

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

138A



FROM: TLMA - Transportation Department

SUBMITTAL DATE:
December 27, 2012

SUBJECT: Fred Waring Improvement Project - Bermuda Dunes Area - Supervisorial District 4

RECOMMENDED MOTION: ADOPTION of a Mitigated Negative Declaration for Environmental Assessment No. 42564, APPROVAL of the Fred Waring Drive Improvement Project, and ADOPTION of the Mitigation Monitoring and Reporting Program for the project.

BACKGROUND: The Transportation Department, in cooperation with the City of La Quinta, is proposing road improvements on Fred Waring Drive from Adams Street to just east of Port Maria Road. The project would widen the existing roadway from four to six lanes to match the roadway improvements that have been constructed by the City to the west of the project site.

Juan C. Perez
Director of Transportation and Land Management

JCP:ah

(Continued on Attached Page)

FINANCIAL DATA	Current F.Y. Total Cost:	\$ 0	In Current Year Budget:	N/A
	Current F.Y. Net County Cost:	\$ 0	Budget Adjustment:	No
	Annual Net County Cost:	\$ 0	For Fiscal Year:	2012/13

SOURCE OF FUNDS: Prop 1B, TUMF (CVAG), Palm Desert Financing Authority There are no General Funds used in this project.	Positions To Be Deleted Per A-30	<input type="checkbox"/>
	Requires 4/5 Vote	<input type="checkbox"/>

C.E.O. RECOMMENDATION:

APPROVE

BY:
Christopher M. Hans

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Ashley, seconded by Supervisor Jeffries and duly carried, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Stone, Benoit and Ashley
Nays: None
Absent: Tavaglione
Date: January 8, 2013
xc: Transp., Recorder

Kecia Harper-Ihem
Clerk of the Board
By:
Deputy

Prev. Agn. Ref.

District: 4

Agenda Number:

3-34

Departmental Concurrence

Policy
 Policy
 Consent
 Consent
 Dept's Recomm.:
 Per Exec. Ofc.:

The Honorable Board of Supervisors

RE: Fred Waring Improvement Project - Bermuda Dunes Area - Supervisorial District 4

December 27, 2012

Page 2 of 2

Multiple meetings have been held to discuss the project with area residents, including a Public Informational Meeting on November 7, 2012 during the circulation of the Environmental Assessment for the project. The Environmental Assessment evaluated two Build Alternatives and a No-Build Alternative.

Build Alternative One would provide three lanes in each direction with a bike lane on the south side. Adjustments to the road's elevation would provide for access to elevated driveways for residences. A raised median and deceleration lane would be constructed. The deceleration lane on the north side of the roadway would provide space for mail delivery vehicles, parking, and room for residents to enter and exit their driveways safely. Reconstruction of driveways, fences, walls, and front yard improvements immediately north of Fred Waring Drive may be necessary to transition from the new road widening and grading. No permanent right-of-way acquisition is proposed and temporary land use rights will be obtained in early 2013.

Build Alternative Two was proposed to be consistent with County and City standards which created impacts requiring the acquisition of 24 homes on the north side of Fred Waring Drive. Build Alternative Two consists of the construction of three lanes in each direction with bike lanes on both sides, a raised median, parkway and a sidewalk easement. The acquisition of all residences located immediately north of Fred Waring Drive between Adams Street and Port Maria Road would be required in order to construct these improvements. No right-of-way acquisition would be required on the south side of the roadway.

The project will result in less than significant impacts to Aesthetics, Agriculture and Forest Resources, Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation/Traffic, and Utilities and Service Systems.

Issues raised in the public review of the Environmental Assessment include Cultural Resources Noise, Hydrology, and Transportation and Circulation. These issues have been addressed by incorporation of detailed response to comments located within Appendix C of the Initial Study Environmental Document.

The Alternatives were evaluated based on right-of-way acquisition, impacts to the community and cost. As a result of this evaluation, Build Alternative One is the preferred alternative because impacts to the community are minimized while widening Fred Waring Drive to three lanes in each direction.

Adoption of the Mitigated Negative Declaration and the Mitigation Monitoring & Reporting Plan will complete the environmental documentation for the project. Final design is currently ongoing and will be completed by early 2013. Construction is expected to commence in the second half of 2013.



Original Negative Declaration/Notice of Determination was routed to County Clerks for posting on.

via Andy w/transp.

1-8-13
Date

kb
Initial



NOTICE OF DETERMINATION COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT

EA No. 42564

SCH# 2009021033

PROJECT NAME: Fred Waring Drive Improvement Project

DESCRIPTION AND LOCATION: The proposed project includes the improvements along Fred Waring Drive from Adams Street to Port Maria Road in the Bermuda Dunes/La Quinta area of eastern Riverside County, California. The project would widen the roadway from four to six lanes to match the existing roadway improvements to the west of the project site. The total project distance is 0.65 miles.

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA
3. A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
4. Mitigation measures [were were not] made a condition of the approval of this project.
5. A Mitigation Monitoring plan was [was not] adopted.
6. A statement of Overriding Considerations [was was not] adopted for this project.

The project will not have a significant effect on the environment and a Negative Declaration has been adopted pursuant to CEQA and may be examined, along with administrative record, at the Transportation Department, 4080 Lemon Street, 8th fl, Riverside, California 92501.

The Final EIR may be examined, along with administrative record, at the Transportation Department, 4080 Lemon Street, 8th fl, Riverside, California 92501.

Russell Williams Title Environmental Division Mgr. Date 12/20/12
 Russell Williams

Juan C. Perez Title Director of Transportation Date 1/8/13
 Juan C. Perez

HEARING BODY OR OFFICER

XX Board of Supervisors
 _____ Planning Commission

ACTION ON PROJECT

X Approval
 _____ Disapproval
 Date: 1/8/13

Karen Guter Title Board Assistant Date: 1/8/13
 Verifying: _____

For County Clerk Use

RIVERSIDE COUNTY CLERK & RECORDER

**AUTHORIZATION
TO BILL
BY JOURNAL VOUCHER**

-TO BE FILLED IN BY SUBMITTING AGENCY-

AUTHORIZATION
NUMBER: W.O.# ZB50689C Task Code #Z1530

AMOUNT: \$64.00 for posting fee and \$2,156.25 for the Fish & Game fee

DATE: January 7, 2013

AGENCY: Riverside County Transportation Department

THIS AUTHORIZES THE COUNTY CLERK & RECORDER TO ISSUE A VOUCHER FOR
PAYMENT OF ALL FILING AND HANDLING FEES FOR THE ACCOMPANYING
DOCUMENT(S).

NUMBER OF DOCUMENTS INCLUDED: One (1)

AUTHORIZED BY: Russell Williams, Environmental Division Manager

Signature: *Russell Williams*

PRESENTED BY: Andrew Huneck, Senior Transportation Planner

-TO BE FILLED IN BY COUNTY CLERK-

ACCEPTED BY: _____

DATE: _____

RECEIPT # (S) _____

**THE FRED WARING DRIVE
IMPROVEMENT PROJECT
INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION**

PREPARED FOR:

Riverside County Transportation Department
3525 14th Street
Riverside, California 92501
Contact: Andrew Huneck

PREPARED BY:

ICF International
1 Ada, Suite 100
Irvine, CA 92618
Contact: Brian Calvert
949/333-6600

December 2012

JAN 08 2013

3-34

ICF International. 2012. The Fred Waring Drive Improvement Project. Initial Study/ Mitigated Negative Declaration. December. (ICF 00047.09.) Irvine, CA. Prepared for Riverside County Transportation Department, CA.

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Acronyms and Abbreviations

AADT	annual average daily traffic
AAQS	ambient air quality standard
AB	Assembly Bill
AQMPs	air quality management plans
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
City	City of La Quinta
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
County	County of Riverside
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVWD	Coachella Valley Water District
CY	cubic yards
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
EW	east-west
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
GHG	greenhouse gas
HCM	Highway Capacity Manual
IS	initial study
ISA	Initial Site Assessment
LOS	level of service
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMT	million metric tons
MND	mitigated negative declaration
MPG	miles per gallon
mph	miles per hour
MPO	metropolitan planning organization
MSAT	mobile-source air toxics

NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration
NO ₂	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NS	north-south
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
ppm	parts per million
PRC	Public Resources Code
PS&E	Plans, Specifications, and Estimates
RCPG	Regional Comprehensive Plan and Guide
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plan
SLM	sound level meter
SRA	Source Receptor Area
SSAB	Salton Sea Air Basin
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminants
TMDLs	Total Maximum Daily Loads
TMP	traffic management plan
TNM	Traffic Noise Model
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agricultural
USGS	U.S. Geological Survey
VMT	vehicle miles traveled
VOC	volatile organic compounds
VPD	vehicles per day
WQMP	Water Quality Management Plan

Chapter 1

Introduction and Overview

Overview

The County of Riverside (County) and the City of La Quinta (City) have prepared this initial study (IS) and proposed mitigated negative declaration (MND) to evaluate the potential environmental consequences associated with the Fred Waring Drive Improvement Project. The proposed project consists of various improvements to Fred Waring Drive from Adams Street to Port Maria Road in the Bermuda Dunes/La Quinta area of eastern Riverside County. The project would widen the existing roadway from four to six lanes to match the roadway improvements that have been constructed by the City of La Quinta to the west of the project site. The total project distance is approximately 0.65 mile. As part of the County and City's permitting process, the proposed project is required to undergo an environmental review in accordance with the California Environmental Quality Act (CEQA).

Authority

The preparation of an IS/MND is governed by two principal sets of documents: CEQA (Public Resources Code Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, Section 15063 of the State CEQA Guidelines and Sections 15070–15075 of Article 6 guide the process for the preparation of a negative declaration or a mitigated negative declaration. Where appropriate and supportive to an understanding of the issues, reference will be made either to the statute, the State CEQA Guidelines, or appropriate case law.

This IS/MND, as required by CEQA, contains 1) a project description; 2) a description of the environmental setting, potential environmental impacts, mitigation measures for any significant effects, and consistency with plans and policies; and 3) names of preparers.

The mitigation measures included in this IS/MND are designed to reduce or eliminate the potentially significant environmental impacts described herein. Where a mitigation measure described in this document has been previously incorporated into the project, either as a specific feature of design or as a mitigation measure, this is noted in the discussion. Mitigation measures are structured in accordance with the criteria in Section 15370 of the State CEQA Guidelines.

Scope of the IS/MND

This IS/MND evaluates the proposed project's effects on the following resource topics:

- Aesthetics
- Agriculture and forestry resources
- Air quality

- Biological resources
- Cultural resources
- Geology/soils
- Greenhouse gas emissions
- Hazards & hazardous materials
- Hydrology/water quality
- Land use/planning
- Mineral resources
- Noise
- Population/housing
- Public services
- Recreation
- Transportation/traffic
- Utilities/ service systems
- Mandatory findings of significance

Impact Terminology

The following terminology is used to describe the level of significance of impacts:

- A finding of *no impact* is appropriate if the analysis concludes that the project would not affect the particular topic area in any way.
- An impact is considered *less than significant* if the analysis concludes that it would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered *less than significant with mitigation incorporated* if the analysis concludes that it would cause no substantial adverse change to the environment with the inclusion of environmental commitments or other enforceable measures that have been agreed to by the applicant.
- An impact is considered *potentially significant* if the analysis concludes that it could have a substantial adverse effect on the environment. For the proposed project, no impacts were determined to be potentially significant.

