3.0 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

This Environmental Impact Report (EIR) has been prepared to identify and evaluate potential environmental impacts that would result from the development of the La Entrada Specific Plan (proposed project) on an approximately 2,200-acre (ac) site located in the City of Coachella (City) and the County of Riverside (County). In this chapter, Section 3.1 provides an introduction to the proposed project and summarizes its components, and Sections 3.2 through 3.10 provide a more detailed description of the proposed project.

The project site is located in the City and County between Interstate 10 (I-10), the Coachella Branch of the All American Canal (Coachella Canal), and the Little San Bernardino Mountains. Refer to Figure 3.1 for a regional project location map and to Figure 3.2 for a project site location map (all figures in Chapter 3.0 are provided at the end of the chapter). The project site currently consists of 16 parcels totaling 2,173 ac, with an additional approximately 27 ac proposed for the roadway right-of-way (ROW) (2,200 ac total). Of the total 2,200 ac, approximately 1,612 ac are located in the City and 588 ac are located within the unincorporated area of the County, but within the City's Sphere of Influence (SOI). The project site is currently vacant and undeveloped.

The proposed project includes the development of a master-planned residential community that would consist of a mix of land uses. The proposed project includes six primary land uses: (1) approximately 7,080 residential units on approximately 981 ac designated for residential uses; (2) 135 ac of mixed uses (including 720 dwelling units [DUs] designated as high-density residential, commercial, public facilities, and other nonresidential uses); (3) educational uses (three elementary schools and one middle school) on approximately 70 ac; (4) 345 ac of parks/recreation uses, including multipurpose trails; (5) 112 ac of roadway uses; and (6) 557 ac of open space. The proposed project also includes extending Avenues 50 and 52 from their existing termini near the west side of the project site to provide access onto the project site. Water and sewer lines would also be included within the ROW of the proposed extension of these two roadways. Electrical and other dry utilities would also be extended to the project site from existing off-site facilities.

3.2 PROJECT HISTORY

In 1989, the City approved the McNaughton Specific Plan. The McNaughton Specific Plan proposed the development of a 1,877 ac resort community with two 18-hole golf courses. The McNaughton Specific Plan was divided into three planning areas. Planning Area 1 contained one golf course as well as residential, commercial, open space, and public facility uses. Planning Areas 2 and 3 each contained 9 holes of a second golf course, as well as residential, commercial, open space, and community facility uses. In total, the McNaughton Specific Plan included 8,000 low-, medium-, and high-density residences. A substantial portion of the proposed residential uses were intended to be retirement or second homes. The residential units proposed 2,750 detached single-family homes on

580 ac and 5,250 attached residential units on 339 ac. In addition, the McNaughton Specific Plan included a mix of commercial, hotel/hospitality, recreational, and open space uses.

Approval of the McNaughton Specific Plan required a General Plan Amendment (GPA) to amend both the Land Use and Circulation Elements of the City's General Plan. The Land Use Element was amended to change the land use designation of the project site from Agricultural to Low-Density Residential (LDR), Medium-Density Residential (MDR), Entertainment Commercial (CE), General Commercial (CG), and Open Space (OS), and the Circulation Element was amended to include the arterial system proposed for the McNaughton Specific Plan. The zoning designation was also changed from Agricultural Transition (A-T) to General Commercial (C-G), Open Space (O-S), Residential Single Family (R-S), and Residential Multiple Family (R-M). Although the McNaughton Specific Plan was approved and the General Plan and zoning designations were amended, development proposed as part of the McNaughton Specific Plan never occurred.

Subsequently, in 2007, preparations began for the Lomas Del Sol Specific Plan. The Lomas Del Sol Specific Plan expanded on the 1,877 ac McNaughton Specific Plan area to include a 588 ac area located within the County of Riverside that would have been annexed to the City. The Lomas Del Sol Specific Plan included 2,200 ac of residential, mixed-use (commercial and residential), commercial, retail, office, school, hotel, open space, and park uses. As part of the planning process, both a Screencheck Draft Specific Plan and an Administrative Draft EIR were prepared to analyze the Lomas Del Sol Specific Plan. However, neither the Lomas Del Sol Specific Plan nor the Administrative Draft EIR were completed, circulated for review, or approved/certified.

In 2012, a new land owner, PSAV, LLC, submitted an application to the City for development of the subject property and began preparation of the La Entrada Specific Plan. In November 2012, the Draft La Entrada Specific Plan was completed and circulated for review to responsible agencies. Subsequently, in April 2013, the Final Draft Specific Plan was completed and recirculated for review. The La Entrada Specific Plan and its associated infrastructure improvements comprise the proposed project evaluated in this EIR and are described in further detail below.

