

HAND OUTS

**CITY COUNCIL
MEETING**

AUGUST 6, 2024

Transcription from 6/25/24 Planning Commission Meeting

Dale Tyerman: The Jefferson Extension, on may 28th when we briefly talked about this there was some work yet to be done in order to be able to assure that the Jefferson ext could be completed

I specifically remembered some things about right away agreements that would have to be...let me just ask the question, are there any obstacles to completing Jefferson ext from a legal perspective with coral canyon dev regulatory issues, I already heard that it's been well researched as part of the EIR, so it doesn't sound like there are any ceqa issues related to any...are there any obstacles that if tomorrow you wanted to build the Jefferson ext, you could build it.

Mark Rogers: There are no obstacles, we simply put, and I think I failed to really illuminate this in the last meeting. We have both our sewer and water coming over Ave 62. There are points of connections at Monroe and Ave 62, so that's our sewer and water connection. We have a loop condition where Madison will bring another water line over for fire purposes we have to have two sources a loop condition for water. All of our Utilities come from the east at Monroe and Ave 62 over the dike to the project. We also have to build two big water tanks up the hill on the south side of the project in order to drop lumber to build the homes. All of our infrastructure happens at the southerly part of this project and then Jefferson is really just a road bed probably some dry utilities that will go north and meet up with a realigned Ave 58, we'll have to put a bend in the road and there's nothing that prevents us from doing that except sound logic and development and we don't want to build all that by ourselves right now and we really have to build everything from the south coming from Madison and Ave 62 to get this project to have sewer and have water, which are essential. Sop all of our utilities come from that direction and the project is really born from the south side moving north. When we get to 600 units, I am hopeful that coral canyon be in the game and be able to help us with the construction of Ave 62/Jefferson based on the General Plan alignment that were going to adopt with this project, which is a dedicated alignment that was offered up to the city and accepted by the coral canyon project and that will be built and there's nothing that will get in the way of doing that.

Dale Tyerman: Okay, so the only barriers to doing the extension of Jefferson are economic?

Mark Rogers: Infrastructure

Dale Tyerman: And satisfying the build out plan internal

Mark Rogers: Infrastructure, you gotta have sewer and water or you can't have a project.

Dale Tyerman: Right

Mark Rogers: And that's all coming from the other direction.

Dale Tyerman: Do the sewer and water require the roadway to cross the berm/extension of Ave 62?

Mark Rogers: Yes

Dale Tyerman: You can't get sewer and water there without building the roadway over the dam...over the dike?

Mark Rogers: That's what's precipitating the 6' of cover, so from the surface of the road to the top of the existing dike, we need 6' to put those utilities beneath the road bed.

Dale Tyerman: So you are using that and it makes perfect sense, you're utilizing that 6' gap to run your necessary water and power to the development.

Mark Rogers: Sewer, sewer is a big one.

Dale Tyerman: Sewer, excuse me. If Jefferson Extension were completed, is there a need for Ave 62 or does an entrance/exit of Jefferson along with the Emergency Vehicle Access on Madison satisfy the regulatory Fire, Etc., requirements for access into the property.

Mark Rogers: No, Ave 62 and Jefferson are both necessary, distribution of traffic throughout the city going to be dependent on that, it's all built on the model. Madison as an EVA will not go away. We're not going to build a road and then eliminate it. So it will remain as an emergency vehicular access that provides greater access for fire and police should they need it, or exiting the project by residents should they need it. So all of these have been well thought out and orchestrated with the city and the city staff with our team in a sequence of events that lead to a successful project in phases, and that's how we plan to build it.

Dale Tyerman: Thank you. Thank you, Mark. And just one quick question on Short Term Vacation Rentals....

