

POWER POINTS

**CITY COUNCIL
MEETING**

JULY 2, 2024

**City Council Regular Meeting
July 2, 2024**



1

**City Council Regular Meeting
July 2, 2024
CLOSED SESSION IN PROGRESS**



2

Pledge of Allegiance



3

City Council Regular Meeting July 2, 2024 PUBLIC COMMENT – MATTERS NOT ON THE AGENDA



4



5

City Council Meeting July 2, 2024

P1 – Certificates of Appreciation for Outgoing Board and Commission Members



6



7

City Council Meeting July 2, 2024

**B1 – Introduce an Ordinance Amending Chapter
2.60 of the La Quinta Municipal Code
Relating to Conflict of Interest Code**



8



9

City Council Meeting July 2, 2024

S1 - Special Event Regulations in Residential Areas



10

May 21, 2024 Study Session

- What constitutes a special event in residential districts
- Review and approval process
- Council directed staff to update regulations based on feedback provided, and bring back redlined code revisions for Council review and consideration.

11

What is a special event?

- Pageants, fairs, carnivals, block parties
- Events at private residences with two or more of the following:
 - Outdoor amplified music
 - Stage or staging
 - Additional parking considerations
 - Other characteristics consistent with larger gatherings that are not consistent with occasional residential parties or small events
 - Tents
 - Event Lighting
 - Traffic Restrictions
- Events at short term vacation rentals that exceed daytime occupancy

12

Special Event Tiers

1-3 events per year

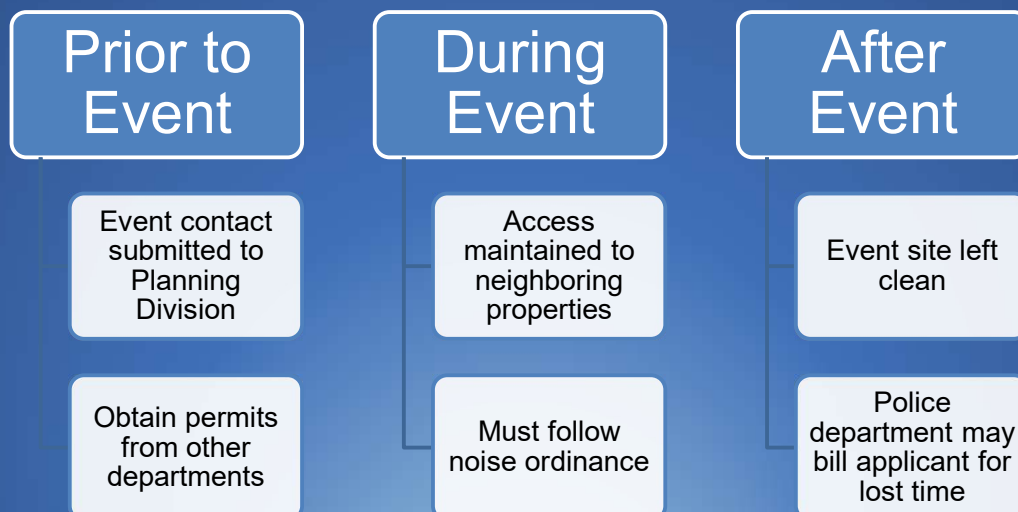
4-11 events per year

12 or more events per year

All have similar review processes and requirements for neighborhood noticing

13

Sample Conditions of Approval



14

Application Profile 2018-2024

- 48 applications received
 - 96% were for Tier 1
- 38 were approved
 - 74% STVR
 - 96% large estates
 - 30% at Griffin Estate
 - 51% weddings

Applications received have dropped since
COVID-19 pandemic

15

Concerns

- Poor management of event
 - Attendance exceeds approval
 - Not enough resources provided to manage event
 - Parking/traffic disruptions
 - Amplified music beyond approved operation time
- Late special event application submittals

16

Proposed Code Amendments

1. Eliminate tiers and process individually
2. Re-evaluate the special event application fee as each would be processed individually.

Current fees: \$475 Tier 1 | \$2,400 Tier 2 | \$7,323 Tier 3

- Expedited application fee shall apply for applications submitted less than 45 days prior to the special event

17

Proposed Code Amendments

3. Parking shall be contained on-site and off surrounding residential streets. If parking cannot be contained on-site, require shuttle service.
 - May be impractical to impose:
 - on-site parking on a residential property is usually very limited
 - parking is usually not restricted along adjacent streets

18

Proposed Code Amendments

3. Parking Consideration:

- Parking plan must demonstrate sufficient parking for the anticipated attendance and potential impacts on surrounding residential streets; Allows staff to evaluate the parking impacts, impose conditions such as a combination of off-street/on-street parking and/or shuttle service, or any other off-site parking accommodations.