3.3 PROJECT OBJECTIVES

The following objectives have been established for the proposed project and will aid decision-makers in their review of the proposed project and associated environmental impacts:

- 1. Develop a master-planned community that incorporates fundamentals of great neighborhood design by balancing land uses, providing for vehicular and pedestrian mobility, providing for the preservation/enhancement of recreation and open spaces, and reducing the impacts of the previous development approvals.
- 2. Establish a land use plan that locates active uses, community-serving elements, higher densities and mixed-use designations within activity nodes ("Community Cores").
- 3. Create central activity nodes with reduced development intensity along the site's periphery.
- 4. Identify opportunities for a variety of residential uses throughout the development, with high- and medium-density uses located in proximity to transit and mixed-use activity nodes/community cores.

- 5. Provide a full range of residential, commercial, recreational, and business activities and services to the City.
- 6. Distribute commercial uses in intensified core areas throughout the site to promote the ability to access retail services through nonvehicular modes of travel and to deemphasize an auto-centric orientation.
- Implement a circulation plan that enhances connectivity with existing General Plan Circulation Element roadways, promotes connections to existing downtown Coachella via Avenues 50 and 52, and provides the opportunity for a future freeway interchange with I-10 at Avenue 50.
- 8. Create a network of nonvehicular, multipurpose pathways through the development that promotes connectivity to schools, commercial areas, and recreation facilities, and allows for greater mobility for residents.
- 9. Provide a variety of recreational opportunities that incorporate a comprehensive trail system and parks and recreation areas.
- 10. Develop a land use plan that is responsive to the topography and reduces hillside grading where possible, preserving select natural features in their original state and concentrating higher density residential areas with more gentle-sloping topography.
- 11. Retain the existing drainages on site to use as open space connections for pedestrian and nonmotorized mobility along their edges and for storm flow conveyance.
- 12. Create a land use concept that avoids development within areas of known geologic hazards through the use of appropriate recreational uses, setbacks, and restricted use areas.
- 13. Implement green building practices and sustainable development methods throughout the project.
- 14. Implement community design and landscaping elements that complement and are responsive to the Coachella Valley desert environment.

3.4 PROPOSED PROJECT SITE

The project site is located in the Coachella Valley, north of the Salton Sea. The project site is bounded by I-10 to the north, the Coachella Canal to the west and south, and the Little San Bernardino Mountains to the east, all of which currently prevent access to the project site. Refer to Figure 3.1 for the location of the existing project site. As shown on Figure 3.1, the project site consists of 2,200 ac, of which 1,612 ac are located in the City and 588 ac are within the City's SOI in Riverside County.

The project site is currently vacant and undeveloped. On-site vegetation consists of scattered small shrubs, flowers, creosote, and small, dispersed trees. Human-made features on the project site include an abandoned segment of US Highways 60/70 (now replaced by I-10) along the northwestern portion of the site, an electrical transmission line along the southern boundary, and a small power line located in the central portion of the project site.

According to the City's General Plan, the project site is currently designated as Low-Density Residential (LDR), Entertainment Commercial (CE), General Commercial (CG), and Open Space (OS). The City's Zoning Map indicates that the project site is zoned as General Commercial (C-G), Open Space (O-S), Residential Single Family (R-S), and Residential Multiple Family (R-M). Both the existing land use and zoning designations for the 1,612 ac portion of the project site are consistent with the approved McNaughton Specific Plan. The 588 ac portion of the project site located within the County of Riverside is currently designated as an Agricultural (AG) land use on the County General Plan and is currently zoned as Natural Assets (N-A). However, the 588 ac area is currently prezoned in the City as Residential Single Family (R-S) and Open Space (O-S).

3.5 PROJECT CHARACTERISTICS

The proposed project would create a master-planned community that would include a mix of residential, commercial, open space, school, and recreational uses. Refer to Table 3.A for a detailed land use summary of the proposed project and Tables 3.B through 3.D for land use summaries of the three villages within the plan (i.e., Gateway Village, Central Village, and Hillside Village). The locations of these villages are shown on Figures 3.3 through 3.6.

In addition, the proposed project would require the following multiple discretionary approvals by the City:

• **General Plan Amendment:** According to the City's General Plan, the 1,612 ac portion of the project site located within the previously approved McNaughton Specific Plan boundaries is designated as Low-Density Residential (RL), Medium-Density Residential (RM), Entertainment Commercial (CE), General Commercial (CG), and Open Space (OS). The 588 ac portion located within the unincorporated area of the County, but within the City's SOI, is designated Agricultural (AG) in the County's General Plan and Low Density and Open Space in the City's General Plan. The land use designation for Low-Density Residential allows for a density of 0 to 6 dwelling units per acre (DU/ac). A land use designation of Entertainment Commercial areas is 0.25 for retail projects and 0.40 for office projects, with the exception of the downtown area, which has no maximum FAR.