La Quinta Village Apartments Versus Avenue 62 Elevated Roadway

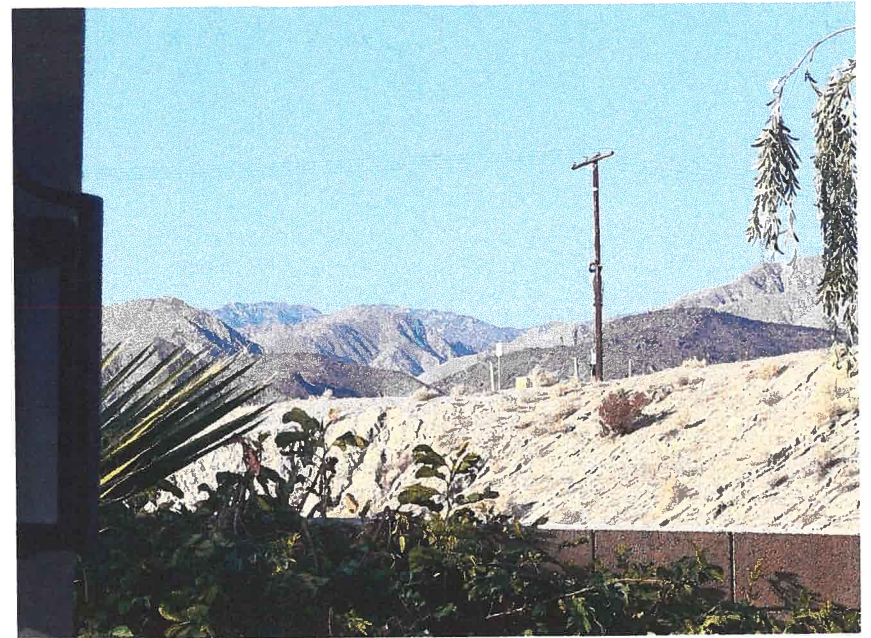
Carolyn Winnor

La Quinta

On August 1, 2023 you sent La Quinta Village Apartments back to the Planning Commission – one condition was to drop it to two stories



**Two Story Building is 28 feet 6 inches
Three Story Building is 38 feet 6 inches**



**Roadway height is 36 feet
Top of a vehicle is 42-50 feet**

What should be your direction for this?

- You can't drop the berm from 30 feet to 20 feet
- You can ask for Utilities only to cross Avenue 62
- You can ask for the main entrance to Travertine to be the Jefferson Street Extension

Splitting the Utilities and the Roadway

Bobbie Fleury
La Quinta CA 92253

During the June 25 Planning Commission Meeting, Applicant Mark Rogers was asked the following question by a Commissioner:

“Are there any obstacles to completing the Jefferson extension from a legal perspective, with the Coral Canyon development, with any regulatory issues; I have already heard it has been well researched from the EIR perspective, so no CEQA issues. Are there any obstacles if tomorrow you wanted to build the Jefferson Extension can you do it?”

**The answer from the Travertine applicant Mark Rogers:
“There are no obstacles.”**

The Applicant feels he needs to use Avenue 62 for the elevated roadway and for the Utilities

However, Per the Bureau of Reclamation, a license can be granted for just a utilities crossing:

§ 429.10 What application form should I use?

You must use one of the following application forms depending on the nature of your requested use:

(a) Use SF 299 to request a use authorization for the placement, construction, and use of energy, transportation, water, or telecommunication systems and facilities on or across all Federal property including Reclamation land, facilities, or waterbodies.

Examples of such uses are:

- (1) Canals;
- (2) Communication towers;
- (3) Fiber-optics cable;
- (4) Pipelines;
- (5) Roads;
- (6) Telephone lines; and
- (7) Utilities and utility corridors.



Flores, Cynthia (Cindy) <cflores@usbr.gov>

Inbox - Gmail 9:35 AM

Re: Thank you and Utilities only crossing? [EXTERNAL] Ms. Flores, the two most important questions for City Council me...

To: Alena Callimanis <acallimanis@gmail.com>

[Details](#)



Siri Found a Contact

Cynthia Flores
cflores@usbr.gov

[Add](#)

Good Morning, Alena—Reclamation does consider various requests for crossings of our facilities, to include utilities only crossings. I am not an engineer, so I am unable to comment in this particular case as to whether a road crossing must accompany the utilities crossing.

Regarding my second response below, we require compliance with the Clean Air Act as well as the Clean Water Act.

I hope this helps.

