	2.5 spaces per unit

69

## General Plan Amendment

- Low Density Residential (LDR) to Medium/High Density Residential (MHDR)
- At the current LDR designation, the Site would be allowed up to 36 units.
- If changed to a MHDR designation, the Site would be allowed up to 143 units.

70

## Planned Unit Development

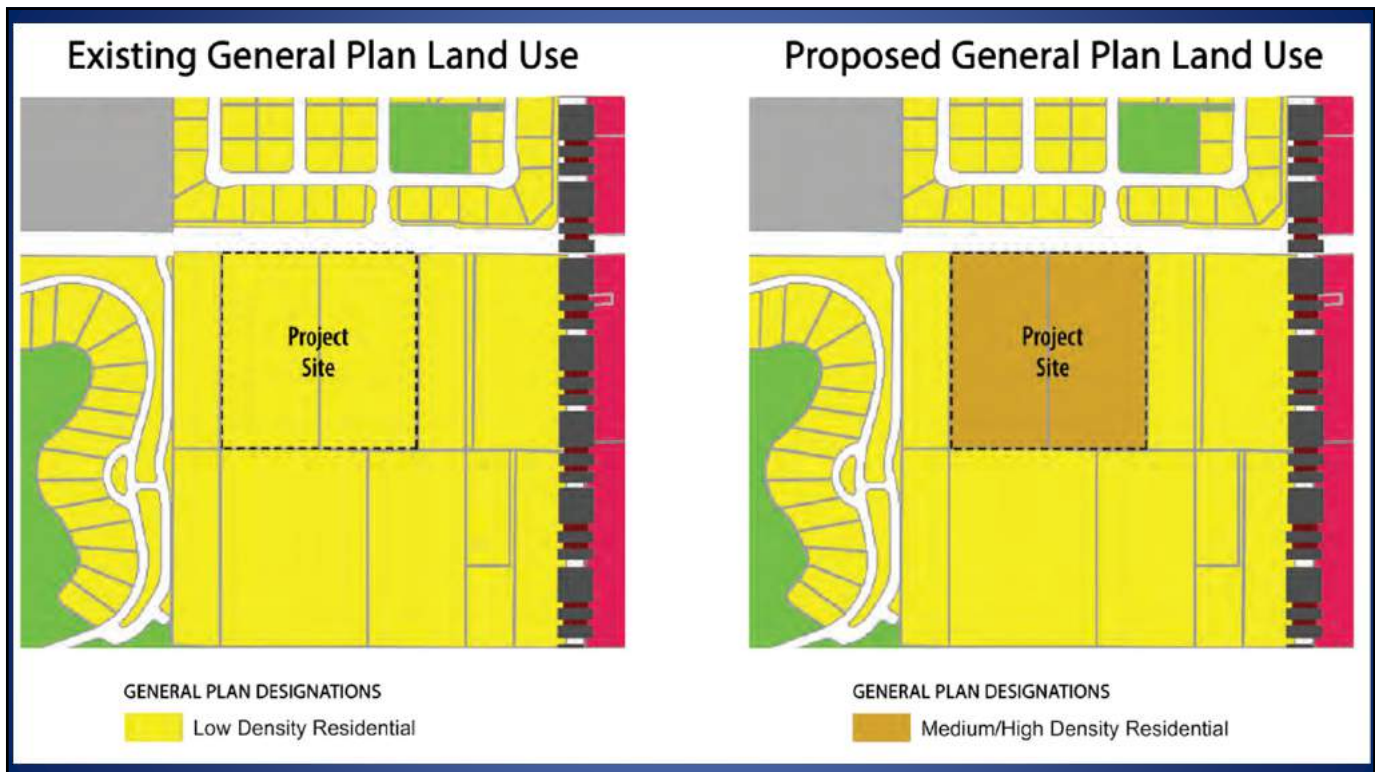
- 80 Unit breakdown:
  - Plan 1 units: 3 bedrooms, 2.5 bathrooms 1,672 sf two stories
  - Plan 2 units: 3 bedrooms, 2.5 bathrooms 1,815 sf two stories
  - Plan 3 units: 5 bedrooms, 3 bathrooms, 2,140 sf two stories
  - Plan 4 units: 3 bedrooms, 2 bathrooms, den, 1,769 sf single story

71

## Planned Unit Development

- Architectural styles include Spanish, Mediterranean, and Santa Barbara
- Architectural features incorporate varying roof lines, gables, arcades, and swing awnings to break up the massing of the homes

72



73

## Tentative Tract Map

- TTM 37950
  - 80 residential lots
  - 5 lettered lots consisting of streets, common area, and open space
- Lot sizes
  - 2,310 sf to 4,623 sf
  - Average 2,623 sf

74

## Planned Unit Development

- 4 project amenities are required: community pool/spa, clubhouse, bocce ball, a tot lot, and a passive park retention basin