The proposed project would expand on the existing General Plan land use designations by allowing Very-Low-Density Residential (VLDR), Low-Density Residential (LDR), Medium-Density Residential (MDR), High-Density Residential (HDR), Community/Public Facilities, School, and Parks/Recreation uses. Therefore, the proposed project would require an amendment to the City's General Plan to allow for the additional uses included in the proposed project (e.g., Very-Low-Density Residential, High-Density Residential, School, and Mixed-Use) within a new designation of "La Entrada Specific Plan." These land use designations would apply to the Specific Plan site only and would not change the categories of land use designations in the General Plan for other areas in the City. In addition, as described further below, an amendment to the City's General Plan would be required to proceed with annexation of the 588 ac portion of the project site currently located in the County and to change the land use designation on this portion of the site from Agricultural (AG) to Open Space (OS), Parks/Recreation, Low-Density Residential (LDR), School, and Medium-Density Residential (MDR) under the new "La Entrada Specific Plan" designation.

¹ Floor area ratio is the ratio of a building's total (gross) floor area to the size of the piece of land on which it is built.

	G	% of the	D	No. of		
I and I las	Gross	Project	Density	Dwelling	EAD	C'
Land Use	Acres (ac)	Site	(DU/ac)	Units	FAK	Size (si)
		Resider	ntial			
(VLDR)	66.4	3.02%	0.5–2.9	133	-	-
Low-Density Residential (LDR)	448.7	20.40%	3.0–5.9	2,055		
Medium-Density Residential (MDR)	374.2	17.01%	6.0–12.9	3,060	-	-
High-Density Residential (HDR)	91.6	4.16%	13.0–25	1,832	-	-
Subtotal Residential	980.9	44.6%	7.1	7,080	-	-
		Mixed	Use			
Retail Commercial	00.0	1.5%	-	-	0.35	1,260,879
Office Commercial	99.0	4.3%	-	-	0.55	250,000
High-Density Residential (HDR)	36.0	1.64%	13.0–25	720	-	-
Community/Public Facilities	1	-	-	-	-	-
Subtotal Mixed Use	135.0	6.14%	-	720	0.35	1,510,879
		Scho	ol			
Elementary School	44.8	2.04%	-	-	-	-
Middle School	25	1.14%				
Subtotal School	69.8	3.2%				
		Parks/Rec	reation			
Regional Park	176.6	8.03%	-	-	-	-
Community Parks	44.4	2.03%	-	-	-	-
Neighborhood Parks/Vista Points	14.1	0.64%	-	-	-	-
Village Paseo/Linear Park	27.8	1.26%	-	-	-	-
Desert Wash Paseo/Linear Parks	81.8	3.72%	-	-	-	-
Subtotal Parks/Recreation	344.7	15.67%	-	-	-	-
Open Space						
Open Space	381.1	17.33%	-	-	-	-
Drainage/Wash	175.8	7.99%	-	-	-	-
Subtotal Open Space	556.9	25.32%	-	-	-	-
Roadways						
Right of Way	99.9	4.54%	-	-	-	-
Interchange Grading	12.3	0.56%	-	-	-	-
Subtotal Roadways	112.2	5.1%	-	-	-	-
Specific Plan Totals	2,199.5	100%	3.5	7,800		1,510,879

Table 3.A: La Entrada Specific Plan Land Use Summary

Source: La Entrada Draft Specific Plan, RBF Consulting (April 2013).

¹ Community/Public Facilities in mixed-use areas may include police station, fire station, places of worship, community center, farmer's market, etc.

ac = acres

DU/ac = dwelling units per acre

FAR = Floor Area Ratio

sf = square feet

	Gross Acres	Density	No. of Dwelling	
Land Use	(ac)	(DU/ac)	Units	Size (sf)
	Reside	ntial		
Low-Density Residential (LDR)	77.2	3.0-5.9	347	-
Medium-Density Residential (MDR)	72.1	6.0-12.9	577	-
High-Density Residential (HDR)	60.9	13.0-25	1,218	-
Subtotal Residential	210.2	10.2	2,142	-
Mixed Use				
Retail Commercial	57.1	-	-	860,879
Office Commercial	26	-	-	180,000
High-Density Residential (HDR)	20	13.0-25	520	-
Subtotal Mixed Use	83.1		520	1,040,879
Parks/Recreation				
Parks/Recreation (PR)	188.4	-	-	-
Open Space				
Natural Open Space (NS)	64.3			
Gateway Village Totals	546	4.9	2,662	1,040,879