Thanks,
Cindy

Cindy M. Flores
Manager, Water and Lands Contracts Group
Bureau of Reclamation
Interior Region 8: Lower Colorado Basin
Yuma Area Office
(928) 343-8261 (office)
(928) 276-2140 (cell)
cflores@usbr.gov



— BUREAU OF —
RECLAMATION

8/06/24

Archive Delete Junk Reply Reply All Forward Print Flag Move to...
Inbox - Gmail June 25, 2024 at 5:15 PM

Flores, Cynthia (Cindy) <cflores@usbr.gov>
Re: [EXTERNAL] Ms. Flores: her is the note to Ms. Pinell, thank you for our discussion on Travertine
To: Alena Callimanis <acallimanis@gmail.com>

Good Afternoon, Alena—please find Reclamation's responses to the questions in your email:

1. We have not received an application for the renewal of Contract No. 1-07-30-L0346.
2. Due to the age of the casefile, we would have to research the application information related to Contract - L0346 noted above. That information is not readily available.
3. Consideration of an application for a use authorization is contingent on Reclamation's review and approval of engineering design plans, related technical analyses and reports, and completed environmental compliance documentation for compatibility with Reclamation's project purposes.
4. Unless otherwise provided by law or regulation, only Reclamation (or another Federal agency acting for Reclamation under delegated authority) is authorized to issue use authorizations for use of its lands and facilities.
5. We cannot comment on the Planning Commission's processes.
6. Dike 4 was constructed in the 1967-1968 timeframe for purposes of flood control and it remains today for that purpose. The dike protects the area from floodwaters from the upstream canyons and provides a detention reservoir to store the floodwaters.
7. Incidental, individual, non-commercial use of Reclamation lands and facilities by the public does not require authorization so long as Reclamation's lands and facilities are not damaged or otherwise negatively impacted.

More information on Reclamation's use authorization process can be found here:
<https://www.ecfr.gov/current/title-43/subtitle-B/chapter-I/part-429>

I hope this information is helpful, Alena. Please let me know if you have additional questions.

Thanks,
Cindy

Cindy M. Flores
Manager, Water and Lands Contracts Group
Bureau of Reclamation
Interior Region 8: Lower Colorado Basin
Yuma Area Office
(928) 343-8261 (office)
(928) 276-2140 (cell)
cflores@usbr.gov



Since there was no issue per the applicant, the main construction and operations entrance and exit can be the Jefferson Street extension

- It does not have the 36 foot elevated roadway
- It is generally extremely flat
- It will be significantly cheaper to grade and prepare the roadway
- It is a much more scenic entrance
- It is cheaper to build a flat road!
- Dikes and culverts along Jefferson extension are significantly lower and have no houses anywhere nearby
- It is infinitely easier to do utilities only over Avenue 62 versus the extremely complicated and costly process to elevate the roadway over Avenue 62.
- You can start development of Travertine much sooner

A win-win solution

- Make the utilities only crossing at Avenue 62 a condition of approval for Travertine
- Complete the Jefferson Extension as the Condition of Approval for Travertine as the only construction and operation entrance and remove Avenue 62 as an elevated Roadway into Travertine

Thank you!

Travertine Noise Impact over Elevated Roadway

Sheila Warren

La Quinta

What are the parameters for measuring Sound Impact

Table 4.12-5 Significance of Noise Impacts at Noise-Sensitive Receivers

Without Project Noise Level	Potential Significant Impact
< 60 dBA	5 dBA or more
60 - 65 dBA	3 dBA or more
> 65 dBA	1.5 dBA or more

Source: Federal Interagency Committee on Noise (FICON), 1992.

What is the ambient of actual noise level along Avenue 62

- Avenue 62 had the following ambient noise levels
 - Daytime, 7:00AM to 10:00PM of 49.8 decibels
 - Nighttime, from 10:00pm to 7:00AM was 48.2.
 - However, using the CNEL factors that are applied to ambient noise, Urban Crossroads used a 24 hour measurement of 55.2 decibels.
- The only quieter location is the mansion in the middle of the date farm south of Avenue 62
 - That had daytime of 42.9 and a nighttime of 42.2. CNEL for them is 49.