Public Review and Revisions to the IS/MND

The County prepared a draft IS/MND and posted the Notice of Intent (NOI) to adopt an MND at the Riverside County and City of La Quinta Clerk's office; the NOI was published in the Desert Sun on November 24, 2012. The County circulated the draft IS/MND for a 30-day public review between October 20, 2012, and November 22, 2012. The draft IS/MND and technical studies were available

for public review at the City of La Quinta Branch Library and at the Riverside County Transportation Department office.

This final IS/MND contains the original draft IS/MND as published, as well as comments received on the draft IS/MND and the responses of the lead agency to significant environmental points raised in the review and consultation process. The intent of the final IS/MND is to provide a forum to air and address comments pertaining to the analysis contained in the draft IS/MND and to provide an opportunity for clarification, corrections, or minor revisions to the draft IS/MND as needed.

Comments were received during the public review period. Pursuant to Section 15088 of the State CEQA Guidelines, the County, as the lead agency for the project, has reviewed all comments received on the draft IS/MND. Responses to these comments are contained within Appendix C. Any revisions to the draft IS/MND based on these comments have been presented in the text of this document in revision-mode text (i.e., deletions are shown with ~~striketrough~~ and additions are shown with double underline).

Identification of a Preferred Alternative

After all comments from the public were considered, the County has selected Alternative 1 as the Preferred Alternative. Alternative 1 meets the identified purpose and need of the proposed project which is to provide a roadway with six through lanes; provide a safe refuge for vehicles to enter and exit their driveways safely; provide a widened shoulder to accommodate mail delivery vehicles; and to provide for safe turning movements. Alternative 1 would have similar environmental impacts to Alternative 2; however, Alternative 2 would result in impacts to population and housing from the acquisition of residences along the north side of Fred Waring Drive between Adams Street and Port Maria Road. In addition, Alternative 2 and the No-Build Alternative would not meet the purpose and need of the proposed project.

In accordance with the California Environmental Quality Act (CEQA), the Initial Study has determined that the proposed project, with the incorporation of identified mitigation measures, will not have a significant effect on the environment, and a Mitigated Negative Declaration has been prepared.

IS/MND Organization

The content and format of this report are designed to meet the requirements of CEQA. The IS/MND consists of the proposed findings that the project, as mitigated, would have no significant impacts. The bulk of this IS/MND consists of the initial study and supporting studies. The report contains the following sections.

- Chapter 1, "Introduction and Overview," identifies the purpose and scope of the IS/MND and the terminology used in the report.
- Chapter 2, "Project Description," identifies the location, background, and planning objectives of the project and describes the proposed project in detail.

- Chapter 3, "Environmental Checklist and Analysis," presents the checklist responses for each resource topic. This section includes a brief setting section for each resource topic and identifies the impacts of implementing the proposed project.
- Chapter 4, "References," identifies all printed references and individuals cited in this IS/MND.
- Chapter 5, "List of Preparers," identifies the individuals who prepared this report and their areas of technical specialty.

Project Overview

The County and City are cooperatively working on various improvements on Fred Waring Drive from Adams Street to just east of Port Maria Road. The project would widen the existing roadway from four to six lanes to match the roadway improvements that have been constructed by the City of La Quinta to the west of the project site. The City's improvements include restriping the existing roadway from four to six lanes and construction of a raised median. East of Port Maria Road the roadway is currently striped for three lanes in each direction; however, the westbound roadway is two lanes with a right turn lane. The total project distance is approximately 0.65 mile.

Project Location

The proposed project includes the improvements along Fred Waring Drive from Adams Street to just east of Port Maria Road in the Bermuda Dunes/La Quinta area of eastern Riverside County. The north side of Fred Waring Drive falls under the jurisdiction of the County, while the south side falls under the jurisdiction of the City. The entire roadway west of Adams Street and east of Port Maria Road falls under the jurisdiction of the City. Figure 2-1 shows the regional location of the proposed project area, and Figure 2-2 shows the local vicinity of the project site (Figures 2-1 and 2-2).

Existing Setting

Existing Site Conditions and Surrounding Land Uses

The existing roadway width varies from 86 to 91 feet within the project limits with the south curb typically located at 48 feet south of centerline. The south side is improved with asphalt paving, curb, gutter, and sidewalk while the north side consists of asphalt paving without curb, gutter, and sidewalk. The roadway is currently striped for two eastbound lanes and one westbound lane with a striped median that varies in width. The existing right-of-way width is 110 feet with 50 feet north of centerline and 60 feet south of centerline.

The project area is generally characterized by suburban residential lots and some vacant and open space parcels. The existing residential developments along the south side of Fred Waring Drive consist of developed single-family residential tracts. There is no direct access to Fred Waring Drive from the developments on the south except for a local street serving the tract west of Dune Palms Road.

The residential properties on the north side of Fred Waring Drive are individually developed with single family residences. Most of the properties on the north side of Fred Waring Drive just west of Chapelton Drive to Dune Palms Road are situated up to approximately five feet higher than the adjacent roadway. The four or five lots immediately east of Adams Street and the lots east of Dune

Palms Road are generally even with the adjacent road grade. Access to each lot on the north side is provided by driveways on Fred Waring Drive or on the intersecting streets at Chapelton Drive, Old Harbor Drive, or Port Maria Road. The Bermuda Dunes Country Club and Golf Course is also located north of Fred Waring Drive, just north of the residences. There is also a small commercial/retail center and park located south of Fred Waring Drive and west of Jefferson Street.

Existing General Plan and Zoning

The County of Riverside's General Plan Circulation Element designates Fred Waring Drive as an Urban Arterial. Urban Arterials are highways primarily used for through traffic where anticipated traffic volumes exceed four-lane capacity. Access from other streets or highways occurs at approximately one-quarter mile intervals. Urban Arterials are identified as having six or eight lanes with an overall right-of-way width of 152 feet.

The City of La Quinta's Circulation Element designates Fred Waring Drive as a Major Arterial (six lanes divided with bike lanes) with an overall right-of-way width of 120 feet (curb-to-curb width of 102 feet) from Washington Street to Jefferson Street. It should be noted that the existing roadway from Washington Street to Adams Street is 96 feet curb to curb width. The proposed improvements are within the County and City standards of an Urban Arterial and Major Arterial roadway.

The County and City's Zoning Ordinance do not regulate the establishment of roadways; therefore, zoning requirements would not apply to the proposed project.

Project Background

The City of La Quinta has worked on roadway improvements to Fred Waring Drive west of the project site. Fred Waring Drive west of Adams Street is constructed to the ultimate right-of-way and would be restriped from four lanes to six lanes. The City of La Quinta has also constructed a raised median from Washington Street to Adams Street and is working on the last section of constructing the ultimate facility at Washington Street and Fred Waring Drive. East of Port Maria Road the roadway is currently striped for three lanes in each direction; however, the westbound roadway is two lanes with a right turn lane. The proposed project would widen the existing roadway from four to six lanes to match the roadway improvements that have been constructed by the City of La Quinta to the west of the project site.

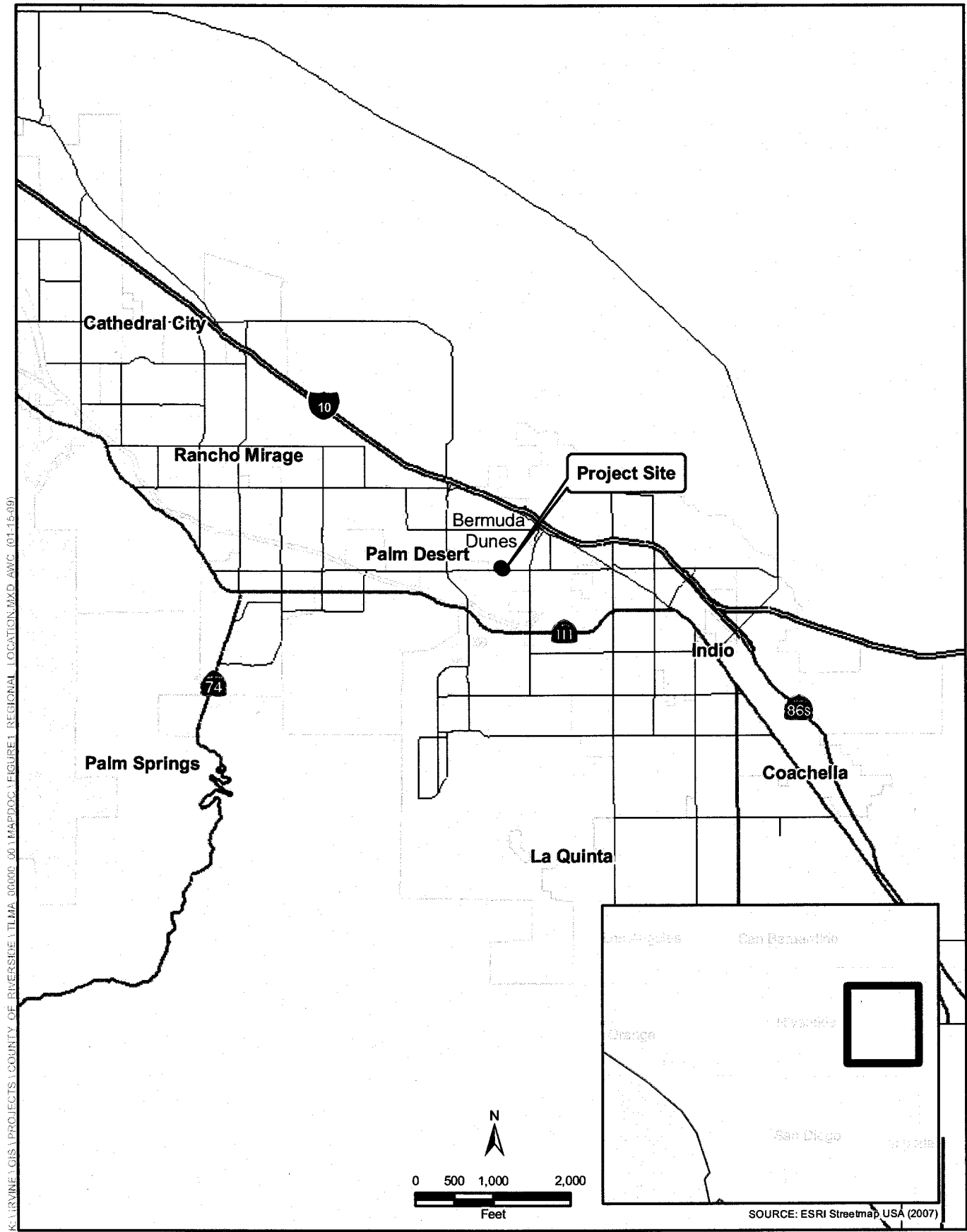


Figure 2-1
Regional Location
Fred Waring Drive Improvement Project

Proposed Project

Description of the Proposed Project

The proposed project includes the improvements on Fred Waring Drive from Adams Street to just east of Port Maria Road. The purpose of the proposed project is to:

- Construct a roadway that will provide six through lanes.
- Provide safe refuge area for vehicles to safely enter/exit driveways.
- Promote safe turning movements.
- Provide a widened shoulder to accommodate mail delivery vehicles.