Table 3.B: Gateway Village Land Use Summary

Source: La Entrada Draft Specific Plan, RBF Consulting (April 2013).

ac = acres

DU/ac = dwelling units per acre

sf = square feet

Table 3.C: Central Village Land Use Summary

	Gross Acres	Density	No. of Dwelling		
Land Use	(ac)	(DU/ac)	Units	Size (sf)	
	Reside	ential			
Low Density Residential (LDR)	118.5	3.0-5.9	569	-	
Medium Density Residential (MDR)	173.4	6.0-12.9	1,454	-	
High Density Residential (HDR)	16.1	13.0-25	322	-	
Subtotal Residential	308.0	7.6	2,345	-	
	Mixed	l Use			
Retail Commercial	21.9	-	-	300,000	
Office Commercial	51.0	-	-	60,000	
High Density Residential (HDR)	10	13.0-25	200	-	
Subtotal Mixed Use	41.8		200	360,000	
Schools					
Elementary Schools (1)	14.2	-	-	-	
Middle School (1)	25	-	-	-	
Subtotal Schools	39.2	-	-	-	
Parks/Recreation					
Parks/Recreation (PR)	40.9	-	-	-	
Open Space					
Natural Open Space (NS)	71.5	-	-	-	
Gateway Village Totals	501.4	5.1	2,545	360,000	

Source: La Entrada Draft Specific Plan, RBF Consulting (April 2013).

ac = acres

DU/ac = dwelling units per acre

 $sf = square \ feet$

¥ 1¥	Gross Acres	Density	No. of Dwelling		
Land Use	(ac)	(DU/ac)	Units	Size (sf)	
	Resid	lential			
Very Low Density Residential	664	0 5-2 9	133	-	
(VLDR)	00.4	0.5 2.9	155		
Low Density Residential (LDR)	253	3.0-5.0	1,139	-	
Medium Density Residential (MDR)	128.7	6.0–12.9	1,029	-	
High Density Residential (HDR)	14.6	13.0-25	292		
Subtotal Residential	462.7	10.2	2,593	-	
	Mixe	ed Use			
Retail Commercial	10.1	-	-	100,000	
Office Commercial	10.1	-	-	10,000	
Subtotal Mixed Use	10.1		200	110,000	
Schools					
Elementary Schools (2)	30.6	-	-	-	
Parks/Recreation					
Parks/Recreation (PR)	33.6	-	-	-	
Open Space					
Natural Open Space (NS)	245.3	-	-	-	
Gateway Village Totals	782.3	3.3	2,593	110,000	

Table 3.D: Hillside Village Land Use Summary

Source: La Entrada Draft Specific Plan, RBF Consulting (April 2013).

ac = acres

DU/ac = dwelling units per acre

sf = square feet

- **Specific Plan Amendment:** A Specific Plan Amendment would be required to adopt the La Entrada Specific Plan in place of the McNaughton Specific Plan. The Specific Plan Amendment would expand the existing McNaughton Specific Plan boundaries, which currently encompass the 1,612 ac portion of the site, to include the 588 ac parcel on the southeastern portion of the site as part of the La Entrada Specific Plan. The Specific Plan Amendment would adopt the La Entrada Specific Plan as the guiding land use plan for the entire 2,200 ac project site.
- Zone Change/Pre-Annexation Zoning: According to the City's Zoning Map, the 1,612 ac portion of the project site located within the City is zoned as General Commercial (C-G), Open Space (O-S), Residential Single Family (R-S), and Residential Multiple Family (R-M). The 588 ac portion of the project site located within the City's SOI is prezoned as Residential Single Family (R-S) and Open Space (O-S); the County's zoning designation for this portion of the project site is Natural Assets (N-A). The proposed project would expand the current zoning designations on the project site to include mixed uses, neighborhood commercial, and educational uses; however, the presiding zoning designation for the project site would be "Specific Plan." In addition, the prezoning for the 588 ac parcel currently located in the County would be modified to include educational uses. The existing Specific Plan Zoning District, which includes the previously approved McNaughton Specific Plan, would be revised to include the entire 2,200 ac La Entrada Specific Plan.
- **Subdivision Map Approval:** A Tentative Tract Map (Tentative Tract Map No. 36494) for finance and conveyance purposes has been submitted to the City for approval concurrently with the Specific Plan. The conveyance map subdivides the property into a total of 78 lots that correspond with the Specific Plan's planning areas. Road rights-of-way will be dedicated as part

of subsequent subdivision maps. Subsequent subdivision maps associated with each phase of development would be submitted to the City to ensure that appropriate provisions have been made to support future development within each subdivision. The proposed project would require subdivision maps for Phases 1 through 5 of development.