19

Proposed Code Amendments

4. Eliminate requirement for special event approval for STVR properties exceeding the total daytime number of occupants

- Let criteria for residences apply (two or more of the following):
 - Outdoor amplified music; Stage or staging; Event lighting; Tents; Additional parking accommodations; Traffic restrictions; Other characteristics consistent with larger gatherings that are not consistent with occasional residential parties or small events.

20

Proposed Code Amendments

4. STVR Consideration:

- Prohibit special events at STVR except for exempt properties or property owner use
 - STVR properties to be personally used by property owner for family event (wedding, birthday, anniversary, memorial celebration, etc., pursuant to affidavit signed under penalty of perjury)

21

Proposed Code Amendments

5. Administrative citations - similar citation structure as provided in the STVR regulations:

First violation: \$1,000.00
 Second violation: \$2,000.00
 Third or more violations: \$3,000.00

Operating a special event without a valid special event permit:

First violation: \$1,500.00
 Second violation: \$3,000.00
 Third or more violation: \$5,000.00

Operating a special event without a valid special event permit (first, second, third, or subsequent violation) shall be cause for an owner to be prohibited for all time from being eligible to be issued a special event permit.

Hosting a special event at an STVR unit without a special event permit:

First violation: \$3,000.00
 Second violation: \$5,000.00

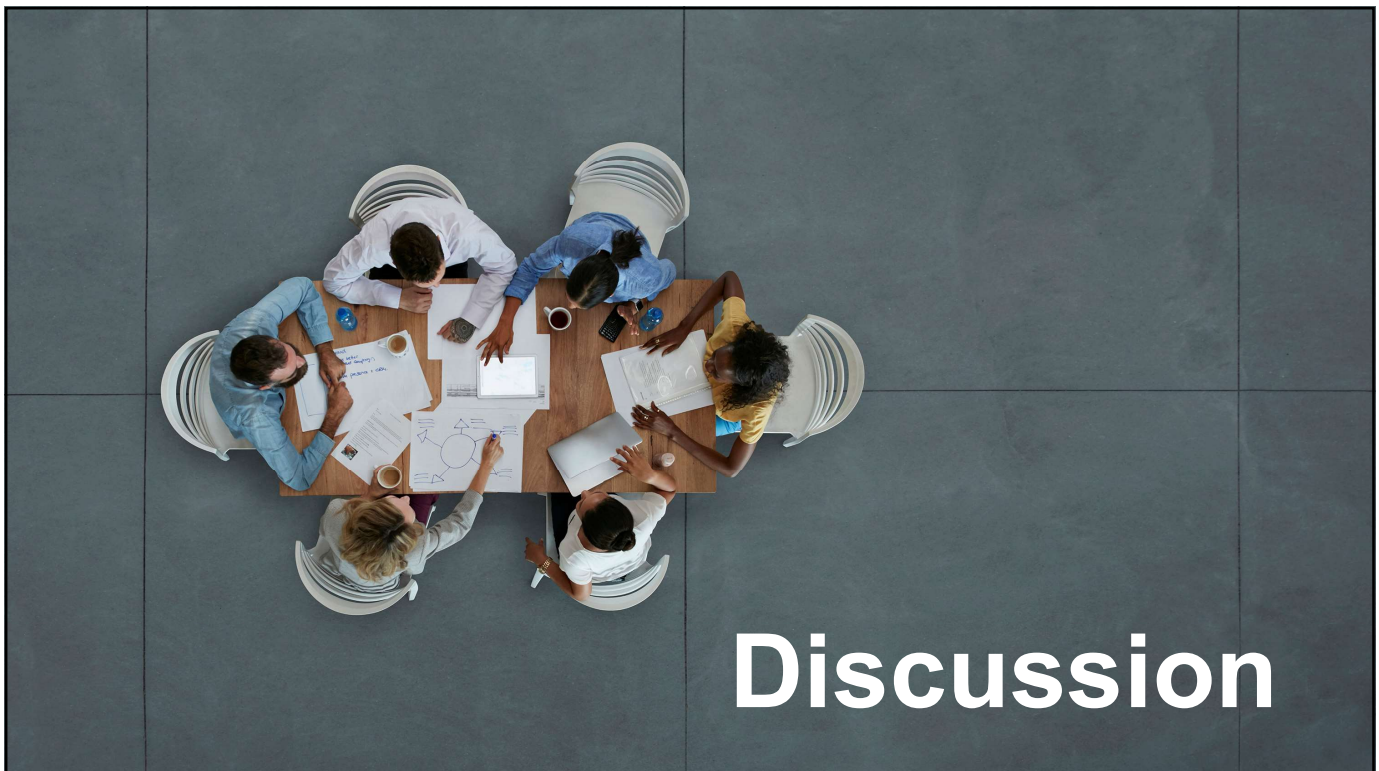
22

Proposed Code Amendments

6. Two-strikes policy

- Two violations within one year shall result in an immediate suspension of allowing any further special events at the property.
- Ability to have a hearing before the City, to request a lifting of the suspension.