Alternative 1: Widen to the North and Elevate the Westbound Roadbed

Alternative 1 would provide three lanes in each direction (eastbound and westbound) with a bike lane on the south side. Refer to Figure 2-3a, Alternative 1, Project Layout, for the proposed layout. The proposed roadway cross-section width (south curb to north edge of pavement), would be up to 103 feet. Alternative 1 would slightly reduce the grade differential between the roadway and the improved properties to the north. The eastbound roadway would generally remain at its current grade; however, it would be raised approximately 2 to 2.5 feet in the vicinity of the La Quinta Palms entrance. The westbound roadway would be reprofiled, creating an elevated grade over a longer distance between Dune Palms Road and Chapelton Drive to accommodate the elevated driveways on the north side of the street.

A new raised median would be constructed and would provide left-turn pockets at Adams Street, Dune Palms Road, and Chapelton Drive, as well as at the La Quinta Palms development just west of Dune Palms Road. The curb on the north side of the median would be elevated to be consistent with the new roadway profile. Access to the westbound lanes from the La Quinta Palms development would require residents to make a right turn onto the eastbound lanes and a U-turn at Dune Palms Road. Additionally, the existing eastbound left turn movement to Old Harbour Drive would be closed by the extension of the existing median from the east. Access from the eastbound direction to Old Harbour Drive and Port Maria Road would require a U-turn at Calle Esplanade. Traffic signal modifications at Dune Palms Road would be required to accommodate the new lane locations on the north side. At Adams Street, minor modifications (i.e., adjustment of signal heads) may be necessary in order to be consistent with the new lane configuration.

A new deceleration lane (ranging in width from 12 to 21 feet) would be located along the north side of the roadway to provide space for mail delivery vehicles and room for residents to enter and exit their driveways safely. Parking would be permitted within this new lane. The deceleration lane would be constructed of colored concrete to distinguish it from the three westbound travel lanes.

Reconstruction on the south side of the roadway would result in the relocation of the south curb and gutter, sidewalk, and pavement by up to five feet south between Chapelton Drive and Dune Palms Road. No modifications are needed beyond the south right-of-way other than minor modifications in repair of the affected hardscape and landscape improvements. A new bike lane would be striped on the south side of the roadway.

The new raised roadway on the north side would require all new pavement. The roadbed on the south side would be raised in the vicinity of the La Quinta Palms entrance and would require all new pavement. On the remainder of the south side, the road grade would remain the same.

Fred Waring Drive from Adams Street to just east of Port Maria Road would be restriped to six lanes with three lanes in each direction. The proposed lane restriping along Fred Waring Drive just west of Adams Street would be transitioned to match the six lanes striping and raised median. Restriping east of Dune Palms Road to Jefferson Street and west of Adams Street would also be required to match the new striping. Alternative 1 does not involve any construction west of Adams Street or east of Dune Palms Road, with the exception of traffic lane restriping. This work would occur within the existing roadway right-of-way.

Reconstruction of driveways, fences, walls, and front yard improvements may be necessary to transition from the new road widening and grading. The existing sound walls, which range in height from five to seven feet currently located between Adams Street and Dune Palms Road would be removed and replaced with new sound walls approximately eight feet in height. Reconstruction beyond the right-of-way would be performed under construction easements or right-of-entries. No acquisition of right-of-way is proposed under this alternative.

Construction staging activities could occur within one or more of the three vacant lots located in the project study area. The vacant lots are located at Dune Palms Drive/Fred Waring Drive, Chapelton Drive, and Fred Waring Drive. Construction is anticipated to last approximately six to seven months. Traffic would be shifted to one lane in each direction for approximately three to four months to make room for construction of the new pavement north of Fred Waring Drive and construction of the medians. Access to the individual properties on the north side of the street would be maintained by using temporary gravel driveways.

Alternative 2: Widen to the North by Conventional Road Widening

Alternative 2 would use the City's General Plan (51 feet from centerline to curb face) standard street section for a major arterial and would also construct three lanes in each direction (eastbound and westbound) with bike lanes on both sides. Refer to Figure 2-3b, Alternative 2, Project Layout. The proposed cross-section width (curb-to-curb) would typically be 102 feet. A new 14-foot raised median would provide left-turn pockets at Adams Street and Dune Palms Road. The northern edge of the roadway would be extended to provide three westbound travel lanes, an eight-foot bike lane, a nine-foot parkway, and a 20-foot sidewalk easement. The acquisition of all residences located immediately north of Fred Waring Drive between Adams Street and Port Maria Road would be required in order to construct the proposed improvements. No right-of-way acquisition would be required on the south side of the roadway.

Under Alternative 2, the south curb would be maintained in its current location in order to minimize impacts on the existing improvements. New curb and gutter would also be constructed on the north side.

The existing striping along Fred Waring Drive just west of Adams Street would be transitioned to match the proposed striping east of Adams Street. The improvements include striping for six lanes and raised median. Restriping east of Dune Palms Road to Jefferson Street would also be required to match the new striping. Alternative 2 does not involve any construction west of Adams Street or east of Dune Palms Road, with the exception of traffic lane restriping. This re-striping would occur within the existing roadway right-of-way. The raised medians would eliminate left turn moves in and out of

Chapelton Drive, the access to La Quinta Palms development and Old Harbour Drive. Traffic signal modifications at Dune Palms Road would be required to accommodate the new lane locations on the north side.

The acquisition of new right-of-way, including demolition of all residences on the north side between Adams Street and Port Maria Road, is proposed under this alternative. Construction staging activities would occur within one or more of the three existing vacant lots and/or on newly vacated residential lots on the north side. The existing vacant lots are located at Dune Palms Drive/Fred Waring Drive, Chapelton Drive, and Fred Waring Drive. Construction is anticipated to last approximately five to six months. Traffic would be shifted to one lane in each direction for approximately three months to make room for construction of the new pavement along the north side of Fred Waring Drive.

Alternative 3: No-Build

The No-Build analysis must discuss the existing conditions as well as what would be reasonably expected to occur in the foreseeable future if the project was not approved. The No-Build Alternative involves no widening of the existing roadway or improvements. The circulation patterns would generally stay the same as under existing conditions. The existing roadway would not match the roadway improvements that have been constructed by the City of La Quinta to the west of the project site, nor would it meet the requirements of Measure A approved by voters in 1989 requiring Fred Waring Drive be improved to a six lane facility.

Discretionary Approvals Required

The County of Riverside is the lead agency under CEQA and is responsible for planning and implementing the project, and approving the following discretionary actions to implement the project:

- Adoption of the Mitigated Negative Declaration.
- Adoption of a mitigation monitoring and reporting program.

Other public agencies may also have discretionary authority over the project or aspects of the project, and are considered responsible agencies. The MND can be used by the responsible agencies to comply with CEQA in connection with permitting or approval authority over the project. The following approvals may also be required to implement the proposed project:

- Colorado River Basin RWQCB (Region 7)-National Pollutant Discharge Elimination System (NPDES) general construction permit (for individual construction projects of a particular size or projects that result in point source discharges).