- **Development Agreement:** The project application includes a request for a development agreement that will outline the project's obligations and improvements, phasing and timing of improvements, fee credits and reimbursements, vesting, and other related City and Applicant responsibilities.
- **LAFCO Annexation:** Approval by the Local Agency Formation Commission (LAFCO) for the 588 ac portion of the project site currently located in the unincorporated area of Riverside County, but within the City's SOI, is required to incorporate this portion of the project site within the City's limits. The annexation process would be initiated once approval of the project and certification of the EIR is complete. As part of the initial City actions, the City Council would approve the annexation and forward the annexation request to LAFCO for its consideration.

3.5.1 Land Use Plan

As illustrated on Figure 3.3, the proposed project would divide the project site into three villages that would be linked by a Village Paseo and a linear park/trail. Gateway Village (Figure 3.4) would be located adjacent to the proposed future I-10 interchange and the Avenue 50 extension. The Gateway Village would include high-intensity commercial uses, a regionally oriented special-use park, and residential uses (refer to Table 3.B). Central Village (Figure 3.5) would be located in the center of the project site and would primarily include medium- and low-density residential uses (refer to Table 3.C). Hillside Village (Figure 3.6) would be located in the southern and eastern portion of the project site and would be characterized by medium-, low-, and very-low-density residential uses and open space clustered around the mixed-use cores, and lower-density residential uses extending out from the core.

Residential. Residential land uses included as part of the proposed project would range in density from very low to high. Very low-density residential uses would be located in the southeastern portion of the project site and would be designed to be compatible with the existing slopes and landforms. Low-density residential uses would be predominantly located in the northeastern and eastern portions of the project site in areas of higher elevation adjacent to open space. Medium-density residential uses would be located in areas adjacent to the Village Paseo, parks/recreation uses, and open space areas. Some of the medium-density residential uses would be within the community core areas of each village. High-density residential uses would be located adjacent to or within mixed-use areas and along major collector/arterial roadways and adjacent to I-10. Permitted architectural styles for residential uses are: Andalusian, Desert, Hacienda, Mediterranean, Mission, Monterey, Pueblo Revival, Ranch, Spanish Colonial, and Western Regional. All lighting proposed as part of the proposed project would be consistent with the City's lighting regulations. All residential lighting would be shielded to minimize illumination and would be consistent with the City's lighting standards. In addition, senior housing would be allowed within all residential areas; however, it is not anticipated that there would be an option for timeshare ownership for the proposed residential units. A general description of the development standards for each residential use category is provided below.

- Very-Low-Density Residential: This land use designation would include single-family detached units that would be set back from the street and have private side and rear yards, with a density range of 0.5–2.9 DU/ac. Very-low-density residences are intended to work with the existing landforms to create neighborhoods that blend with the existing slopes and limit landform grading to the extent possible. The maximum height limitation for Very Low-Density Residential uses would be 35 feet (ft) for a primary structure and 15 ft for an accessory structure.
- **Low-Density Residential:** This land use designation would include single-family detached homes that would be set back from the street, with a density range of 3.0–5.9 DU/ac. Secondary uses are also allowed within the Low-Density Residential land use designation¹. The maximum height limitation would be 30 ft for a primary structure and 15 ft for an accessory structure.
- Medium-Density Residential: This land use designation would allow varied lot sizes and both detached and attached residences, with a density range of 6.0–12.9 DU/ac. The maximum height limitation would be 36 ft for a primary structure and 15 ft for an accessory structure.
- **High-Density Residential:** This land use designation would allow for varied lot sizes and both detached and attached residences, with a density range of 13.0–25 DU/ac. The maximum height limitation would be 45 ft for a primary structure and 15 ft for an accessory structure.
- **Mixed-Use Residential:** This land use designation would include duplex, townhome, attached motor court cluster, and multifamily residences with a density range of 13.0–25 DU/ac. The maximum height limitation would be 45 ft for a primary structure and 15 ft for an accessory structure.

Mixed Use. Mixed uses included in the proposed project would consist of commercial, retail, office, community, and high-density residential uses. Gateway Village in the northeastern portion of the project site would be the primary area for mixed-use development. Central Village would also include a mixed-use area consisting of high-density residential, retail/commercial, office, and community uses that would serve as a community core. The Hillside Village area would include a mixed-use area; however, this area would include retail, commercial, and office uses, but would not include any residential uses. The architectural themes for mixed-use and community core areas within the project site would be Spanish Colonial, Hacienda, Pueblo Revival, and Desert.