75

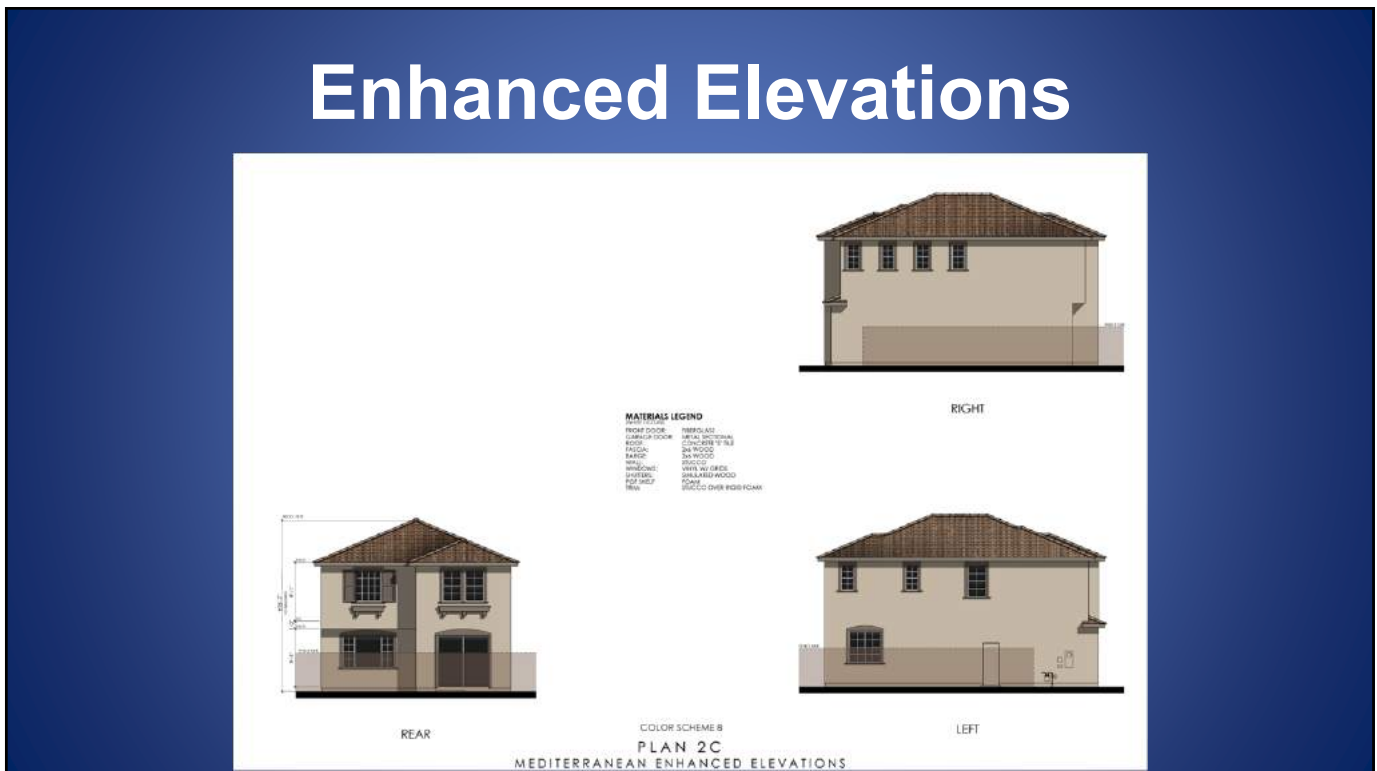
## Zone Change

- Low Density (RL) to Medium High Density (RMH)
- Under the current RL zone, the Site would be allowed up to 36 units.
- If changed to a RMH zone, the Site would be allowed up to 108 units.