What generates noise level along Avenue 62

- After the Trilogy Maintenance Yard closes, for example at 4:45 as it did last Friday, there are no vehicles on that road.
- So there is no entrance or exit to Trilogy off Avenue 62, and for the date farm south of 62, the main entrance to the house is off Monroe.
- So there is truly no noise generated there from after the maintenance yard closes until it opens the next morning, which is greater than 12 hours.

So how did we fare?

- So now when an analysis is done, we are starting at a level of 55.2 decibels
- That means, by starting at that level and not the actual ambient sound, all of a sudden noise levels are not a significant impact on us
- The original EIR did not even look at noise from the elevated roadway

Future Sound projections

TABLE 3: AVENUE 62 EXTERIOR TRAFFIC NOISE LEVEL COMPLIANCE

Receiver Location ¹	Address	Av. 62 Traffic Noise Levels (dBA CNEL) ²	Exterior Noise Level Standards (dBA CNEL) ³	Noise Level Standards Exceeded? ⁴
R1	81272 Jasmine Ct.	52.9	65	No
R2	81260 Jasmine Ct.	56.7	65	No
R3	81271 Jasmine Ct.	59.9	65	No
R4	81283 Jasmine Ct.	58.7	65	No
R5	81295 Jasmine Ct.	55.8	65	No
R6	81307 Jasmine Ct.	52.1	65	No
R7	81319 Jasmine Ct.	54.8	65	No
R8	81337 Rustic Cyn. Dr.	55.0	65	No
R9	81349 Rustic Cyn. Rd.	57.7	65	No
R10	81361 Rustic Cyn. Rd.	57.2	65	No

¹ See Exhibit A for the receiver locations.

² Future Avenue 62 exterior traffic noise levels with crossing over Dike #4.

³ City of La Quinta General Plan Noise Element Policy N-1.2)

⁴ Do the estimated Avenue 62 traffic noise levels exceed the noise level standards?

What were the parameters

- One car at a time?
- Two cars passing each other at the same time on the roadway?
- Two cars going up at the same time?
- What is the impact of the berm (dike 4) to noise transmission?
- We found a noise expert who could help us corroborate or do our own study
- However, we were denied a request to get the data to understand how what parameters were used

14000 trips a day

TABLE 1: ROADWAY PARAMETERS

ID	Road	Segment	Classification	2040 Average Daily Traffic Volume	Near/Far Lane Distance (Feet) ²	Speed (mph)
6	Av. 62	w/o Monroe St.	Modified Secondary	14,000	42'	50

Source: Travertine Specific Plan Traffic Impact Analysis (TIA)

- Let's just do pure averages: 14,000 trips divided by 24 hours a day equals 583 vehicles per hour
- This is 10 vehicles every minute
- One car every six seconds
- Now extrapolate that to real hours during the day – a car every second
- And then tell us there will be no noise impact in an area where the original ambient noise was considered quiet by CEQA standards

Think about the Visual Impact

- Enough said

What is the consequence of constant, unwanted noise

- It can have adverse effects on health, especially with sensitive receptors (again, this means older people like us!)

Noise carries down the berm

- Everyone who lives along the will tell you they hear every word
- Including both sides of a phone conversation
- What is the impact of the berm (dike 4) to noise transmission?
- It will make it worse

What is the only solution?

- Stop the Avenue 62 elevated roadway
- Make Avenue 62 a utilities only crossing
- Move the main entrance to the Jefferson Extension

What about Elevated Roadway lighting and headlights?