The mixed-use land use designation would include a "live/work" designation that would accommodate nonresidential work areas near residential living areas . This land use designation would be placed in single-family attached and multifamily attached areas. According to the La Entrada Specific Plan, no more than two employees would be allowed within this designation, and there would be no separate rental of the live/work space. The maximum building height for live/work areas would be one story except where a multilevel design is approved during architectural review.

Community facilities included in the proposed project would be located within mixed-use areas. The proposed project would not construct community facilities (e.g., proposed fire and police stations); however, the proposed project would provide improved pads for these facilities.

¹ Secondary land uses are land uses that are permitted within a zone in conjunction with, but subordinate to, the primary permitted land use. In this instance, a secondary land use may be a singular office unit located on the same lot as the low-density residential unit.

Schools. The proposed project includes three elementary school sites and one middle school site. The areas of the planned school sites range in size from 14 to 25 ac. Central Village would contain one elementary school and one middle school, and Hillside Village would contain the remaining two elementary schools. These schools would be under the jurisdiction of the Coachella Valley Unified School District (CVUSD). In addition, there is a possibility that the planned schools would operate under a joint-use agreement with the City to allow for use of the playfields by the City and public for noneducational purposes. The four school sites included in the proposed project would be offered to the CVUSD. In the event the CVUSD does not accept all the school sites, these areas would be converted to residential uses with no increase in the total unit count. The maximum building height for the proposed schools would be one story except where a multilevel design is approved during the architectural review process.

Parks/Recreation and Open Space Uses. The proposed project would include a variety of parks that would connect to passive and natural open space areas on the eastern and western portions of the project site. These parks would also connect to the Village Paseo that would run from the northwest to southeast portions of the project site and would serve as an open space "spine."

The proposed project would include approximately 345 ac of parkland, 381 ac of open space areas, and 175.8 ac of soft-bottomed drainage courses. Open space included in the proposed project would be generally free from development, is intended to preserve the natural environment, and would serve as a transition between the developed portions of the project site and the natural areas surrounding it. Open space areas would largely be left in their native condition for drainage purposes due to the steep topography on the project site and geologic constraints such as faults, with the exception of the project site would serve as fault setback zones. In addition, some open space areas on the project site would designate drainage/wash areas to accommodate existing drainage features that transverse the project site. These areas would be limited and would include signage, vista points, and pedestrian trails as well as potential use for habitat mitigation. Parkland throughout the project site would be characterized by four primary categories: special-use parks, community parks, neighborhood parks, and linear parks:

- 1. **Special-Use Parks.** A 176.6 ac regional/special-use park area is proposed in the northwest area of the proposed extension of Avenue 50 through the project site. This park area would include a variety of active and passive recreational uses and could include large-scale sports complexes/ fields or stadiums, outdoor amphitheater, community center, community gardens, soccer fields, extreme sports area (e.g., skate park, BMX track, ropes course, disc golf), a potential lake/water reservoir, passive recreation areas, preserve areas, and parking. Commercial recreation uses would also be permitted in this park. Sports-related uses in these parks are anticipated to include lighted sports fields.
- 2. **Community Parks.** Approximately 44.4 ac of community parks are included as part of the proposed project. These would include turf in certain areas, picnic facilities, restrooms, parking, swimming pools and spas, community centers, active sports facilities (i.e., soccer fields, tennis courts, basketball courts), entertainment areas (i.e., outdoor stages), skateboard areas, dog parks, disk golf, exercise stations, water features, gymnasiums, playgrounds, and community gardens. In addition, it is anticipated that a private recreation center would be located within Hillside Village.

This recreation center would include recreational amenities provided within community parks; however, the recreation center would be a privately owned facility for use by neighborhood residents. Sports-related uses in these parks are anticipated to include lighted sports fields.