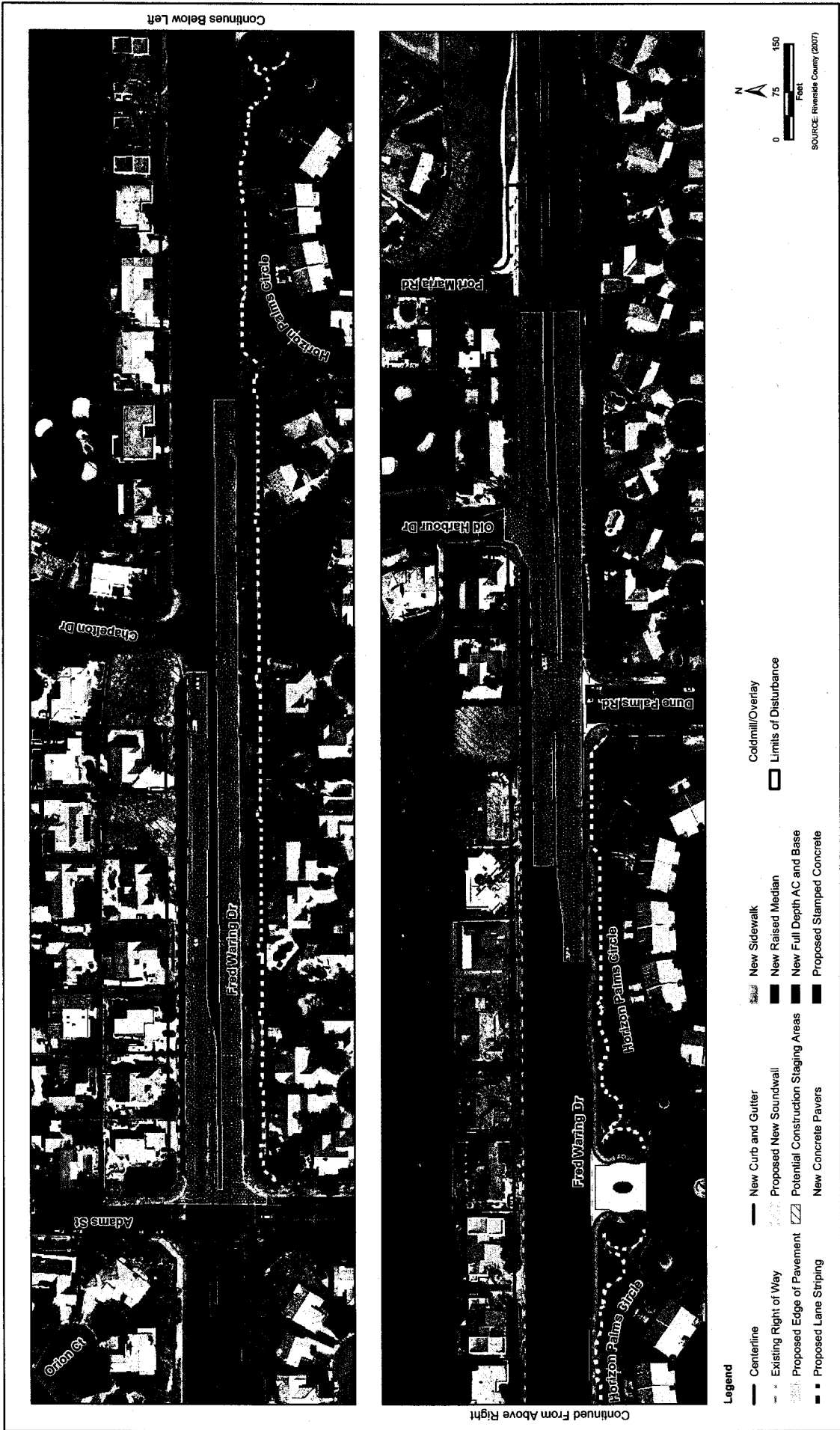


Figure 2-3a
Alternative 1 Layout Map
Fred Waring Drive Improvement Project

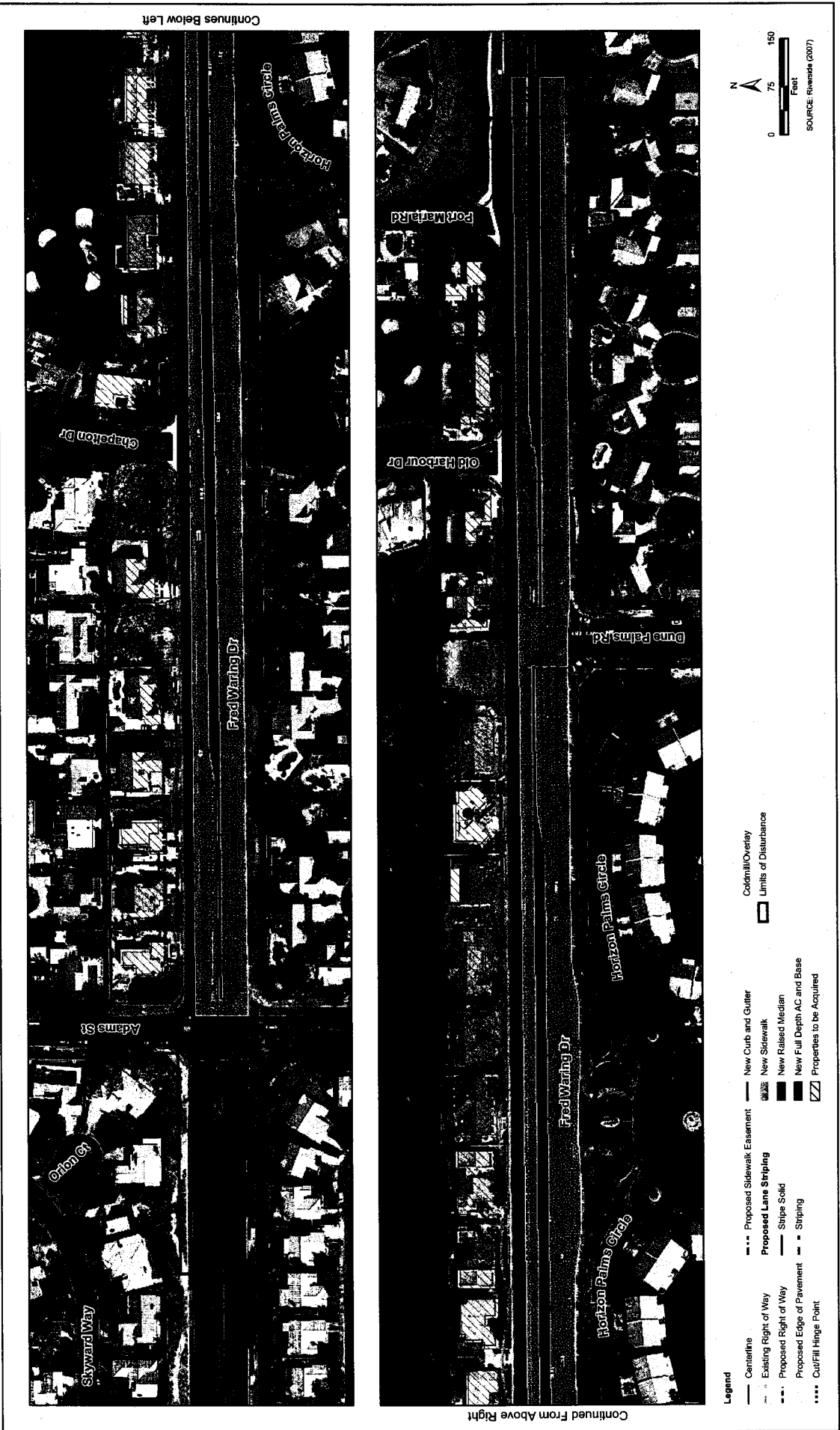


Figure 2-3b
Alternative 2, Layout Map
Fred Waring Drive Improvement Project

Chapter 3 Environmental Checklist

1. Project Title: Fred Waring Drive Improvement Project
2. Lead Agency Name and Address: Riverside County Transportation Department
3525 14th Street
Riverside, California 92501
3. Contact Person and Phone Number: Andrew Huneck, Senior Transportation Planner
(951) 955-1506
4. Project Location: Located on Fred Waring Drive between Adams Street and Port Maria Road, in the City of La Quinta and community of Bermuda Dunes, Riverside County.
5. Project Sponsor's Name and Address: Riverside County Transportation Department
3525 14th Street
Riverside, California 92501
6. General Plan Designation: The County of Riverside's General Plan Circulation Element—Urban Arterial.
City of La Quinta's General Plan Circulation Element—Major Arterial
7. Zoning: The County and City's Zoning Ordinance do not regulate the establishment of roadways; therefore, zoning would not apply.
8. Description of Project: Widening and improvements to an existing roadway (See Chapter 2)
9. Surrounding Land Uses and Setting: Land uses to the north of the project site include residences immediately adjacent to the roadway and a golf course to the north of the residences at the Bermuda Dunes Country Club in the community of Bermuda Dunes, and residences to the south, west, and east of the project site in the City of La Quinta. Retail/commercial at Jefferson Street and Fred Waring Drive.
10. Other Public Agencies Whose Approval is Required: State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) Permit.

Environmental Factors Potentially Affected

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

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

Determination

On the basis of this initial evaluation:

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

Russell Williams
Signature

12/20/12
Date

Russell Williams
Printed Name

Riverside County Trans. Dept.
For

Evaluation of Environmental Impacts

The No-Build Alternative would not make any changes to the existing roadway and site conditions would remain unchanged. As a result, no impacts would occur from the No-Build Alternative; therefore a discussion of impacts associated with this alternative is not presented in the document unless impacts are identified.

I. Aesthetics	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Would the project:

a. Have a substantial adverse effect on a scenic vista?

Alternatives 1 and 2—No Impact. The City of La Quinta’s General Plan and County of Riverside’s Western Coachella Valley Area Plan do not designate any scenic vista or any areas that serve as major views and vantage points to the surrounding areas (City of La Quinta 2002). The project site is surrounded by residential development visible from Fred Waring Drive and no significant scenic resources have been identified in or adjacent to the project site; therefore, implementation of Alternatives 1 and 2 would not obstruct any scenic views from the surrounding areas, and significant impacts on scenic vistas would not occur. Development of Alternatives 1 and 2 would not have significant effects on a scenic vista, and no impacts are anticipated.

b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings along a scenic highway?

Alternatives 1 and 2—No Impact. There are no officially designated state scenic highways within the immediate vicinity of the proposed project (Caltrans 2012). State Route 111, located 1.5 miles south of the site is considered an Eligible State Scenic Highway—Not Officially Designated (Caltrans 2012).

Additionally, as described in V.a., below, there are no recorded historical resources located within 0.5 mile of the project site. Further, the proposed project site is relatively flat and surrounded by an urban built environment, and there are no other scenic resources, including trees and rock outcroppings, within or adjacent to the project area. Therefore, there are no potential impacts related to scenic resources within a state scenic highway, and no mitigation is required.

c. *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Alternatives 1 and 2—Less-than-Significant Impact. The project area is generally characterized by suburban residential lots and some vacant and open space parcels. The existing residential developments along the south side of Fred Waring Drive consist of developed single-family residential tracts. The residential properties on the north side of Fred Waring Drive are individually developed with single-family residences. Most of the properties on the north side of Fred Waring Drive just west of Chapelton Drive to Dune Palms Road are situated up to approximately five feet higher than the adjacent roadway. The four or five lots immediately east of Adams Street and the lots east of Dune Palms Road are generally even with the adjacent road grade.

Build Alternatives 1 and 2 include improvements to an existing roadway. The proposed improvements would be consistent with the improvements that have been constructed from Washington Street to Adams Street and are consistent with the County and City standards of an Urban Arterial and Major Arterial roadway. Overall, Alternatives 1 and 2 would reinforce the existing suburban use of the existing site and surrounding area and would not negatively affect the existing visual character or quality of the project site and its surroundings.

Alternative 2 would result in the removal of residences north of Fred Waring Drive. The removal of 24 residences would change the visual character because it would open up new sightlines to the neighboring streets and neighborhoods. The new views would be of residences similar to those removed; therefore, no substantial change in the visual quality would result. As such, Alternative 2 would not substantially degrade the existing visual quality of the site and surrounding area from the removal of residences. Therefore, a less-than-significant impact would occur.

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

Alternatives 1 and 2—Less-than-Significant Impact. As mentioned above, the project is located in an urbanized area. The major source of light and glare in the vicinity of the project site is a result of surrounding residences, occasional street lighting, and headlights from vehicles traveling at night. These uses contribute to existing moderate levels of nighttime lighting.

Lighting associated with the road improvement project would be consistent with existing street lighting in the project vicinity. Implementation of the proposed alternatives would result in additional lanes that would carry vehicular traffic. These improvements could result in a moderate increase in lighting and glare from vehicles along the roadway; however, this increase is anticipated to be minimal and consistent with the intended use of the facility (i.e., as a roadway) and would be considered less than significant.

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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II. Agriculture and Forest Resources

In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the project:

- a. ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

Alternatives 1 and 2—No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies categories of agricultural resources that are significant and therefore require special consideration. The project site and surrounding areas are located in an area designated as Urban Built-Up Land (Riverside County Land Information System 2012). There are no Prime Farmlands, Unique Farmlands, or Farmlands of Statewide Importance on or adjacent to the project site; therefore, no impacts would occur.

- b. ***Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?***

Alternatives 1 and 2—No Impact. The project site is an existing roadway surrounded by residential development. There are no agricultural land uses or property under Williamson Act contract on or adjacent to the project site. The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur.

- c. ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

Alternatives 1 and 2—No Impact. The project site is an existing roadway surrounded by residential development. No land zoned as forest land or timberland exists within the proposed project boundaries. The proposed project would not conflict with existing zoning for forest land or timberland; therefore, no impacts would occur.

- d. ***Result in the loss of forest land or conversion of forest land to non-forest use?***

Alternatives 1 and 2—No Impact. The project site is an existing roadway surrounded by residential development. There are no areas zoned as forest land or timberland within or adjacent to the proposed project boundaries. The proposed project would not conflict with existing zoning for forest land or timberland; therefore, no impact would occur.

- e. ***Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?***

Alternatives 1 and 2—No Impact. There are no agricultural land uses, forest land, or timberland in the vicinity of the proposed project, and the proposed project would not involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or forest land to non-forest use. No impact would occur.

III. Air Quality	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The information in this section was derived from the *Air Quality Report* for the Fred Waring Drive Improvement Project (September 2012).

Discussion

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

Alternatives 1 and 2—Less-than-Significant Impact. The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which the Salton Sea Air Basin (Basin) is in nonattainment (i.e., ozone [O₃] and PM₁₀). The project would be subject to SCAQMD's Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by South California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. With regard to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the Air Quality Management Plan (AQMP). These documents are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the

RCPG and AQMP are based, in part, on projections originating with County and City General Plans.¹ The proposed project is consistent with the current City and County General Plans; therefore, the proposed project is considered consistent with the region's AQMP. As such, project-related emissions are accounted for in the AQMP, which is crafted to bring the Basin into attainment for all criteria pollutants. Additionally, all construction activities would be in compliance with AQMP regulatory measures, including SCAQMD Rule 403.1 (Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources), which is supplemental to Rule 403, and is an additional requirement for fugitive dust sources in the Coachella Valley. Rule 403.1 requires that a fugitive dust control plan be drafted and submitted to the SCAQMD Executive Officer for approval. Copies of Rules 403 and 403.1 are included in Appendix A of the Air Quality Report. Finally, as discussed below under Impact AQ-2, project operational emissions would fall below the SCAQMD thresholds of significance. Accordingly, the proposed project would be consistent with the projections in the AQMP, thus resulting in a less-than-significant impact.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Alternatives 1 and 2—Less-than-Significant Impact. The project site is located in the SCAQMD's Coachella Valley Monitoring Area (i.e., Source Receptor Area [SRA] Number 30). The nearest monitoring station to this area is the Palm Springs Fire Station site, which is located within the Coachella Valley. Criteria pollutants monitored at this station include Ozone (O₃), Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Particulate Matter (all particles smaller than 10 micrometers, or PM₁₀ and fine particles less than 2.5 micrometers, or PM_{2.5}). Monitoring data, shown in Table 3-1, from the Palm Springs monitoring station summarizes the local levels of O₃, CO, NO₂, PM₁₀, and PM_{2.5} and compares them to national and state air quality standards.