76



77



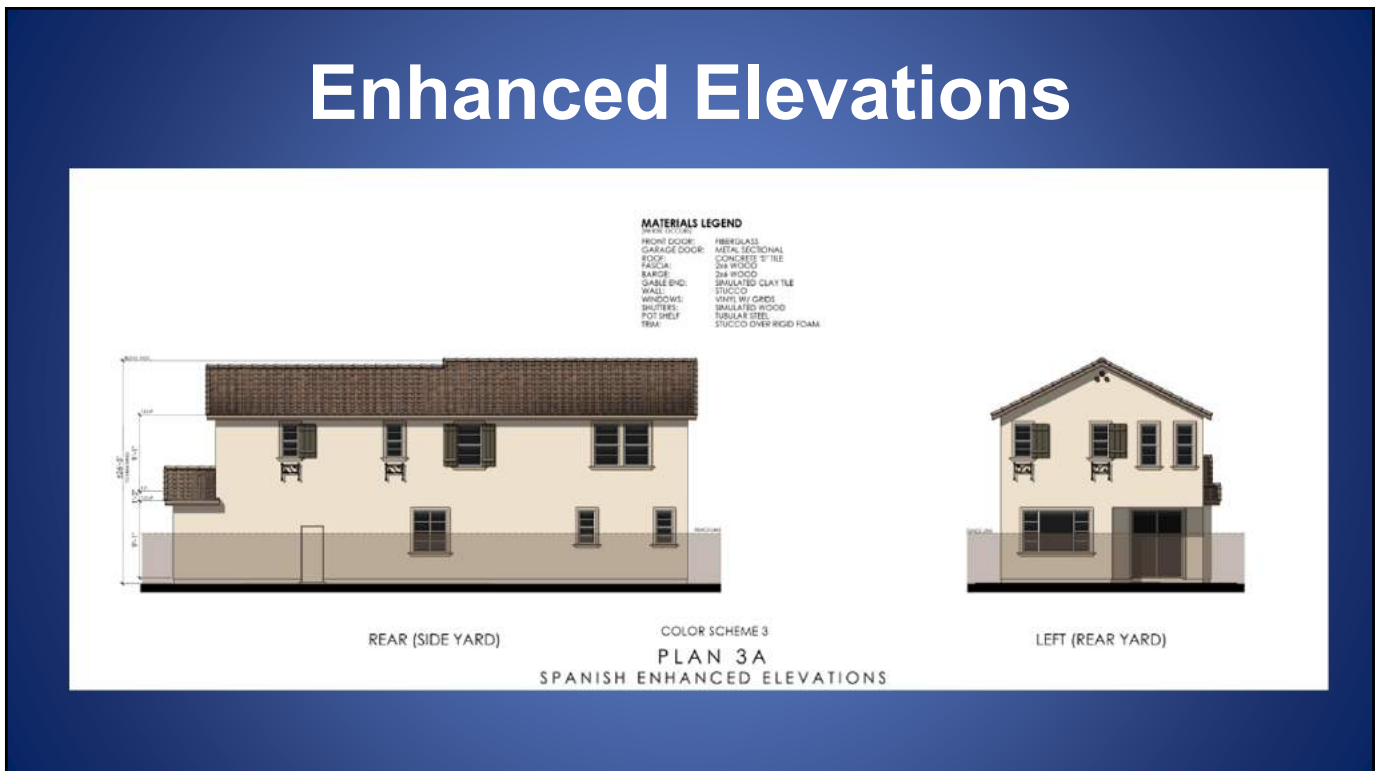
78





79

# Enhanced Elevations



80



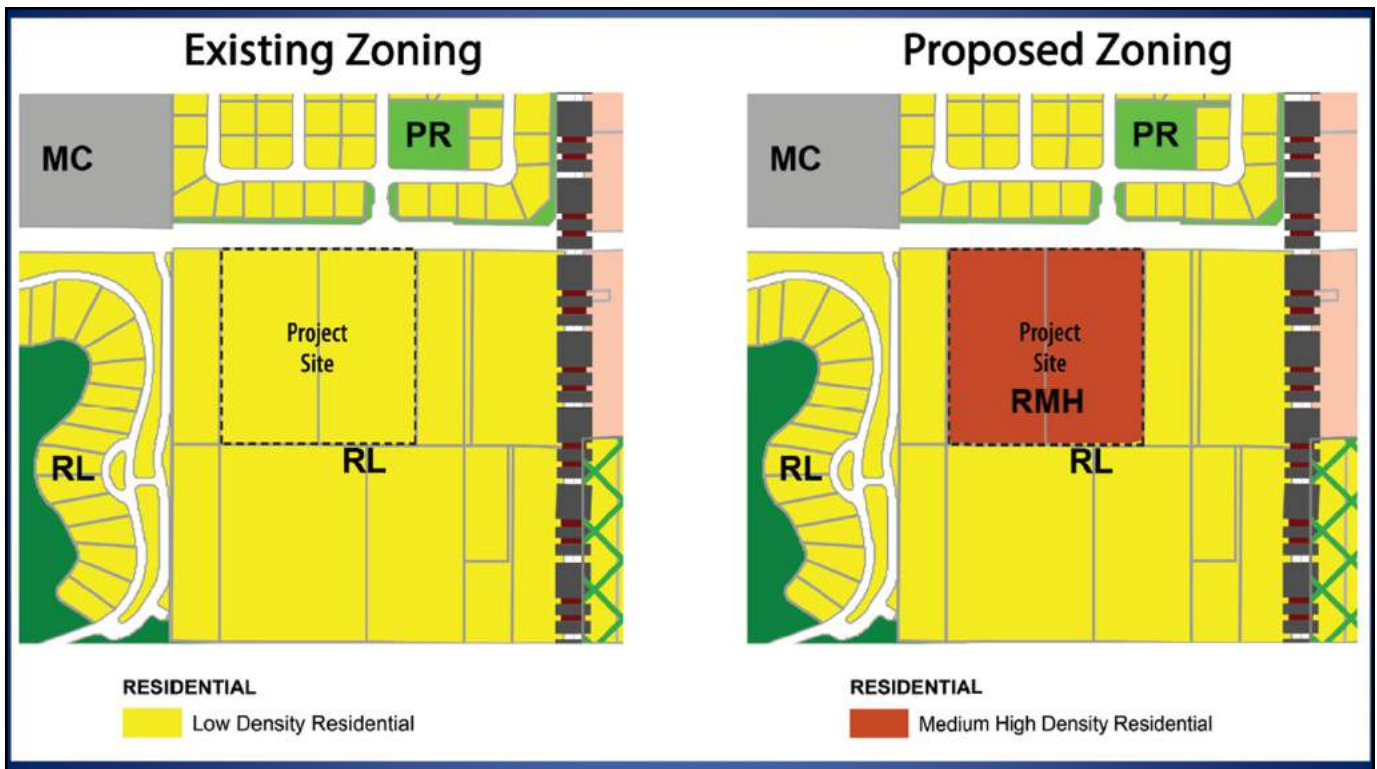
81



82



83



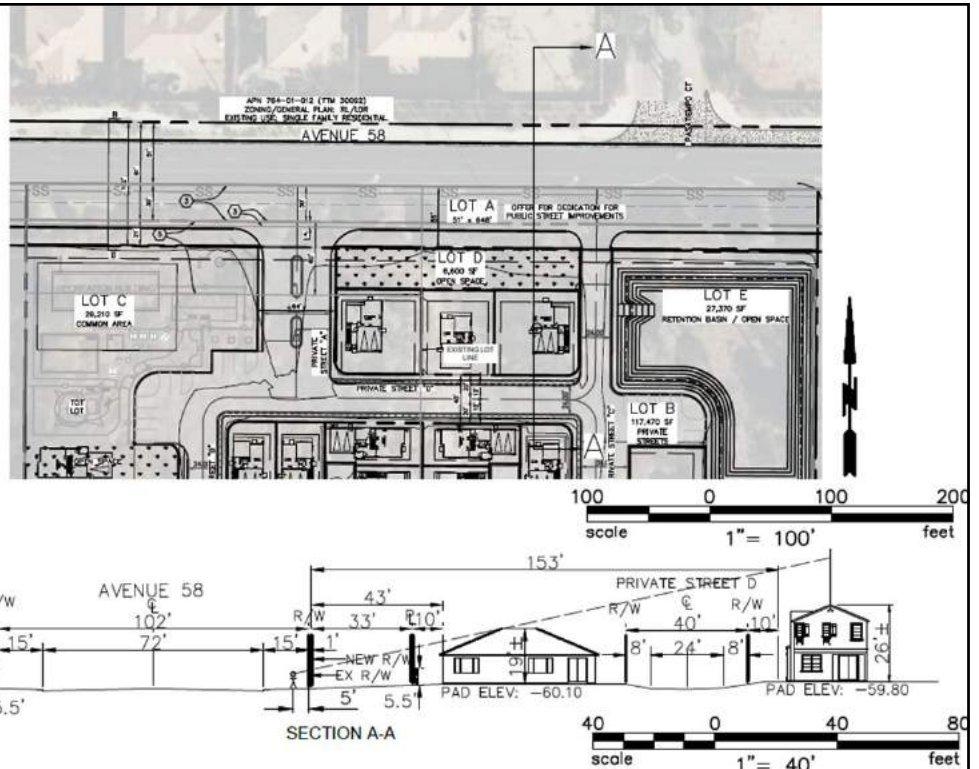
84

# Traffic



85

# Line of Sight



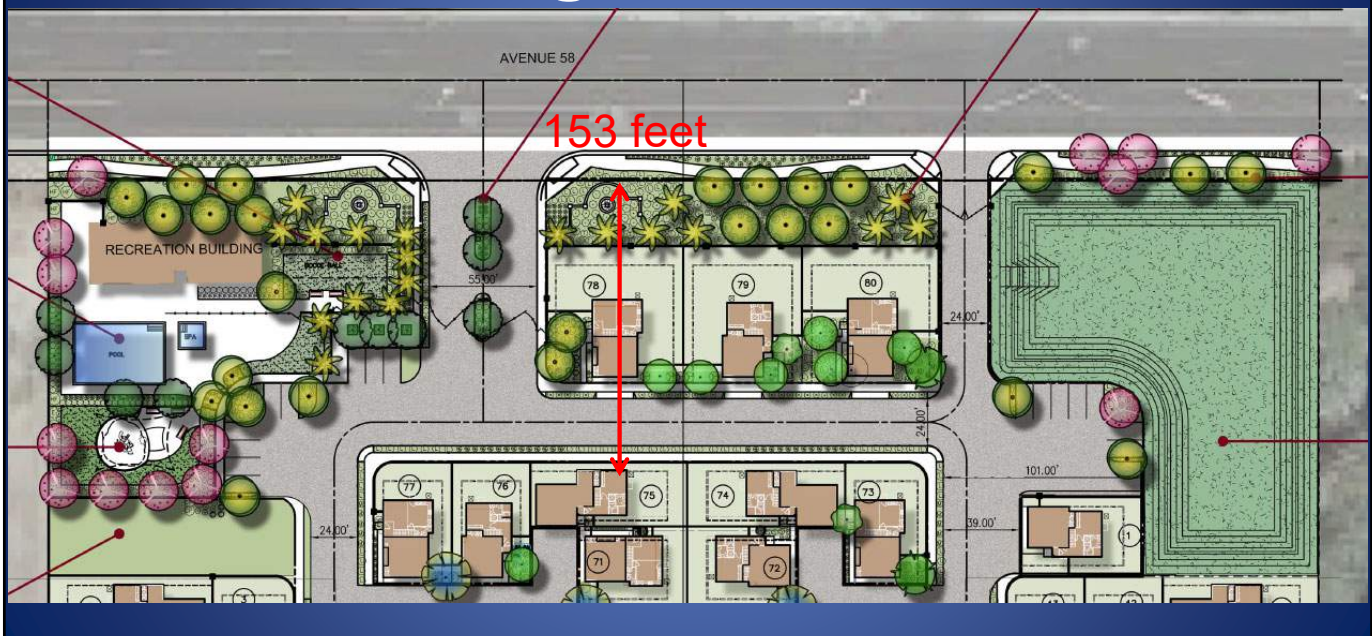
86

# Traffic

- Access from Avenue 58
- Secondary access is for emergency Fire access only
- Avenue 58 to be improved to full General Plan width

87

# Image Corridor



88

## Conditions of Approval

- There are some minor modifications to help clarify the intent of a few COAs
- Condition No. 34 TTM COA and Condition No. 33 CUP COA were removed
- These changes were reviewed by staff and the proposed conditions still meet the original intent of the conditions reviewed by Planning Commission