- 3. **Neighborhood Parks.** Approximately 14.1 ac of neighborhood parks are proposed within individual planning areas throughout the project site. These parks would include vista points in areas with higher elevations to allow residents the opportunity to enjoy viewsheds from specific areas of the project site. In addition, because these areas would be passive in nature, neighborhood parks would likely include seating and viewing areas, limited turf, and tot lots. Small-scale recreation opportunities would be provided by private builders within mini-parks located in neighborhoods throughout the project site. These mini-parks may include limited turf areas, restrooms, picnic area and shelters, tot lots, open play areas, and informal sports areas.
- 4. Linear Parks. The purpose of linear parks proposed for the Specific Plan areas is to connect park spaces, entryways, transportation routes, and unique features throughout the project site. The proposed project would include two types of linear parks: the Village Paseo area and the Desert Wash Paseo Park area as shown on Figures 3.3 through 3.6. The Village Paseo would be approximately 50-100 ft wide and would provide recreational trails, seating, and landscaping, and would connect residential, mixed-use, open space, and park/recreational areas. The 27.8 ac Village Paseo would connect Gateway Village to Central Village and would continue into the Hillside Village area, thus allowing pedestrian and bicycle mobility throughout the project site. The Village Paseo would also include a 5 ft wide pedestrian path and a 14 ft wide multipurpose pathway to serve bicyclists and neighborhood electric vehicles (NEVs); these pathways may be lighted. The 81.8 ac of Desert Wash Paseo Park would be approximately 30–50 ft wide and would be located along the upper edges of drainage corridors throughout the project site. These parks would include multipurpose trails that would facilitate bicycle and pedestrian connections between neighborhoods, schools, and mixed-use areas of the project site. The proposed trails may include a multipurpose trail on one side of the drainage corridor and a pedestrian trail on the opposite side of the drainage channels.

3.5.2 Gateway and Entry Features

The proposed project would include primary gateways where pedestrians and vehicles would enter the community. For example, the primary entry at Gateway Village travels along the extension of Avenue 50 and would include a palm skyline and features/monuments that would be designed to be consistent with the village's architectural style. These monuments could include raised planters and/or the project name. Secondary community entries would be located at intersections on collector streets. These would reinforce the architectural theme of the surrounding areas and would include landmarks to help define the neighborhood districts. Neighborhood entries would be located at the intersection of collector and local streets and would also be designed to be consistent with the surrounding neighborhoods. All landscaping at gateways and entries would reflect the theme of the associated village and surrounding neighborhoods. For example, gateways and entries in Hillside Village would include more desert vegetation than the landscaping in Central Village, which is planned to include shade canopy vegetation.

3.5.3 Sustainability Features

The proposed project would implement design strategies that would contribute to the proposed project's sustainability. The following is a list of sustainable features included in the proposed project as outlined in the La Entrada Specific Plan:

- Land Use: Design of the project site would concentrate development in lower elevation areas of the project site in an effort to minimize grading and reduce energy to supply infrastructure services in these regions while allowing areas of higher elevations to remain as open space areas. In addition, the proposed project would encourage nonvehicular transportation by providing a variety of pedestrian, bicycle, and NEV pathways throughout the site. The proposed project would also work with site constraints by prohibiting development within floodplains and allowing these areas to serve as buffers and passive recreational areas. Areas suitable for development would be maximized by allowing for multigenerational and/or secondary housing units and mixed-use development.
- Walkability/Mobility: The proposed project would encourage walkability/mobility by providing wide pedestrian pathways and sidewalks, designing development to provide an attractive pedestrian environment (i.e., storefronts set back from street, facades with large windows fronting the street, street furniture, and orienting parking to the side or back of buildings), and allowing public uses to be within walking distance of residential neighborhoods. In addition, the proposed project would reduce transportation-related greenhouse gas (GHG) emissions by integrating the proposed project with existing public transportation infrastructure, including bicycle paths and storage facilities to encourage nonvehicular modes of travel.
- **Solar Orientation:** The proposed project would maximize the site layout to allow for the most advantageous solar orientation for all development. In addition, the proposed project would promote building orientation that would maximize exposure to daylight, shade south-facing windows to reduce heat gain into buildings, minimize east- and west-facing windows unless shaded, and place landscaping to provide shading and wind protection.
- Energy Efficiency: The proposed project would also encourage energy efficiency by designing development in accordance with United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED), GreenPoint Standards, and installing light-emitting diode (LED) lighting, energy-efficient lighting, energy-efficient appliances, and solar/ photovoltaic systems on 25 percent of the residences/businesses within the site.
- Materials Efficiency: The proposed project would encourage sustainability by utilizing renewable, recycled, locally sourced, and sustainable materials as well as materials with little to no volatile organic compounds (VOCs). In addition, the proposed project would incorporate separation of solid wastes to achieve a goal of 75 percent diversion of construction solid wastes to landfills.
- Water Efficiency: The proposed project would encourage water efficiency and reduce potable water demand by utilizing reclaimed water for irrigation purposes, when available, installing high-efficiency plumbing and appliances that meet or exceed the California Green Building Standards Code (CALGreen Code) and reducing the amount of irrigated turf. In addition, the proposed project would implement a storm water collection and conveyance system to treat runoff, provide protection within floodplains, and improve water quality. Furthermore, the

proposed project would reduce water quality impacts by supporting the development of reclaimed water supplies in the City.