23



24

Review Process

Application submitted

3-week review

Correction letter issued

Applicant resubmits

3-week review

Conditions of Approval drafted

Approval issued

25



7/3/2024

26

City Council Meeting

July 2, 2024

**S2 – Discuss Converting Riverside County Sheriff’s
Department Traffic Car Officer Position to a
Motor Officer Position**



27



Police Motor Request

SGT MARK CHLARSON

 RIVERSIDE COUNTY SHERIFF'S DEPARTMENT

28

Background

- The La Quinta Traffic Team is currently staffed with 5 traffic enforcement deputies. Two are traffic car deputies and 3 are motor deputies.
- RCSD is requesting to convert 1 traffic car position to a motor position to better serve the city of La Quinta.



Motor Deployment Ratios

	Traffic Motors	Traffic Cars
• La Quinta	3	2
• Rancho Mirage	3	0
• Indian Wells	1	0
• Palm Desert	5	3 (CSO's Assigned to Traffic)

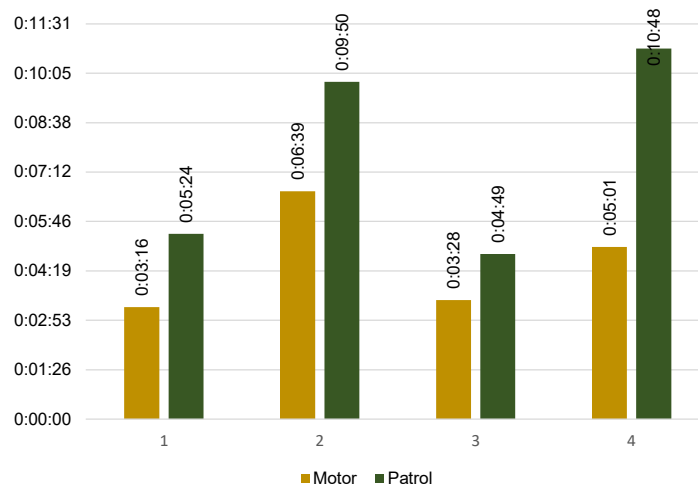
* Rancho Mirage, Indian Wells, Palm Desert share costs of a Commercial Vehicle Enforcement Deputy.



Benefits

- Increase motor deputies' coverage.
 - Four motor deputies would allow coverage during the busiest traffic hours within the city.
- Improve visibility and presence in areas known for speeding and traffic issues.
- Motor deputies have better maneuverability and positional opportunities.
- Increase support of local events with large vehicle and pedestrian attendance.

Response Times Comparison (2023)



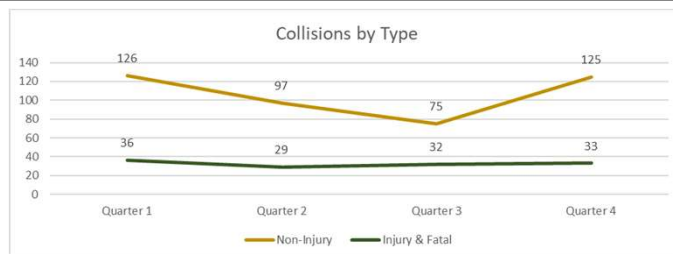
Motor vs. Patrol Car Effectiveness

2023 Review

- Motor- 831 Activities including 638 Citations
- Traffic Car- 447 Activities including 110 Citations

*Comparison of activity by one motor and one traffic car in 2023

Traffic Enforcement Index (2023)



Total Non-Injury - 423

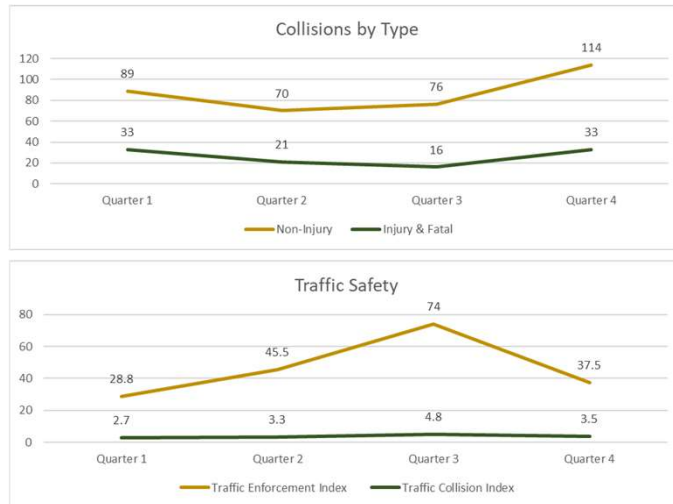
Total Injury- 128
Fatal - 2



2023 Average Traffic Enforcement Index – 11.5

2023 Average Traffic Collision Index – 3.3

Traffic Enforcement Index (2018)