Table 3-1. Air Quality Data from Coachella/Low Desert General Forecast Area—Palm Springs Fire Station Monitoring Station (ARB 33137) Existing Health Risk in the Surrounding Area

Pollutant Standards	2009	2010	2011
Ozone (O₃)			
<i>State Standard (1-Hour Average = 0.09 ppm)</i>			
<i>National Standard (8-Hour Average = 0.075 ppm)</i>			
Maximum Concentration 1-Hour Period (ppm)	0.120	0.114	0.124
Maximum Concentration 8-Hour Period (ppm)	0.098	0.099	0.098
Days State 1-Hour Standard Exceeded	28	20	21
Days National 8-Hour Standard Exceeded	54	52	49
Carbon Monoxide (CO)			
<i>State Standard (8-Hour Average = 9.0 ppm)</i>			
<i>National Standard (8-Hour Average = 9 ppm)</i>			
Maximum Concentration 8-Hour Period (ppm)	0.67	0.56	0.65
Days State/National 8-Hour Standard Exceeded	0	0	0
Nitrogen Dioxide (NO₂)			
<i>State Standard (1-Hour Average = 0.18 ppm)</i>			

¹ SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

Pollutant Standards	2009	2010	2011
Maximum 1-Hour Concentration	0.048	0.046	0.045
Days State Standard Exceeded	0	0	0
Sulfur Dioxide (SO₂)			
<i>State Standard (24-Hour Average = 0.04 ppm)</i>			
Maximum 24-Hour Concentration	NA	NA	NA
Days State Standard Exceeded	NA	NA	NA
Suspended Particulates (PM₁₀)			
<i>State Standard (24-Hour Average = 50 µg/m³)</i>			
<i>National Standard (24-Hour Average = 150 µg/m³)</i>			
Maximum State 24-Hour Concentration	133.0	37.0	41.0
Maximum National 24-Hour Concentration	140.0	144.8	396.9
Days Exceeding State Standard	1	0	0
Days Exceeding National Standard	0	0	2
Suspended Particulates (PM_{2.5})			
<i>National Standard (24-Hour Average = 35 µg/m³)</i>			
Maximum 24-Hour Concentration	21.8	12.8	26.3
Days Exceeding National Standard	0	0	0

Source: California Air Resources Board, compiled by ICF International, August 2012.

If a pollutant concentration is lower than the state or federal standard, the area is classified as being in attainment for that pollutant. If a pollutant violates the standard, the area is considered a nonattainment area. If data are insufficient to determine whether a pollutant is violating the standard, the area is designated unclassified. The State of California has designated the SSAB as being a nonattainment area for O₃, (one-hour and eight-hour standards) and PM₁₀ (24-hour standard). The federal EPA has designated this area as being a nonattainment area for O₃ (eight-hour standard), PM₁₀ (24-hour standard) (see Table 3-2)

Table 3-2. Attainment Status for Salton Sea Air Basin

Pollutants	Federal Classification	State Classification
O ₃ (1-hour standard)	—	Nonattainment
O ₃ (8-hour standard)	Nonattainment	Nonattainment
PM ₁₀ (24-hour standard)	Nonattainment	Nonattainment
PM _{2.5} (24-hour standard)	Attainment/Unclassified	NA
CO (1-hour standard)	Attainment	Attainment
CO (8-hour standard)	Attainment	Attainment
NO ₂ (1-hour standard)	Attainment	Attainment/Unclassified
SO ₂ (24-hour standard)	NA	Attainment
SO ₂ (3-hour standard)	NA	Attainment
SO ₂ (1-hour standard)	Attainment/Unclassified	Attainment

Source: California Air Resources Board and EPA; compiled by ICF International, November 2011.

Construction Impacts

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from the grading of approximately 21,000 cubic yards (CY) of earthen materials for Build Alternatives 1 and 2. Of the approximately 21,000 CY of earthwork, there would be approximately 8,500 CY of cut and 600 CY of fill for Alternative 1 and approximately 3,100 CY of cut and 600 CY of fill for Build Alternative 2. In addition, Alternative 2 would require the demolition of approximately 24 single-family homes that are located immediately north of Fred Waring Road, between Adams Street and Port Maria Road.

During construction, the proposed project would be subject to SCAQMD Rules 403 (Fugitive Dust) and 403.1 (Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources). SCAQMD Rules 403 and 403.1 do not require a permit for construction activities, *per se*, but rather sets forth general and specific requirements for all construction sites (as well as other fugitive dust sources) in the Coachella Valley portion of the South Coast Air Basin. Copies of Rules 403 and 403.1 have been provided in the Appendix A of the Air Quality Report. Compliance with SCAQMD Rules 403 and 403.1 is law; therefore, compliance with Rule requirements is assumed in calculating all fugitive dust emissions. As such, the estimation of fugitive PM₁₀ and PM_{2.5} emissions during project construction assume 90 percent control efficiency, compared to non-controlled fugitive dust emissions.

Mobile source emissions, primarily NO_x, would result from the use of construction equipment such as graders, scrapers, bulldozers, wheeled loaders, etc. Construction is anticipated to start in 2013 and last approximately six months for Build Alternative 1 and five months for Build Alternative 2.

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, and the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources. The equipment mix and duration for each construction stage is detailed in the Roadway Construction Emissions Model printout sheets that are provided in the Appendix A of the Air Quality Report (Attachment A of this report).

The total amount of construction, the duration of construction, and the intensity of construction activity could have a substantial effect upon the amount of construction emissions, concentrations, and resulting impacts occurring at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner burning construction equipment fleet mix, and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

The conservative estimates of worst-case construction-period emissions for Build Alternatives 1 and 2 are provided in Table 3-3 and Table 3-4, respectively. As shown therein, regional and localized mass emissions under Build Alternatives 1 and 2 would remain below SCAQMD significance thresholds. As such, impacts would be less than significant, and no mitigation measures are necessary.

Table 3-3. Build Alternative 1 Estimate of Construction Emissions (pounds per day)

Construction Phase	ROC	NO _x	CO	SO _x	PM ₁₀ ^a	PM _{2.5} ^a
	Regional Emissions					
Grubbing/Land Clearing (0.6-month duration)	1	3	3	<1	3	1
Grading/Excavation (2.4-month duration)	1	14	5	<1	3	1
Drainage/Utilities/Sub-Grade (2.1-month duration)	1	3	3	<1	3	1
Paving (0.9-month duration)	1	2	3	<1	<1	<1
Worst-Case Emissions Total	1	14	5	<1	3	1
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Construction Phase	Localized Emissions					
	ROC	NO _x	CO	SO _x	PM ₁₀ ^a	PM _{2.5} ^a
Grubbing/Land Clearing	1	2	2	<1	3	1
Grading/Excavation	1	2	2	<1	3	1
Drainage/Utilities/Sub-Grade	1	2	2	<1	3	1
Paving	1	2	2	<1	<1	<1
Worst-Case Emissions Total	1	2	2	<1	3	1
Localized Significance Threshold ^b	N/A	132	878	N/A	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No

Notes:

Construction emission calculation worksheets are included in the Air Quality Appendix.

^a PM₁₀ and PM_{2.5} emissions estimates take into account compliance with SCAQMD Rules 403 and 403.1 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

^b The project site is located in SCAQMD SRA No. 30. These Localized Significance Thresholds are based on the site SRA, distance to nearest sensitive-receptor location from the project site (25 meters), and the project area disturbed within 25 meters of any sensitive-receptor location (0.5 acre).

Source: ICF International, August 2012.

Table 3-4. Build Alternative 2 Estimate of Construction Emissions (pounds per day)

Construction Phase	ROC	NO _x	CO	SO _x	PM ₁₀ ^a	PM _{2.5} ^a
	Regional Emissions					
Grubbing/Land Clearing (1.25-month duration)	<1	3	3	<1	5	1
Grading/Excavation (1.25-month duration)	<1	7	4	<1	5	1
Drainage/Utilities/Sub-Grade (1.75-month duration)	<1	3	3	<1	5	1
Paving (0.75-month duration)	<1	2	3	<1	<1	<1
Worst-Case Emissions Total	<1	7	4	<1	5	1
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Construction Phase	Localized Emissions					
	ROC	NO _x	CO	SO _x	PM ₁₀ ^a	PM _{2.5} ^a
Grubbing/Land Clearing	<1	2	2	<1	3	1

Grading/Excavation	<1	2	2	<1	3	1
Drainage/Utilities/Sub-Grade	1	2	2	<1	3	1
Paving	1	2	2	<1	<1	<1
Worst-Case Emissions Total	1	2	2	<1	3	1
Localized Significance Threshold ^b	N/A	132	878	N/A	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No

Notes:

Construction emission calculation worksheets are included in the Air Quality Appendix.

^a PM₁₀ and PM_{2.5} emissions estimates take into account compliance with SCAQMD Rules 403 and 403.1 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

^b The project site is located in SCAQMD SRA No. 30. These Localized Significance Thresholds are based on the site SRA, distance to nearest sensitive-receptor location from the project site (25 meters), and the project area disturbed within 25 meters of any sensitive-receptor location (0.5 acre).

Source: ICF International, August 2012.

Operational Impacts

Criteria Pollutant Emissions

The SCAQMD has also established significance thresholds to evaluate potential impacts associated with long-term project operations. Long-term air pollutant emissions come from mobile sources, stationary sources and area sources. Mobile-source emissions are associated with vehicle travel and are a function of the number of VMT. There is a direct relationship between mobile emissions and VMT. As VMT increases or decreases, so do related air pollutant emissions. Examples of major stationary sources are electric power plants, phosphate processing plants, pulp and paper mills, and municipal waste combustors. Minor sources include most asphalt plants, concrete batch plants, and bulk gasoline plants. Area source emissions are those air pollutants emitted from many individually small activities such as gasoline service stations, small paint shops, and consumer use of solvents. Area sources also include open burning associated with agriculture, forest management, and land clearing activities.

With respect to Build Alternatives 1 and 2, there would be no trip generation (i.e., new vehicle trips attributed to the proposed project), and as such, no project-related mobile-source emissions; no stationary-source emissions; and no area-source emissions. Therefore, there would be no project-related operations-period mass emissions.

- c. **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?**

Alternatives 1 and 2—Less-than-Significant Impact. The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. As discussed earlier in III.a., the proposed project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants.² In addition, the emissions calculated for the proposed

² CEQA Guidelines Section 15064(h)(3) states "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g. water quality control plan, air quality plan, integrated

project presented earlier in Table 3-3 and Table 3-4. (construction emissions) are less than the applicable SCAQMD daily significance thresholds, which factor in cumulative effects and are designed to assist the region in attaining the applicable state and national ambient air quality standards. As such, cumulative impacts would be less than significant, and no mitigation measures would be necessary.

d. Expose sensitive receptors to substantial pollutant concentrations?

Alternatives 1 and 2—Less-than-Significant Impact. As discussed earlier in III.a., the proposed project would not contribute to localized air pollutant emissions during construction (short-term) and project operations (long-term). A discussion of the project's potential construction- and operations-period air quality impacts from toxic air contaminants is provided below.