89

## CEQA

- Mitigated Negative Declaration was prepared
- Public review period was June 8 to June 28
- The City received two comment letters
- Mitigation measures have been incorporated to reduce impacts to a less than significant level

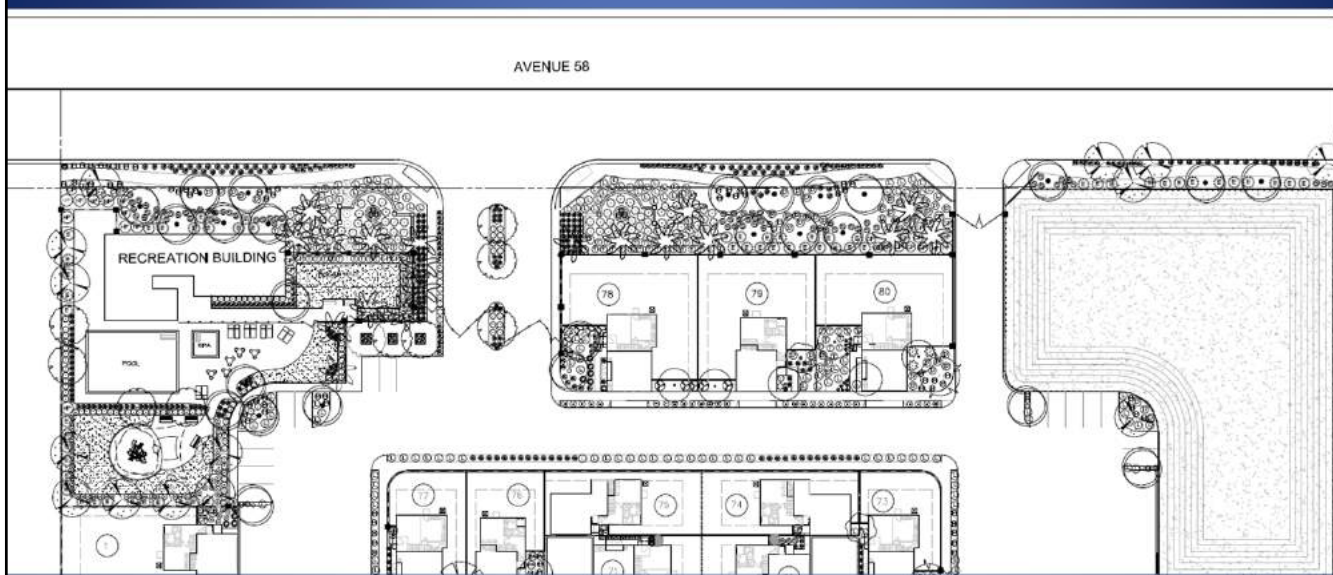
90

# Landscape Plan

- The landscape area includes a combination of trees, shrubs, and groundcover
- A meandering sidewalk is proposed along Avenue 58 to enhance pedestrian connection

91

# Landscape Plan



92

# La Villetta at Avenue 58

## La Quinta, California



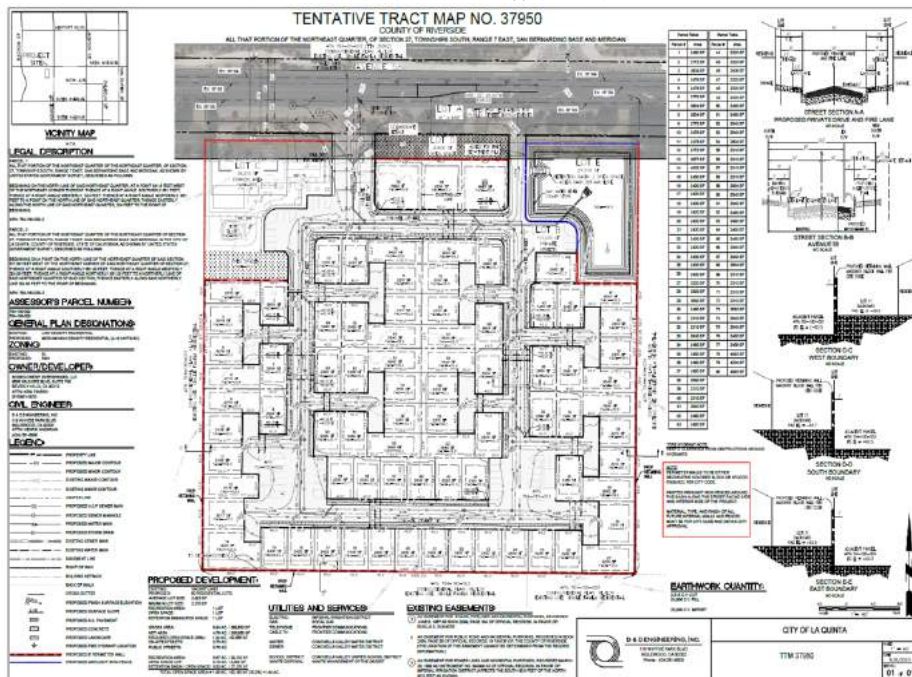
December 19, 2023

Presented By:

Rodeo Credit Enterprises, LLC

93

# La Villetta at Avenue 58



94



## *La Villetta at Avenue 58*

### COMMUNITY BENEFITS

The proposed project:

- Has broad-based community support with little to no opposition.
- Supports and will contribute to the IID cost sharing agreement for installation of a new substation benefiting the larger community.
- Will provide much needed housing diversity.
- Fulfills the City's General Plan Goals & Policies.
- Provides as abundant on-site parking to alleviate off-site parking concerns.