Total Non-Injury - 349

Total Injury- 100
Fatal - 3

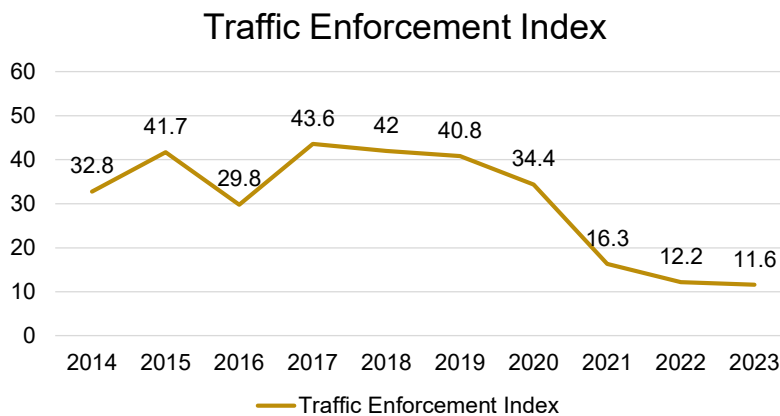
2018 Average Traffic Enforcement Index - 42.0

2018 Average Traffic Collision Index - 3.4

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35

Ten Year Comparison 2014-2023

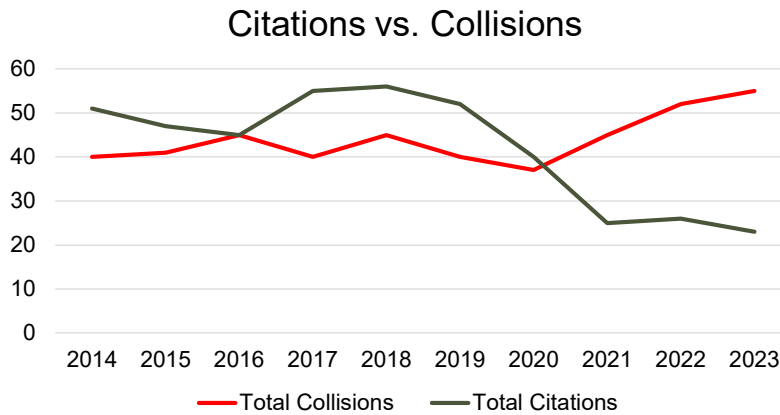


Average Traffic Index 29.3

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36

Ten Year Comparison 2014-2023



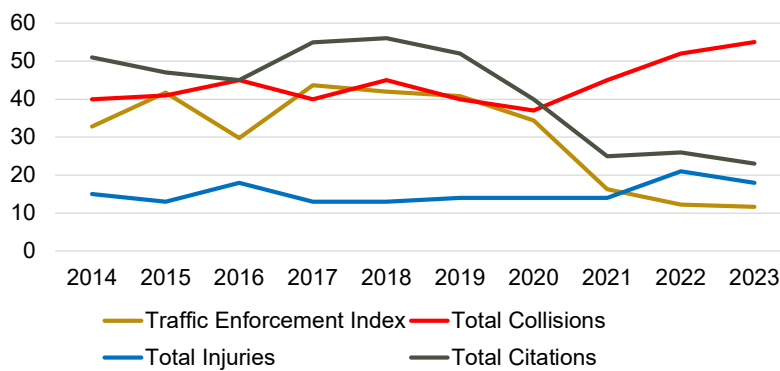
*Citations X 100
Collisions X 10



RIVERSIDE COUNTY SHERIFF'S DEPARTMENT

37

Ten Year Comparison 2014-2023



Citations x100
Collisions X10
Injuries X10



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38

Fiscal Impact

- Conversion cost: \$5,000 (Uniforms & Equipment)
- Training costs: Covered by RCSD
- Recurring annual cost: \$12,602
- Net annual increase: \$6,242

(Purchase of new motor in FY24/25)



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39

Motor Safety

- **Uniforms & Safety Equipment**
 - Full Face Helmet
 - Kevlar Pants
 - Ripstop Uniforms
 - Department Approved Motor Uniforms
- **Option to Ride in Extreme Temperatures**
 - Patrol Units are Always Available



RIVERSIDE COUNTY SHERIFF'S DEPARTMENT

40

Questions



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41



42