Construction Impacts

Toxic Air Contaminants

The greatest potential for toxic air contaminants (TAC) emissions would be related to diesel particulate emissions associated with heavy equipment operations during site grading activities. The SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities. Construction activities associated with the two build alternatives would be sporadic, transitory, and short term in nature (no more than seven months). The assessment of cancer risk is typically based on a 70-year exposure period. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction of the two build alternatives is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. As such, project-related toxic emission impacts during construction would be less than significant.

Operational Impacts

Localized Impacts

Within an urban setting, vehicle exhaust is the primary source of CO. Consequently, the highest CO concentrations are generally found within close proximity to congested intersection locations. Under typical meteorological conditions, CO concentrations tend to decrease as the distance from the emissions source (i.e., congested intersection) increases. For purposes of providing a conservative, worst-case impact analysis, CO concentrations are typically analyzed at congested intersection locations, because if impacts are less than significant in close proximity of the congested intersections, impacts would also be less than significant at more distant sensitive receptor locations.

Project traffic during the operational phase of the project would have the potential to create local area CO impacts. Local area CO concentrations were projected using the CALINE-4 traffic pollutant dispersion model for each of the three intersections evaluated in the traffic impact study. The analysis of CO impacts followed the protocol recommended by Caltrans, published as *Transportation Project-Level Carbon Monoxide Protocol* (Caltrans 1997). It is also consistent with procedures

waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

identified through SCAQMD's CO modeling protocol, with all four corners of each intersection analyzed to determine whether project development would result in a CO concentration that exceeds federal or state CO standards.

The project's CO concentrations for a.m. and p.m. one- and eight-hour CO levels for project under existing conditions (year 2009) and opening year 2013 are presented below in Table 3-5. As shown therein, Build Alternatives 1 and 2 would not have a significant impact upon one-hour or eight-hour local CO concentrations due to mobile source emissions.

Table 3-5. Intersection Carbon Monoxide Dispersion Analysis

Intersection	Peak Period	1-Hour Concentrations (ppm)			8-Hour Concentrations (ppm)		
		Year 2009 Existing ¹	Year 2013 With Project ²	Significant Impact? ³	Year 2009 Existing ⁴	Year 2013 With Project ⁵	Significant Impact? ³
Adams Street/Fred Waring Drive	AM	3.5	2.6	No	2.2	1.6	No
	PM	3.6	2.7	No	2.3	1.7	No
Dune Palms Blvd/ Fred Waring Drive	AM	3.4	2.6	No	2.1	1.6	No
	PM	3.5	2.6	No	2.2	1.6	No
Jefferson Street/Fred Waring Drive	AM	3.5	2.6	No	2.2	1.6	No
	PM	3.6	2.7	No	2.3	1.7	No

Notes:

CALINE4 dispersion model output sheets and Emfac2011 emission factors are provided in the Air Quality Appendix.

ppm = parts per million

1 SCAQMD 2009 1-hour ambient background concentration (2.2 ppm) + 2009 base traffic CO 1-hour contribution.

2 SCAQMD 2013 1-hour ambient background concentration (2.2 ppm) + 2013 with-project traffic CO 1-hour contribution

3 The state standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

4 SCAQMD 2009 8-hour ambient background concentration (1.3 ppm) + 2009 base traffic CO 8-hour contribution.

5 SCAQMD 2013 8-hour ambient background concentration (1.3 ppm) + 2013 with-project traffic CO 8-hour contribution

Source: ICF International, August 2013.

Because significant impacts would not occur at the intersections with the highest traffic volumes located adjacent to sensitive receptors, no significant impacts are anticipated to occur at any other locations in the study area because the conditions yielding CO hotspots would not be worse than those occurring at the analyzed intersections. Consequently, the sensitive receptors that are included in this analysis would not be significantly affected by CO emissions generated by the net increase in traffic that would occur under the project. Because the project does not cause an exceedance or exacerbate an existing exceedance of an ambient air quality standard (AAQS), localized operational air quality impacts of Build Alternatives 1 and 2 would be less than significant. No mitigation measures are necessary.

Mobile Source Air Toxics

Currently, there are limited tools and techniques available for assessing project-specific health impacts from mobile-source air toxics (MSAT) emissions. On the basis of Federal Highway

Administration (FHWA) guidance for evaluation of MSAT emissions, the proposed project meets the criteria for a qualitative project-level MSAT analysis. When conducting a qualitative analysis, the following factors should be considered.

- For projects on an existing alignment, MSATs are expected to decline unless VMT more than doubles by 2020 (due to the effect of new EPA engine and fuel standards).
- Projects that result in increased travel speeds would reduce emissions of the volatile organic compounds (VOC)-based MSATs (acetaldehyde, benzene, formaldehyde, acrolein, and 1, 3 butadiene); the effect of speed changes on diesel particulate matter is unknown. This speed benefit may be offset somewhat by increased VMT if the more efficient facility attracts additional vehicle trips.
- Projects that facilitate new development may generate additional MSAT emissions from new trips, truck deliveries, and parked vehicles (due to evaporative emissions). However, these may also be activities that are attracted from elsewhere in the metro region (thus, on a regional scale there may be no net change in emissions).
- Projects that create new travel lanes, relocate lanes, or relocate economic activity closer to homes, schools, businesses, and other sensitive receptors may increase concentrations of MSATs at those locations relative to no action.

With respect to the proposed project, the projected maximum annual average daily traffic (AADT) volumes of 26,200 would be well below the 140,000 and 150,000 AADT criterion established by FHWA in its current guidance *Interim Guidance on Air Toxic Analysis in NEPA Documents* for projects considered to have higher potential for MSAT effects. Furthermore, project improvements are not anticipated to have any meaningful traffic redistribution effects. Build Alternatives 1 and 2 would have no meaningful impacts on traffic volumes or vehicle mix. Consequently, Build Alternatives 1 and 2 are considered to have no potential for meaningful MSAT effects.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project. Potential impacts would be less than significant. No mitigation measures are necessary

e. Create objectionable odors affecting a substantial number of people?

Alternatives and 2—Less-than-Significant Impact According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any the above identified uses and therefore would not produce objectionable odors during operation. Potential odor emitters during construction activities include asphalt paving and the use of architectural coatings and solvents. SCAQMD Rules 1108 and 1113 limit the amount of VOCs from cutback asphalt and architectural coatings and solvents, respectively. Given mandatory compliance with SCAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors. As such, potential impacts during short-term construction would be less than significant. No mitigation measures are required.

IV. Biological Resources	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The information in this section was derived from the *Biological Resource Assessment* for the Fred Waring Drive Improvement Project (May 2012).

Discussion

Would the project:

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

Alternatives 1 and 2—Less-than-Significant Impact. The project study area includes the construction limits for both Build Alternatives 1 and 2, and a 100-foot buffer. The project study area

is nearly completely developed, including Fred Waring Drive, the adjacent residential development, and associated landscaping. A golf course (Bermuda Dunes Golf Course) occurs just north of the study area. No native plant communities occur within the study area. There are three small vacant residential lots with ruderal vegetation in the study area. Ruderal habitat is typically dominated by plant species that are particularly suitable for disturbance.

Potentially relevant reference literature, natural resources databases, and the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) were reviewed to determine the potential value of the study area to biological and habitat resources with special-status or resource value. More specifically, the literature reviewed included the U.S. Department of Agricultural (USDA) Soil Survey of Riverside County, Coachella Valley Area (USDA 1980); the California Natural Diversity Database (CNDDDB) (CDFG 2009); the California Native Plant Society (CNPS) rare plant database (CNPS 2009); the La Quinta, California, 7.5-minute U.S. Geological Survey (USGS) topographic quadrangle (USGS 1980); the CVMSHCP; and other literature detailing the habitat requirements of special-status species.

A list of species and plant communities potentially occurring in the project study area was developed using CNDDDB and CNPS resources. All species and plant communities recorded in the CNDDDB within five miles of the project site and all species recorded in the CNPS database on the La Quinta, West Berdoo, Myoma, and Indio USGS topographic quadrangles were reviewed. Species not occurring in these databases were added, as appropriate, based on professional knowledge and experience.

Aerial photography (1996 and 2006) and USGS topographic maps were reviewed prior to the site visit to locate and inspect any potential natural drainage features and water bodies that could be under the jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or the California Department of Fish and Game (CDFG). A habitat assessment of the study area was conducted on August 4, 2009, in order to assess the study area for the potential to provide habitat for sensitive biological resources. An addition survey was conducted on June 5, 2012, to confirm that conditions in the study area had not changed.

Plant species that were identified within the developed portion of the study area include pine tree (*Pinus sp.*), Peruvian pepper tree (*Schinus molle*), Chinese elm (*Ulmus parvifolia*), Mexican fan palm (*Washingtonia robusta*), and bougainvillea (*Bougainvillea sp.*). Two native plants were found within the developed portion of the site: Mexican elderberry (*Sambucus mexicana*) and ocotillo (*Fouquieria splendens*). Only two wildlife species were observed during the site visit: northern mockingbird (*Mimus polyglottos*) and mourning dove (*Zenaida macroura*).

The special-status species reviewed were defined as threatened or endangered species that are listed by federal or state agencies (listed species) as well as plant species with a ranking by the CNPS, California Species of Special Concern as defined by the CDFG, and non-listed species identified in the CVMSHCP. The literature review indicated that 32 special-status species (12 plant species and 20 wildlife species) have been reported as occurring in the vicinity of the project site or otherwise are known to use similar habitats in the region. One sensitive plant community, desert fan palm oasis, is mapped as occurring within the project vicinity; however, the project site does not contain a desert fan palm oasis plant community.

The following 12 special-status plant species have been recorded in the project vicinity: chaparral sand verbena (*Abronia villosa var. aurita*), deep canyon snapdragon (*Antirrhinum cyathiferum*), Coachella Valley milk-vetch (*Astragalus lentiginosus var. coachellae*), Arizona spurge (*Chamaesyce*

arizonica), flat seeded spurge (*Chamaesyce platysperma*), glandular ditaxis (*Ditaxis claryana*), little mousetail (*Ditaxis serrata* var. *californica*), creamy blazing star (*Mentzelia tridentata*), slender cottonheads (*Nemacaulis denudata* var. *gracilis*), desert spike moss (*Selaginella eremophila*), purple setmodia (*Stemodia durantifolia*), and Mecca aster (*Xylorhiza cognata*). Coachella Valley milk-vetch and Mecca aster are covered by the CVMSHCP.

The project site has a moderate potential to support one special-status plant species, Coachella Valley milk-vetch, which is a federally listed endangered species as well as a CNPS List 1B.2 species. This species was not observed in the project study area, Coachella Valley milk-vetch which is covered under the CVMSHCP; and therefore, a focused survey was not completed or required for the species, and the presence or absence of the species is unknown. Coachella Valley milk-vetch is covered under the CVMSHCP. With the payment of requisite development fees as described below in response IV.f., potential impacts on the species would be considered fully mitigated under CEQA.

Of the 20 special-status wildlife species reported to occur within the project vicinity, none were identified as having a moderate or greater chance of occurring on the project site. The City's general plan does show the project study area occurring within the fee area for the Coachella Valley fringe-toed lizard. However, this fee is no longer applicable as the area has since been incorporated in the CVMSHCP. No critical habitat was mapped in the project study area for listed wildlife species. As such, no additional mitigation measures are required to minimize impacts on special-status wildlife species.

- b. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

Alternatives 1 and 2—No Impact. There are no wetlands or riparian habitats within or adjacent to the project site; therefore, the proposed project would have no impacts to riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFG or USFWS.