95

### **Broad-Based Community Support for La Villetta**

- Desert Valley Builders Association
- Greater Coachella Valley Chamber (La Quinta Chamber of Commerce)
- Local and Regional Home Builders
- Local Residents
- Adjacent Neighbors

96

**LA VILLETTA, DEVELOPERS, IID & CITY COORDINATION - IID Cost Sharing Agreement to Alleviate Electrical Supply Constraints**

- ▶ Conference calls with IID Staff and City in September and discussion of project participation in cost sharing;
- ▶ Attend IID Zoom Meeting/Power Point Presentation with Developers on 11-20-23;

IID topics: Conceptual solution to meet power needs, cost sharing agreement with developers to fund the construction of Avenue 58 Substation - 50 MVA Bank Addition, and discussion of timeline for construction.

- ▶ City Zoom meeting hosted by the City Manager on 12/13/23 to discuss participation in a cost sharing agreement for funding IID upgrades. The estimated cost is \$3,000-\$6,000 per home which is similar to capacity charges in other cities. La Villetta **affirmed** its intention on 12/18/23 to participate in the cost sharing agreement, as well as pay our fair share for the IID upgrades required for the community.

97

LARGE DEVELOPMENT COMMUNITY IDENTIFIED AS PARTICIPANTS IN FUNDING IID UPGRADES, ALONG WITH POWER USAGE FOR EACH DEVELOPER

**Avenue 58 Substation – 50 MVA Bank Addition  
Developments in the Area**

Project	Description	Project Location	Est KVA
The Club at Coral Mountain	750 dwelling units, a neighborhood, commercial and other amenities	Southwest corner of Madison Street & Avenue 58	8,200
Estate Collection at Coral Mountain (Malaga)	81 Residential Units (400 A Panels)	Southwest corner of Madison Street & Avenue 60	2,430
Saddle Ranch	34 Residential Units with Solar/Battery and 28 kW Power Generator per Lot	West of Monroe Street between Avenue 54 & Avenue 55	340
Bellavera	320 Residential Units (42,284VA/240V= 176 Amps per Lot)	Southeast corner of Monroe & Avenue 60	3,200
Avenue 58 Townhomes Project	82 Low Density Residential Units	South of Avenue 58 between Madison Street and Monroe Street	820
Andalusia	150 Residential Units	South of Avenue 58 between Madison Street and Monroe Street	1,500
Estates at Griffin -Tract map 36744	79 Residential Units, 400 amp Panels	South of Avenue 54 between Madison Street and Monroe Street	2,370
Travertine	1,200 Residential Units and 100 Room Hotel	Avenue 60 and Madison Street	14,600
City of La Quinta			6,540
			40,000

98

# Housing Diversity

ONE OF THE EIGHT GUIDING PRINCIPLES OF THE CITY OF LA QUINTA IS TO STRIVE TO ENSURE THAT EXISTING AND FUTURE HOUSING FOR ALL RESIDENTS CONTINUES TO BE DIVERSE IN TYPE AND OF HIGH QUALITY.

99

# Buyer Profile

- ▶ **YOUNG PROFESSIONALS:** Cost is especially concerning for millennials who are burdened with student loan debt and tighter credit conditions, along with high interest rates. Today's young Americans are starting families later and having few children.
- ▶ **GEN Xers and BABY BOOMERS** are also seeking something simpler by moving to neighborhoods that fit their needs better – for example, a community with recreational amenities and less upkeep.
- ▶ **ENVIRONMENTALLY CONSCIOUS** buyers are motivated to live in a more modest home to conserve resources. Millennials and Gen Xers are focused on smaller homes as they are easier to maintain, less expensive to heat and cool and have a smaller environmental impact, as well as more mindful consumption.

100

CITY OF LA QUINTA PROJECTED HOMES (Approved, Proposed and Under Review) - La Villetta is merely **10 acres** within the **36 square miles of the City**



101

### Proposed La Villetta Community Fulfills the City's General Plan Goals & Policies

- The City's General Plan is the foundation upon which land use decisions are based. It is an information and planning GUIDE that provides a framework for making informed decisions.
- The planning process provides the opportunity to amend the General Plan and may be needed from time to time due to changed conditions, such as the need for increased housing units.
- When considering a General Plan Amendment, review of a project's contributions is needed to determine if the proposed amendment addresses key issues and guiding principles included in the General Plan and if it furthers implementation of specific General Plan goals and policies. In other words, the findings must be based on the project furthering the City's goals and being in the City's interest.

102

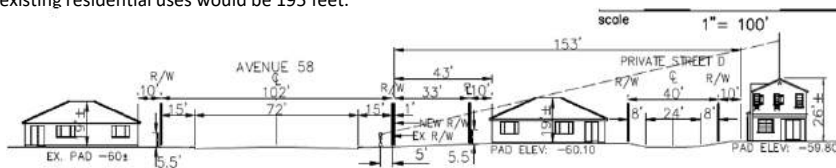
### La Villetta at Avenue 58

The proposed General Plan Amendment and Zone Change would not result in the development of incompatible land uses, as there is existing residential development to the north and west. Potential land use impacts have been evaluated for land use consistency with adopted General Plan goals, policies and objectives, as well as with the zone change standards and requirements in order to ensure no adverse land use impacts would occur.