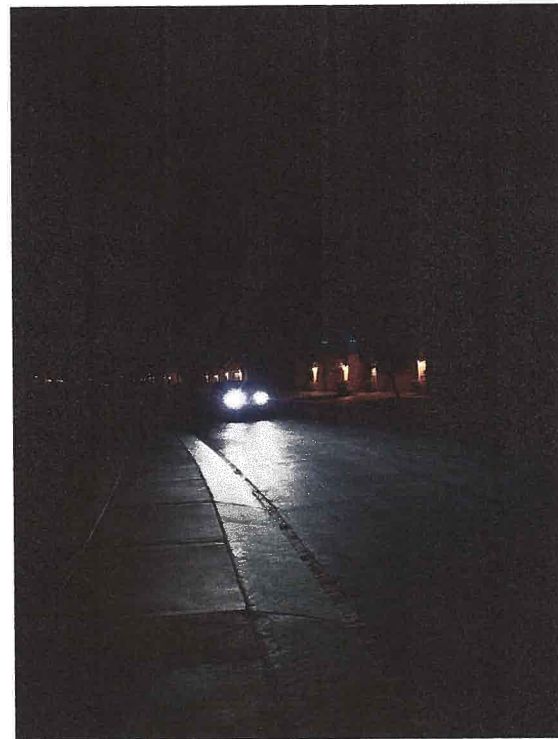
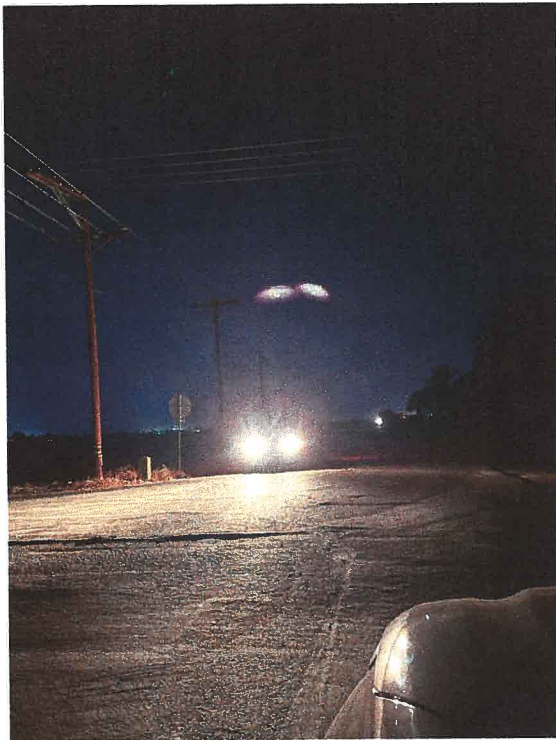
Judy Viera

La Quinta

No where does the DEIR address the following items

- Roadway lighting on the elevated roadway
 - With the lights needed to illuminate the elevated roadway, and with the height above the berm, counting the 6 feet for the roadway height, plus 9 to 10 feet for the lights, there is no way that we won't see the lights.
 - They will be 15 feet or more above the existing berm
 - How about headlights? They will be constant, first shining up, level and shining down. And with multiple vehicles every minute, it will be constant

Here are just pictures of cars at night – please picture it coming over the berm



What is the solution?

- City Council, please put a Condition of Approval on this project for a Utilities only crossing on Avenue 62
- City Council, please put a Condition of Approval on this project for the Main Travertine entrance to be the Jefferson Extension

Honorable Mayor Evans, Mayor Pro Tem Pena, City Council members and staff. My name is Laura DuMaurier and I am a Trilogy Resident.

In this presentation I will be discussing the issue of Air Quality on the folks in Trilogy and potentially other surrounding residences. But first I want to address the elephant in the room.

When the applicant talks about the “Travertine Project” or just “Project”, they are talking about what is happening on the inside of Dike 4. So let me contrast that by saying Trilogy and the rest of La Quinta is on the outside of Dike 4.

This same distinction is in the EIR.

You have seen this reflected many times by the reference that Trilogy will not see the project. The pictures in the EIR have this big red line a few feet below the top of dike 4 with the comments that the 30 foot dike blocks any view of Travertine.

This is absolutely correct and we all agree. We will NOT see the Travertine project from Trilogy because of the 30 foot high dike 4, which the Bureau of Reclamation states was constructed in the 1967-1968 timeframe for purposes of flood control and it remains today for that purpose. The dike protects the area from floodwaters from the upstream canyons and provides a detention reservoir to store the floodwaters.