- c. *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?***

Alternatives 1 and 2—No Impact. No jurisdictional waters occur within the project study area; therefore, the proposed project would have no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act.

- d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Alternatives 1 and 2—Less-than-Significant Impact with Mitigation Incorporated. The study area is currently developed with medium-density residential uses and an existing paved roadway. The three vacant lots in the study area are also surrounded by development. No wildlife corridor occurs within or adjacent to the project study area. The nearest wildlife corridor is the Whitewater River, which occurs approximately 1.2 miles south of the project study area. The project study area does not support a wildlife corridor; therefore, no project-related impacts on wildlife corridors would occur.

Birds and their nests are protected under the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game Code. Portions of the project study area, including the landscape vegetation on the residential lots and along the roadside and the ruderal vegetation on the three vacant lots, contain suitable nesting habitat for a number of avian species. Much of the areas that are suitable for nesting are within the buffer area and not within the proposed impact area. Regardless, nesting birds can be indirectly affected by noise and/or other activities in the vicinity of a nest. As such, there is the possibility that clearing and grubbing could impact nesting birds in the study area if they occur during the avian nesting season (February through August). As such, measure **BIO-1** would be implemented in order to minimize potential impacts to nesting and migratory birds.

Raptors generally require large areas for foraging, particularly during the breeding season. Outside of the breeding season, raptors continue to require large areas to forage and disperse. Southern California provides habitat for a variety of raptor species. Suitable raptor foraging habitat typically includes open areas, such as grasslands, with little to no disturbance. The project study area is predominantly developed, and the three vacant lots do not provide a large enough area for raptor foraging. The nearby golf course, which would not be affected by the proposed project, is the nearest suitable foraging habitat. The proposed project would not affect the golf course and would not result in a substantial loss of foraging habitat; therefore, no impacts would occur.

Measure BIO-1: Vegetation removal and other ground-disturbing activities will occur outside of the nesting season. If clearing and grubbing of ornamental landscaping occurs during the avian nesting season, a pre-construction nesting bird survey will be conducted within 14 days of any ground-disturbing activities. If at any time birds are found to be nesting inside of or adjacent to the impact area, construction will cease within the buffer area, as determined by a qualified biologist, until a biologist determines that the nest is no longer active.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Alternatives 1 and 2—No Impact. The City of La Quinta does not have any local policies or ordinances protecting biological resources at the project site. The County's oak tree management guidelines are intended to provide long-term protection and conservation of oak trees and oak woodlands and to provide guidance in establishing baseline oak tree data so as to develop adequate avoidance, minimization, and/or compensation for impacts to this natural resource. There are no oak trees or woodlands within the project site. As a result, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and impacts would not occur.

f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

Alternatives 1 and 2—No Impact. The proposed project is within the CVMSHCP; however, it is not within a conservation area. Under the CVMSHCP, a local development mitigation fee is required for any new development, currently \$5,730 per acre. The only portions of the project site that are not currently developed are those associated with the undeveloped residential lots on the north side of the Fred Waring Drive. Construction and staging activities under Build Alternatives 1 and 2 would impact the three undeveloped residential lots totaling 0.9 acre. With payment of the development fee for 0.9 acre, the proposed project would be considered consistent with the CVMSHCP. However, impacts to nests of non-listed species are not covered by the CVMSHCP and the nesting bird measure **BIO-1** would be required.

V. Cultural Resources	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The information in this section was derived from the *Cultural Resources Survey Report* for the Fred Waring Drive Improvement Project (June 2012).

Discussion

Would the project:

- a. ***Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?***

Alternatives 1 and 2—No Impact. The proposed project would not impact any known historical resources. As mentioned previously, the project study area is nearly completely developed, including Fred Waring Drive, the adjacent residential development, and associated landscaping. A golf course (Bermuda Dunes Golf Course) occurs just north of the study area. As part of the Cultural Resources Survey Report prepared for the proposed project, a pedestrian survey was conducted on August 11, 2009, by an ICF archaeologist; the survey did not identify any historic resources. In addition, a cultural resources records search was conducted at the Eastern Archaeological Information Center located at the University of California, Riverside on August 17 and 21, 2009. The record search did not identify any historic resources within the project study area. As such, the proposed project would not result in impacts to historic resources.

- b. ***Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

Alternatives 1 and 2—No Impact. As described previously, the project area is developed. The results of the records search at the Eastern Archaeological Information Center located at the University of California, Riverside, conducted on August 17 and 21, 2009, indicated that the entire project study area has been surveyed in the past. No sites have been recorded in the study area, which includes the construction limits for the two build alternatives.

ICF International also contacted the Native American Heritage Commission (NAHC). The NAHC stated that a search of their sacred lands database did not yield any sacred lands or traditional

cultural properties within the project study area. In coordination with the County, letters describing the project area and a map and aerial photo of the project site were sent to 11 groups or individuals on September 9, 2009. The Agua Caliente Band of Cahuilla Indians replied on December 2, 2009, stating that the area was sensitive due to numerous sites nearby and requested that cultural resources monitoring take place during all ground disturbing activities. The Tribe also requested consultation, but did not indicate what type of consultation. A copy of the Cultural Resources Report was mailed to the Tribe and the Tribe has also been added to the distribution list for this document.

A formal archaeological survey was conducted on August 11, 2009, to evaluate open areas on the north side of Fred Waring Drive, specifically the three vacant lots and open shoulder land on both sides of Chapelton Drive. Transects were walked at five-meter intervals over these sand and dune areas. The remainder of the project study area was inspected. No cultural resources were located during the field survey.

No new cultural resources were located during the present survey, and no cultural resources have been recorded in the project area during past surveys. It is likely the project study area has been extensively disturbed by grading for construction of existing homes and Fred Waring Drive, and this activity has disturbed the ground surface within the project study area to a significant extent. Given the setting of the project study area and the level of previous disturbance, the preservation of intact cultural resources is unlikely. As a result, project impacts related to the adverse change in the significance of an archaeological resource would not occur. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find.

c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Alternatives 1 and 2—No Impact. As described above, the project area has previously been disturbed with the development of Fred Waring Drive and residences. A vertebrate paleontology records search was conducted at the Natural History Museum of Los Angeles County in June 2012. According to the record search, there have been no vertebrate fossil localities found on or adjacent to the project boundaries (Los Angeles County Natural History Museum 2012). Surficial deposits in the entire proposed project area consist either of younger Quaternary Dune Sands or younger Quaternary Alluvium, the latter derived primarily as fan deposits from the hills to the south. These deposits are unlikely to contain significant vertebrate fossils, at least in the uppermost layers, and there are no recorded vertebrate fossil localities anywhere nearby from these or similar deposits. Grading of shallow excavations in the younger Quaternary Dune Sands or Alluvium is unlikely to encounter significant vertebrate fossils.

However, deeper excavations in the proposed project area that extend down into older Quaternary deposits may encounter significant vertebrate fossil remains similar to those from the famous Rancho La Brea asphalt deposits in Los Angeles or other "Ice Age" deposits found throughout southern California. However, the maximum depth of excavation associated with construction of the project would be approximately 14 inches during the replacement of the roadway pavement and roadway elevation work. There could also potentially be excavation up to 24 inches during the removal of property walls or sound wall footings. It is not anticipated that the excavation associated with the proposed project would have the potential to impact these deeper geologic deposits given the shallow depth of excavation proposed.

Given the extensive ground disturbance and development in the study area, any superficial paleontological resources that could have existed at one time have likely been previously unearthed by past development activities. Because the project vicinity has no history of documented resources, contains soils generally not containing paleontological resources, and has been previously disturbed, the project is not anticipated to result in impacts related to paleontological resources; therefore, no impacts are anticipated.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Alternatives 1 and 2—No Impact. The project site is not a formal cemetery and is not adjacent to a formal cemetery. The project vicinity is fully developed, and there is no record of human remains being identified during development of the area. Further, the project site and vicinity 1) have been surveyed for archaeological resources; 2) are not known to contain human remains interred outside formal cemeteries; and 3) are not known to be located on a burial ground. Therefore, it is highly unlikely the proposed project would disturb any human remains during construction. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner would notify the NAHC, who would then notify the Most Likely Descendent (MLD). Further provisions of PRC 5097.98 are to be followed as applicable.

VI. Geology and Soils	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Strong seismic groundshaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

a1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Alternatives 1 and 2—Less-than-Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface faulting to structures. Under the Alquist-Priolo Act, the California State Geologist identifies areas in the state that are at risk from surface fault rupture. The main purpose of the act is to prevent construction of buildings used for human occupancy where traces of active faults are evident on the Earth's surface. Impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the surface, unlike damage from ground shaking, which can occur at great distance from the fault. Such a rupture could potentially displace and/or deform the ground surface. In the case of this project, the San Andreas fault is located north of Interstate 10 (I-10), over 10 miles north of the project site, and does not cross the project site. Additionally, the City of La Quinta is not listed on the Division of Mines and Geology's list of cities and counties affected by Alquist-Priolo Earthquake Fault Zones (California Department of Conservation 2012). Therefore, because there are no faults located below the site and because the project is not located in an Alquist-Priolo Zone, surface rupture is not expected to occur in the project area and impacts would be considered less than significant.

a2. Strong seismic groundshaking?

Alternatives 1 and 2—Less-than-Significant Impact. Southern California is a seismically active region and prone to earthquakes, which can result in hazardous conditions to people in the region. Earthquakes and ground motion can affect a widespread area. The potential severity of ground shaking depends on many factors, including the distance from the originating fault, the earthquake magnitude, and the nature of the earth materials beneath the site. The seismic hazard that is expected to have the highest probability of affecting the site is ground shaking resulting from an earthquake occurring along any of the several major active faults and potentially active faults in southern California. The closest known active regional fault to the project site is the San Andreas Fault, located north of I-10, more than 10 miles north of the project site. Impacts from seismic conditions are addressed through appropriate engineering design, which takes into account the seismic region in which the project is located. The proposed project would be constructed in conformance with County design standards; therefore, impacts would be less than significant.

a3. Seismic-related ground failure, including liquefaction?

Alternatives 1 and 2—Less-than-Significant Impact. The potential for liquefaction depends on the levels of shaking, groundwater conditions, the relative density of the soils, and the age of the geologic units. Seismic-induced liquefaction occurs when a saturated, granular deposit of relatively low density is subjected to extreme shaking and loses strength or stiffness. The consequences of liquefaction are expected to be predominantly characterized by settlement, uplift on structures, and an increase in lateral pressure on buried structures. The proposed project site is located in an area of moderate liquefaction potential (Riverside County Land Information System 2012). Liquefaction

would be addressed during engineering design for the project and all earthwork would be performed in accordance with the requirements of applicable government agencies; therefore, impacts associated with seismic related ground failure, including liquefaction, would be less than significant.

a4. Landslides?

Alternatives 1 and 2—No Impact. Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake-induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. As discussed in VI.a1, the proposed project site is located in a seismically active region subject to strong ground shaking; however, the project site is located in a relatively flat developed urban area that does not contain large slopes, and development of the project would not generate large slopes on the project site. As a result, implementation of the proposed project would not expose people or structures to substantial adverse effects involving landslides. No impacts would occur.

b. Result in substantial soil erosion or the loss of topsoil?