**The following outlines how La Villetta proposes to meet the City’s General Plan Goals and Policies:**

103

1. LU-1 Land Use Compatibility Throughout the City and Policy CIR-1.17: In order to preserve the aesthetic values on the City’s streets, optimum landscape setbacks shall be maintained along all designated General Plan Image Corridors and shall be identified in the City’s Municipal Code and GOAL LU-4: Maintenance and Protection of Existing Neighborhoods: As depicted on the Line of Sight Plan, the project’s design of one and two story homes would be harmonious with the surrounding single-story homes and would be consistent. Similar to the existing residential uses located to the north and west, the proposed project would limit the height of structures along Highway 58 to less than 22 feet which would maintain privacy for the existing and proposed residential uses. The closest two-story homes to Avenue 58 would be 150 feet and the closest existing residential uses would be 195 feet.



The project also is in compliance with the General Plan Image Corridor requirements by including a 15 foot landscape setback along Avenue 58 and limiting the height of structures within 150 feet of Avenue 58 to under 22 feet. The lower architectural elements and open space along the property’s northern edge create a viewshed that is seamless with the northern existing neighborhoods, thereby illustrating a land use compatibility with well-established homes.



104

2. LU-2 High Quality Design That Compliments and Enhances the City and Policy LU 2.7: Continue to Include Park Facilities Planning in Neighborhood Planning Efforts: The proposed project has been designed to be visually compatible with similar architectural elements of Spanish, Mediterranean and Santa Barbara influences that are common in La Quinta. With the required 20% open space, the project has been designed to promote onsite amenities for its residents. The amenities include a clubhouse, pool and spa, tot lot, seating areas with picnic tables and benches - all which promote a high quality of living within th



105

3. GOAL LU-3: Safe and Identifiable Neighborhoods that Provide a Sense of Place: As a Planned Unit Development, the community provides open space and recreational amenities, as well as landscape treatments to create an identifiable community. The charm of the neighborhood is reflected in its name, La Villetta.



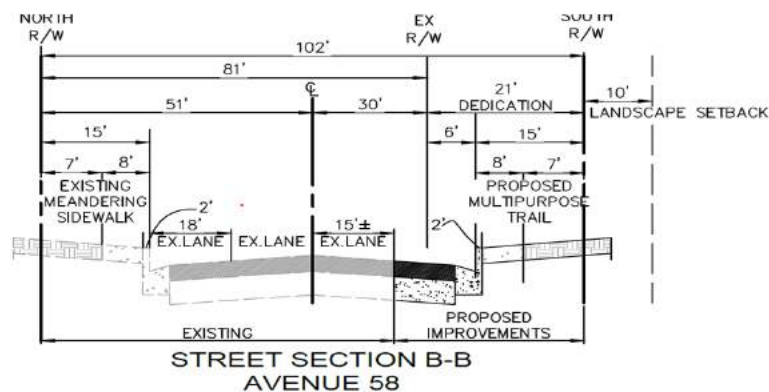
106

4. GOAL LU-5: Broad Range of Housing Types and Choices for All Residents of the City, Policy LU-5.2: Consider Changes in Market Demand in Residential Product Type to Meet the Needs of Current and Future Residents and GOAL H-1: Provide housing opportunities that meet the diverse needs of the City's existing and projected population: The proposed project's 9 units to the acre would provide an additional housing supply and a smaller housing choice that promotes a reduced carbon footprint. In addition, this alternative clustered residential housing product in lieu of a single-family dwelling development would help meet the housing needs of a wide range of household income levels and range of housing sizes for current and future housing demands in the City.



107

5. Program CIR-1.12c: New Development Shall Provide Pedestrian and Bicycle Connections to Adjacent Streets and Assure that Infrastructure and Amenities Accommodate Pedestrian and Bicycle Use, Policy CIR-1.14: Private streets shall be developed in accordance with development standards set forth in the Municipal Code, relevant Public Works Bulletins and other applicable standards and guidelines and Program SC-1.5.c: New development projects shall include vehicular, pedestrian and bicycle connections to the greatest extent possible, both through the project and connecting to adjacent projects: The proposed project includes a pedestrian sidewalk along the private driveway which would provide access to pedestrian sidewalks and a Class II Bikeway proposed along Avenue 58. The project will coordinate with the City to ensure that private streets are designed and constructed to meet City standards.



108

- 6. Policy SC-1.3: Encourage the use of more environmentally friendly storm water management techniques such as bioswales, permeable surfaces and other methods as they are developed, in all new development. Program WR-1.4.c: Require onsite retention for new development projects to the greatest extent possible, to provide added recharge of the aquifer and Program FH-1.3.a: New development shall continue to be required to construct onsite retention/detention basins and other necessary stormwater management facilities that are capable of managing 100-year stormwater flows The project proposes Light Impact Development/Site Design Drainage Concepts and Treatment Controls as part of the project WQMP and proposes a bioretention basin to capture stormwater runoff and infiltrate it into the ground water base.