But let us look at Air Quality. Section 4.3, in the EIR, analyzed Air Quality. The Project-specific Air Quality Impact Analysis analyzed the Project’s potential short-term (construction) and long-term (operational) air quality impacts on public health. Sensitive receptors are defined to include the elderly. That is us in Trilogy. The conclusion

was that the Project would not expose sensitive receptors (again us) to substantial pollutant concentrations.

Here we go again. The Project totally ignores the significant impact of the pollution from the elevated roadway over Dike 4. With the initial vehicle traffic of 6000 cars a day for phase one, going up to a potential of 12,000 or more cars per day at buildout, the pollution from vehicle exhaust and green house gas emissions will be significant. Since the roadway starts at 36 feet above Trilogy, and roadway vehicles above that point, the impact of these concentrated pollutants going through the air to both close in and distant houses through wind, will have a significant impact that cannot be ignored or mitigated.

As you know, the **US Environmental Protection Agency** sets nationwide air quality and emissions standards and oversees state efforts and enforcement.

The **California Air Resources Board** focuses on California's unique air quality challenges by setting the state's own stricter emissions standards for a range of statewide pollution sources including vehicles, fuels and consumer products. In particular, it sets the state's air quality standards at levels that protect those at greatest risk – children, **older adults and people with lung and heart disease** and identifies pollutants that pose the greatest health risks, such as diesel exhaust particles and benzene in gasoline.

The EIR does NOTHING to analyze the impact of the elevated roadway on the Trilogy sensitive receptors.

As part of Bureau of Reclamation's consideration for approval and licensing of any project on its lands and facilities, this agency requires compliance with all applicable requirements under the National Environmental Policy

Act. Additionally, their use authorizations contain the following standard stipulations:

- To comply with all Federal, State, and local requirements of the Clean Air Act (CAA)**

Since nothing has been done to analyze the elevated roadway effects for the Clean Air Act, the only way to solve this significant omission in the DEIR is to remove the Avenue 62 elevated roadway from consideration, and to make the main entrance to Travertine to be the Jefferson Street Extension, where this won't be a factor in getting government approvals required for the project.

Thank you very much.

La Quinta City Council

La Quinta City Hall

78495 Calle Tampico

La Quinta, CA 92253

August 6, 2024

Re: Specific Objection to the planned Elevated Roadway Ave 62 entrance to the proposed Travertine Development.

Hello Honorable Mayor Evans, City Council members, and Staff.

My Name is Robert Lasser, and I live in La Quinta.

I am writing today **not** to oppose the Travertine project in general, but instead to oppose a specific component of the development.

I specifically object to the proposed 36 foot high, 60-foot-wide elevated roadway to be built on Avenue 62 that is to serve as the main entrance to the Travertine development.

This elevated freeway like ramp roadway hovering 36 feet in the air, will be built in close proximity to the **existing** Trilogy residential development.

The Developer **claims** there will be no **significant** impact to Trilogy residents... **but that simply, is NOT a true statement!**

Initially during the first phase With over 6,000 cars, trucks, motorcycles, and construction vehicles traveling over the roadway daily, the impact to Trilogy residents in terms of noise, air pollution, lights and aesthetics will be severe, and will only get worse, as future phases are built out!

By comparison, currently, Avenue 62 south of the Trilogy development serves as a “dead-end” road with a single destination point of the Trilogy maintenance yard at the end of the road that closes daily at 4:45 p.m.

Based on an actual traffic count study completed this past Friday August 2nd, there were only 150 vehicles that drove down the road and back to Monroe all day long. There is zero noise and traffic at nighttime.

Since the elevated roadway needs to start 600 feet down Avenue 62, in order to have a slope that is reasonable for trucks, and construction vehicles, the elevated roadway will bring cars and trucks above the current six-foot-high wall surrounding Trilogy, as traffic travels upward to the 36-foot height.

The road noise from straining engines from trucks, automobiles and motorcycles accelerating up the hill all day and during the night will be a **major** disruption to the senior residents living in close proximity adjacent to this new elevated roadway.

This type of elevated roadway is **completely** inconsistent with the surrounding residential Trilogy neighborhood. In fact, nothing like this exists in any residential area **anywhere** in the Coachella Valley.