Alternatives 1 and 2—Less-than-Significant Impact. Construction of the proposed project would include ground surface disruption that could result in soil erosion. Soils and sediment would be graded, excavated, removed from the site, recompacted, and filled, which would expose areas of soil to wind and water erosion. During a storm event, exposed soils could be transported off the site as runoff. This impact is considered potentially significant; however, federal and state jurisdictions require that an approved Stormwater Pollution Prevention Plan (SWPPP) be prepared for projects that involve greater than one acre of disturbance. A SWPPP specifies Best Management Practices (BMPs) that would prevent construction pollutants from contacting stormwater with the intent of keeping all products of erosion from moving off site into receiving waters.

The County would file a Notification of Intent with the State Water Resources Control Board 30 days prior to the start of construction for coverage under the statewide Discharge Elimination System NPDES permit for construction-related discharges. The contractor would prepare a SWPPP that sets forth the BMPs that would be implemented on site. Implementation of the SWPPP within the project site would be monitored through site inspections by the Colorado River RWQCB (Region 7). Upon completion of all work and the satisfactory stabilization of all disturbed soil area, a Notice of Completion of Construction must be sent to the Colorado River RWCQB.

Compliance with existing state, regional, and local regulations, NPDES permit requirements, and project-specific BMPs identified in the SWPPP, coupled with installation of landscaping and ongoing maintenance and monitoring of construction and subsequent post-construction phase BMPs, would ensure that project impacts with respect to topsoil loss and erosion would be less than significant.

c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Alternatives 1 and 2—Less-than-Significant Impact. As described in response VI.a3, the project site is located within an area identified as having moderate liquefaction potential. As a result, the site soils could be considered unstable and unsuitable in their present condition to support building structures, and in the event of earthquake-induced liquefaction. The proposed project site is located in an area with an active potential for subsidence to occur (Riverside County Land Information

System 2012). There are no submerged slopes in the project site; therefore, lateral spreading is not anticipated. Liquefaction and subsidence would be mitigated during engineering design for the project and all earthwork would be performed in accordance with the requirements of applicable government agencies; therefore, potential impacts would be less-than-significant.

- d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

Alternatives 1 and 2—No Impact. Expansive soils are fine-grained soils (generally high plasticity clays) that can undergo a significant increase in volume with an increase in water content and a significant decrease in volume with a decrease in water content. Changes in the water content of an expansive soil can result in severe distress to structures constructed upon the soil. According to the City of La Quinta's General Plan, the project site and surrounding areas are not located on expansive soils (City of La Quinta 2002); therefore, no impacts would occur.

- e. *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?***

Alternatives 1 and 2—No Impact. The project does not provide for any housing element or any other use that would require the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater. Impacts would not occur.

VII. Greenhouse Gas Emissions	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The information in this section was derived from the *Air Quality Report* for the Fred Waring Drive Improvement Project (September 2012).

Discussion

- a. **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Alternatives 1 and 2—Less-than-Significant Impact. One of the main strategies to reduce California greenhouse gas (GHG) emissions is to make California’s transportation system more efficient. Ninety eight percent of California’s GHG emissions are from the burning of fossil fuels and forty percent of all human-made GHG emissions are from transportation. The County of Riverside supports the strategy to reduce GHG emissions by improving the efficiency of its transportation system. The highest levels of CO₂ from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour (mph) and speeds over 55 mph. Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in GHG emissions. As the objective of the proposed project is to reduce congestion and improve operational efficiency within the immediate project vicinity, GHG emissions after completion of the proposed project would be reduced when compared to existing conditions.

Construction Impacts

During construction, existing California Air Resources Board (ARB) regulations (Title 13 of the California Code of Regulations, Sections 2480 and 2485), which limit idling of diesel-fueled commercial motor vehicles, would help to limit GHG emissions associated with project-related construction vehicles. The proposed project’s contribution to GHG emissions during short-term construction activities is estimated to be 72.9 metric tons and 40.4 metric tons of CO₂e under Alternatives 1 and 2, respectively. In an effort to put this number into perspective, statewide CO₂e emissions for the year 2006 were estimated to be 479.8 million metric tons MMT. Project-related construction impacts are expected to be less than significant. Nevertheless, measures **GHG-1** through **GHG-5** have been included into the proposed project in order to reduce project-related GHG emissions by the greatest extent feasible.

Measure GHG-1: Utilize recycled, low-carbon, and otherwise climate-friendly building materials such as salvaged and recycled-content materials for hard surfaces and non-plant landscaping materials.

Measure GHG-2: Minimize, reuse, and recycle construction-related waste.

Measure GHG-3: Minimize grading, earth-moving, and other energy-intensive construction practices.

Measure GHG-4: Landscape to preserve natural vegetation and maintain watershed integrity.

Measure GHG-5: Require construction equipment to utilize the best available technology to reduce emissions, as feasible.

Operational Impacts

With respect to Build Alternatives 1 and 2, there would be no trip generation (i.e., no new vehicle trips attributed to the proposed project). This is because the proposed project would not construct, nor facilitate the construction of, any new homes or businesses that would generate new vehicle trips. In addition, no traffic redistribution effects that would affect local/regional vehicle miles traveled and related air pollutant emissions are anticipated. Project development would simply better facilitate existing traffic flow; and there would be no new long-term air pollutant emissions attributed to project development. As such, the relative amounts of GHG emissions associated with this project are negligible. The proposed project's amount of emissions, without considering other cumulative global emissions, would be insufficient to cause substantial climate change directly. Thus, project emissions, in isolation, are considered less than significant. However, climate change is a global cumulative impact, and the proper context for analysis of this issue is not a project's emissions in isolation, but rather as a contribution to cumulative GHG emissions.

Because quantitative GHG guidelines, including relevant thresholds, have not been developed by the SCAQMD, these emissions are provided for information purposes only. According to a recent white paper by the Association of Environmental Professionals,

an individual project does not generate enough GHG emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHG emissions.

Project-related operational impacts would be less than significant because climate change would not occur directly from project emissions.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Alternatives 1 and 2—Less-than-Significant Impact. As described above, the proposed project would serve to reduce GHG emissions, in comparison to existing conditions, by improving existing traffic circulation and relieving existing local congestion. Implementation of prescribed mitigation measures during construction would further reduce the proposed project's GHG emissions. As such, the proposed project would not conflict with the State's goal of reducing GHG emissions to 1990 levels by 2020. Project impacts relative to GHG emissions and climate change would be less than significant. Currently, no other GHG reduction plan (i.e., SCAG, SCAQMD, County, or City) applies to the proposed project. The proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases; therefore, impacts would be less than significant.

VIII. Hazards and Hazardous Materials	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The information in this section was derived from the *Initial Site Assessment (ISA)* for the Fred Waring Drive Improvement Project (July 2009).

Discussion

Would the project:

- a. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Alternatives 1 and 2—Less-than-Significant Impact with Mitigation Incorporated. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical

characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Alternatives 1 and 2 would require construction activities and equipment that could potentially involve hazardous materials such as gasoline and oil. Hazardous substances used in construction would be properly stored and disposed of, as provided by existing regulations. Consequently, the permanent and temporary impacts would be considered less than significant.

According to the ISA that was prepared for the proposed project, elevated concentration of lead (from use of leaded gasoline) and other metals are sometimes associated with older roadways. Fred Waring Drive appears to have been constructed in 1967 and residual concentration of hydrocarbons may have been collected in the runoff. In addition, yellow traffic markings (thermoplastic and paint) located on Fred Waring Drive may potentially contain hazardous levels of lead chromate. Yellow traffic markings, removed separately from the adjacent pavements, may have to be managed as hazardous waste. Several pole-mounted transformers were observed along Fred Waring Drive. The transformers appeared to be in good condition during the field survey performed for the ISA. No evidence of leaking or staining was observed on the transformers or on the ground in the vicinity of the transformers; therefore, the transformers are unlikely to impact the proposed project. In order to minimize the potential risks during construction, the measures **HAZ-1** and **HAZ-4** will be incorporated into the proposed project.

Alternatives 1 and 2 involve widening and improvements to an existing roadway. During operation, some vehicles using the roadway may contain materials deemed hazardous; however, the project is not anticipated to increase the potential for vehicles carrying hazardous materials to travel in the project area or increase the potential for accidents to occur in the project area. In addition, since most of the traffic would consist of passenger vehicles, the likelihood that increased spills would be associated with the proposed project is minimal. Furthermore, the transportation and cleanup of hazardous materials is strictly regulated by the U.S. Environmental Protection Agency (EPA), the California and Federal Occupational Health and Safety Administrations, and a number of other federal, state, and local agencies. The hazards associated with vehicular transport of hazardous waste are regulated under existing programs and would not be affected by the project; therefore, operational impacts would be considered less than significant.

Measure HAZ-1: Due to the possible presence of elevated lead concentrations within the yellow traffic markings along the roadway, the paint shall be sampled and tested for lead by trained and/or licensed professionals prior to construction. Representative samples of yellow striping paint shall be collected. The field and analytical data obtained during this study shall be used to provide a review of the sampling locations/descriptions, summary of the analytical results, and recommendations for striping paint removal, containment, and off-site transportation and disposal (as appropriate).

Measure HAZ-2: Due to the possible presence of elevated lead concentrations (from the use of leaded gasoline), residual concentrations of hydrocarbons may have collected in the runoff. If signs of potential contamination are observed (odors, discolored soil, etc.,) during construction, sampling and analysis shall be conducted.

Measure HAZ-3: Wastes and petroleum products used during construction will be collected, transported, and removed from the project site in accordance with the Resource Conservation and Recovery Act regulations and federal Occupational Safety and Health Administration (OSHA) standards. All hazardous waste will be stored, transported, and disposed as required in Title 22, California Code of Regulations (CCR), Division 4.5 and 49 CFR 261-263.

Measure HAZ-4: There are several pole-mounted transformers along Fred Waring Drive that appear to be in good condition. Should it be deemed that transformer removal is required during construction; the utility company shall be contacted prior to handling or removal of the electric transformers.

- b. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Alternatives 1 and 2—Less-than-Significant Impact with Mitigation Incorporated. As discussed in VIII.a., project construction activities would involve a limited use of hazardous materials. Construction equipment that would be used in construction of the proposed project has the potential to release oils, greases, solvents, and other finishing materials through accidental spills. However, the consequences of construction-related spills are not substantial because the volume of hazardous materials held within any single piece of construction equipment is limited. Construction-related spills of hazardous materials are not uncommon, but the enforcement of construction and demolition standards, including BMPs by appropriate local and state agencies, would minimize the potential for an accidental release of petroleum products and/or hazardous materials or explosions during construction. Federal, state, and local regulations would be followed by the construction contractor to reduce the effects of potential hazardous materials spills. In addition, measures (**HAZ-1** through **HAZ-4**) will be implemented in order to minimize potential risks from hazardous materials during the construction period.

Likewise, operation of the proposed project could potentially include limited use of small amounts of hazardous materials including, herbicides, fertilizers, and pesticides for roadside vegetation maintenance. These hazardous materials would not be stored on site. Any spill or release of the hazardous materials stored or routinely used in operation of the project is not anticipated to have the volume to result in a significant hazard to residents in the vicinity of the project. Because the project would comply with federal, state, and local hazardous waste regulations and will implement measures (**HAZ-1** through **HAZ-4**), the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Alternatives 1 and 2—No Impact. The proposed project is not located within 0.25 mile of an existing school site. The nearest schools relative to the proposed project site are Amelia Earhart Elementary School, located at 45-250 Dune Palms Road, and Jon Glenn Middle School, located at 79655 Miles Avenue. Both schools are approximately 0.50 miles south of the project study area. No impacts would occur.