- 7. Program SC-1.4.a: Require all new development proposals to demonstrate consistency with the Greenhouse Gas Reduction Plan and Policy AQ-1.7: Greenhouse gas emissions associated with a development project shall demonstrate adherence to the City's GHG Reduction Plan: The project evaluated Greenhouse Gas emissions and determined that the project contributions would be less than significant and the IS/MND Greenhouse Gas Study evaluated the consistency of the project with the City's GHG Reduction Plan and determined it adheres to the GHG Reduction Plan.

- 8. Program SC-1.5.a: All new development shall be constructed to meet or exceed CalGreen Building Codes: The project will coordinate with the City to ensure the project complies with CalGreen Building Code requirements.



109

- 9. Policy H-1.4: Support the construction of new affordable housing by rezoning, where appropriate and desirable, to permit higher density residential development: The proposed project includes a General Plan Amendment and Zone Change from Low Density to Medium Density which would allow for 44 additional residential units to be developed on the site. The proposed project with nearby single family detached homes would be developed similarly to the existing area of La Quinta wherein the community of Codorniz is located, which has a mix of low, medium and high density homes.

Codorniz & Clubhouse Apartments located near large, single family detached homes on



110



### *Future Construction of La Villetta at Avenue 58*

- With your approval of this project, we will continue working with a local homebuilder (who has entered into a Letter of Intent) or alternatively, proceed with our in-house construction partner, Delsa Homes for constructing the homes. Regardless, the construction of these homes will proceed expeditiously.
- Since the homes range in size from 1,600 sf to 2,400 sf, the future sales prices for these homes will be based on current market rates in 2025 or thereafter.
- Current housing market comparable: the Richmond American homes at Piazza Serena, located across the street from the proposed project are selling for over \$600,000 and are traditional single family detached homes starting at 2,440 sf.
- Similar cluster style communities recently built: Sycamore Hills in Upland, Collett Crossings in Riverside, and Sol Terra in La Quinta.



111

### Rodeo Credit Enterprises' Construction Partner



- Deer Creek I & II / 29 Quartz Hill (Palmdale) Homes
- Built in 2022-2023
- Starting at 3,043 – 3,469 sf
- Prices: starting at \$800,000



112

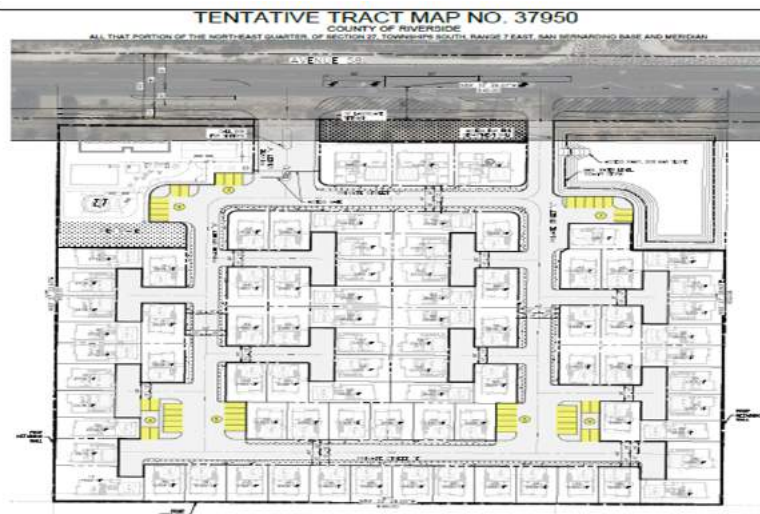
Rio Bravo Country Club, Bakersfield  
 22 Luxury Golf Course Homes by Delsa Homes  
 (construction starting in 2024)



113

The Proposed La Villetta Community has an Abundance of On-Site Parking

- 204 total parking spaces
- Each unit has a 2-car garage
- 44 guest parking spaces to be supervised by a Homeowners Association Management Company
- Total of 2.55 parking spaces per unit exceeding the City's Municipal Code requirements



114

## La Villetta at Avenue 58

In summary, the proposed project:



1. Is supported by the community;
2. Will contribute to the cost sharing agreement to fund the future IID power upgrades, which benefits the larger community;
3. Will provide much need housing diversity;
4. Will fulfill the City's General Plan Goals & Policies; and
5. Will provide on-site parking to meet the needs of its residents and guests.



115

## La Villetta at Avenue 58

### Project Team

Kris Pinero, Project Manager  
Rodeo Credit Enterprises, LLC - Applicant  
661-621-8912 (cell)  
[kris@rcellc.us](mailto:kris@rcellc.us)

Henrik Nazarian, Civil Engineer  
D and D Engineering  
[HNazarian@DandDEngineeringinc.com](mailto:HNazarian@DandDEngineeringinc.com)

Julie Beeman, President  
VCS Environmental  
[jbeeman@vcsenvironmental.com](mailto:jbeeman@vcsenvironmental.com)

Jeff Addison, Principal/Director of Design  
Kevin L Crook Architect, Inc.  
[jaddison@klcarch.com](mailto:jaddison@klcarch.com)

Tim Piasky, Project Consultant  
Piasky Solutions  
[tjm@piaskysolutions.com](mailto:tjm@piaskysolutions.com)



Mike Salazar, Landscape Architect  
Koriander Design Architecture  
[msalazar@kdlainc.com](mailto:msalazar@kdlainc.com)

Angela Besa  
LLG Engineers - Traffic Engineer  
[maberry@llgengineers.com](mailto:maberry@llgengineers.com)

116



117