This type of elevated roadway does not belong in this location.

It will forever change the character of the area; it will permanently mar the unobstructed view of the majestic mountains and will permanently and negatively impact residents in the residential community of Trilogy and will definitely decrease property values.

This elevated roadway violates **many** of the 2035 La Quinta General Plan goals and objectives.

The La Quinta General Plan is designed specifically to **prevent this very situation from happening!**

The General Plan is **specifically designed to preserve and protect the quality of life for La Quinta residents.**

It's goals, policies and programs are those of the people of La Quinta, and **...are not intended to facilitate the agenda of any outside group, entity, or developer!**

The proposed Travertine Avenue 62 elevated roadway

- is **NOT** consistent with the General Plan
- it does **NOT** uphold the rights and needs of the surrounding property owners
- it is **NOT** consistent with neighboring developments
- It will create excessive noise, traffic, greenhouse gas and vehicle pollution emissions adjacent to a 55+ community
- It is detrimental to public health and general welfare of the surrounding community
- and therefore, is **NOT** compatible with General Plan land use goals.

Yet, considering all of this, the developer **insists**, that this proposed elevated roadway will have less than significant impact on the surrounding neighborhood!

So, I must ask, how many of the surrounding neighborhood communities have a 36-foot elevated roadway with 6,000 vehicles a day right next to them, illuminated all night long with headlights glaring into the neighborhood? Answer: **NONE!**

I ask you City Leaders, should this type of roadway be placed next to a quiet residential neighborhood? ...**NO!**

As City leaders, if you cannot adhere to the city of La Quinta General Plan, a plan designed to protect La Quinta residents from **inappropriate development** adjacent to their homes, ...**then who will?**

City leaders, if **you** cannot recognize that the elevated roadway does **NOT** resemble surrounding roadways in the adjacent neighborhoods in any way, and does not belong in this location, ...**then who will?**

The benefits of the project do not outweigh the significant and numerous environmental and neighborhood impacts

In conclusion,

I ask you Mayor Evans and City leaders to listen to, and respect the will of your constituents, who elected you to serve **their** needs, and protect **their** interests..... **not** the interests of outside developers.

Just tell the developers the overhead roadway at Avenue 62 must be **eliminated** from their plan... and they must move the entrance to the Jefferson Street extension!

Thank you!

Bob Lasser

81401 Golden Poppy Way

La Quinta, CA 92253

CITY COUNCIL MEETING AUGUST 6, 2024 - HANDOUT BY RESIDENT MARK REIDER &
PRESIDENT OF THE BOARD AT TRILOGY AT LA QUINTA
PUBLIC HEARING ITEM NO. 2 - TRAVERTINE PROJECT

TRAVERTINE LA QUINTA CITY COUNCIL MEETING PRESENTATION

Mark Reider - TLQMA

August 6, 2024

Mayor Evans, Council Members. Good afternoon. My name is Mark Reider, and I live at 81530 Monarch Court in Trilogy.

I am speaking today in my role as President of the Board of the Trilogy at La Quinta homeowners association, and I would like to thank my fellow Board member for donating his time to me.

My comments reflect the consensus of the Board of Directors, and we believe, the vast majority of Trilogy homeowners, many of whom are here tonight to protest the current plan for accessing the Travertine development.

Our Board of Directors has traditionally **not** addressed proposed developments that only affect areas outside our community. However, as currently proposed, the Travertine Project **does impact** The Trilogy at La Quinta community consisting of 1238 homes and over 2,000 of the City's constituents.

With guidance from our legal counsel, we are here to voice our strong opposition to the current development plan for extending Avenue 62 over the berm as the primary access and entry road into Travertine.

In our view, our community would be severely impacted by the noise and visual pollution of the proposed roadway – conditions we believe are not adequately addressed in the Environmental Impact Review.

The current plan calls for TWO bridges to be built directly adjacent to our community:

- One as the main entrance to Travertine from Avenue 62, which borders the south end of our community,
- And a second as an emergency access road at Madison at our west border.

The bridge and ramped roadway on Avenue 62 would be massive in scale. As a comparison, consider the bridge being built over the stormwater channel at Dunes Palm Road.

That bridge is 480-feet long and 86 feet wide. The bridge and elevated roadway on Avenue 62 behind our community would be 600 feet long – and that's just on our side of the berm – and 60 feet wide.

As for height, there is no comparison. The Dunes Palm bridge is only 10 feet above the stormwater channel. The proposed bridge behind Trilogy would have to clear the berm, which is 30 feet high. And it must clear the top of the berm by at least 6 feet.

Which means that cars, trucks, and construction rigs up to 15 feet high will be traveling over a 36-foot-high bridge with a solid retaining wall on both sides of the roadway. Those vehicles will be seen and heard by a large segment of our 55+ community at all hours of the day and night.

Which brings us to the environmental assessment.

The modeling in the EIR says there are currently an average of 600 vehicles per day on Avenue 62 between Monroe and the berm. We question if that is possible when that dead-end road is used only for Trilogy's maintenance workers and the occasional stray vehicle.

The draft report also predicts there will be 13,000 vehicles, on average, traveling on that bridge each day when Travertine is completed. The report further states that nearly half of that traffic volume will occur between the hours of 10 p.m. and 7 a.m. That is an extraordinary amount of traffic.

The EIR states that the traffic noise on Avenue 62 will nearly double, but will remain within exterior noise standards. However, the same report states that traffic volumes will increase by 2000%, leading us to question the report's conclusion.

And, as you know, all traffic and noise data are subject to error due to the accuracy and relevance of the assumptions that are used, which can vary from actual conditions on the ground.

For example, the standard used in these models minimizes the impact of noises such as a horn honking or the sound of a large fully loaded construction truck accelerating up a hill or the sound of large trucks as they decelerate and brake coming down a hill.

And in this case, it would be a hill with a 36-foot increase or decrease in elevation with a potentially significant grade.

Along with our concerns about the accuracy of the noise data, the environmental report does not address the impact of lights. With an estimated 6,000 vehicles using that bridge at night, the impact on our community would be considerable from vehicle headlights, not to mention the lighting on the bridge itself. The EIR does not address that impact whatsoever.

Additionally, there are other governmental agencies that must consider and approve this project; therefore, we ask the city to delay or postpone any final decision until all relevant agencies and organizations have weighed in on this project.

I want to conclude by pointing out that there is an alternative that would reduce the impact to our community and, frankly, provide easier access to Travertine for its residents and workers. That is to make Jefferson the primary road in and out of the development.

This alternative, or Alternative #1 in the report, makes much more sense for several reasons:

- The traffic pattern is more logical than using Avenue 62. By using Jefferson, traffic coming from the west or north would flow down Madison, turn right onto Avenue 58, then left onto an extension of Jefferson. That approach would provide a more appealing and scenic entrance into Travertine.
- Whereas, using Avenue 62 would require traffic to flow down Madison, turn left at Avenue 60, then right onto Monroe, then right again at 62 - an approach that requires motorists to circumnavigate Trilogy to enter Travertine from the East while passing by and impacting over 150 homes in Trilogy along the way on Avenues 60 and 62 as well as on Monroe.
- More importantly, using Jefferson would eliminate the need to build up to a 36-foot-high roadway with retaining walls over the berm.

We understand from comments made by the landowner's representative that the Jefferson alternative is not favored because it is more costly than Avenue 62 and they would need to get right-of-way approval from other landowners. In our opinion, a developer's cost of a project should not be a consideration when making a land-use decision.

It should be what's in the best interest of the entire La Quinta community – and using Avenue 62 appears to us to simply be the path of least resistance for the developer.

We respectfully ask the City Council to do what is in the best interest for La Quinta. At a minimum, that would mean conducting a more realistic noise study and addressing the issue of light pollution. We also ask that there be a more detailed comparison of using Jefferson versus Avenue 62 as the main entry to Travertine.

We believe that going the extra mile will lead you to conclude that Avenue 62 is not the right long-term solution for the future residents of Travertine, the current residents of Trilogy, and the city as a whole.

Thank you for your time.