• Landscape Design/Low Impact Development: The proposed project would increase access to fresh produce through the promotion of community-based food production by enforcing covenants, conditions, and restrictions within planned communities that do not prohibit local food production, encourage neighborhood gardens, encourage community-supported agricultural uses, and/or promote a farmer's market within the project site. In addition, the proposed project would utilize native plants, utilize landscaping to shade areas to reduce GHG emissions, provide landscaping along streets to encourage walking and biking while reducing the potential for an urban heat island effect, and incorporate drought-tolerant landscaping to minimize the impact on the environment associated with development of the proposed project.

3.5.4 Density Transfers

Density transfers allow the redistribution of residential units from one planning area to another within a village without increasing the total number of residential units in that village. For example, if the total number of residential units in a planning area is planned to be below the designated number of units for that planning area, then all or some of the remainder units may be transferred to another planning area in the same village. In addition, the proposed project includes a residential overlay zone for development in the southwestern portion of the project site, which is designated for open space. This area has been planned for open space due to the presence or potential presence of active earthquake faulting, resulting in a building restriction zone. The residential overlay designation will allow this area to be utilized for medium-density residential development rather than open space if future subsurface investigations (trenching) are conducted that conclude the building restriction zone can be removed. Transfer of units into this planning area will not increase the number of residential units within the Specific Plan nor reduce the project's open space. All density transfers would be subject to the requirements outlined in the La Entrada Specific Plan.

3.6 SITE ACCESS

Currently, there are no existing improved access points to the proposed project site. Avenues 50 and 52 would be extended as part of the project to provide access into the site from existing developed areas to the west and southwest (Figure 3.7). The proposed project would extend Avenues 50 and 52 eastward from their present termini over the Coachella Canal, providing access into the Specific Plan area.

3.6.1 Avenue 50

Avenue 50 would be a six-lane Major Arterial roadway and would ultimately connect to a future proposed interchange at I-10. (Refer to the discussion below in Section 3.6.3 regarding the proposed interchange.) As illustrated on Figure 3.8, Major Arterials within the project site are proposed as six-lane roadways that would include a 14 ft raised landscaped median with 12 ft wide off-street trails on both sides of the roadway (i.e., 6 ft wide bicycle and 6 ft wide pedestrian paths). The ROW portion and ultimate improvement area at the proposed extension of Avenue 50 where it crosses the Coachella Canal would be reduced by eliminating the median and multipurpose trails in order to

reduce the width of the roadway overcrossing and minimize impacts to the Canal. From the Specific Plan boundary to the existing terminus at Fillmore Street, Avenue 50 would be fully graded to a standard 130 ft wide cross-section, and initially four travel lanes would be constructed. Avenue 50 would remain a two-lane arterial where the road intersects Fillmore Street and extends west to State Route 86 (SR-86) (refer to Figure 3.12).

3.6.2 Avenue 52

Avenue 52 is proposed as a four-lane Primary Arterial that would provide access to the southern portions of the project site. As illustrated on Figure 3.9, Primary Arterials within the project site are proposed as four-lane roadways that would include a 14 ft raised and landscaped median and 12 ft wide multipurpose trails (i.e., 6 ft wide bicycle and 6 ft wide pedestrian paths). From the border of the Specific Plan west to Pierce, Avenue 52 would be fully graded to the Specific Plan standard 106 ft wide ROW cross-section, and two travel lanes (one lane in each direction) will be constructed initially. Avenue 52 would remain a two-lane roadway from the terminus at Pierce Street extending west to SR-86.

Local streets within each planning area would be consistent with the overall circulation goals and objectives of the project and in order to provide adequate and safe access to the proposed Specific Plan neighborhoods.

3.6.3 Adjacent Future Interchange (Separate Project)

Proposed New Interchange on I-10. As a separate project from the proposed Specific Plan, the City of Coachella is pursuing the construction of a new interchange on I-10, approximately 3.4 miles (mi) east of the existing I-10/Dillon Road Interchange, at the extension of Avenue 50 to I-10. The interchange project is needed regardless of whether the proposed Specific Plan is implemented or not. The existing I-10/Dillon Road Interchange, in both its existing configuration or improved to provide the maximum feasible capacity, cannot accommodate future traffic volume projections based on the City's General Plan land uses. Substantial operational deficiencies will occur on I-10, SR-86, Avenue 50, and Dillon Road without the proposed new interchange connection of Avenue 50 to I-10. The majority of the existing development in the City and the I-10/Dillon Road Interchange are in the western part of the City. That interchange is the City's only direct point of connection to I-10. The proposed new interchange on I-10 at Avenue 50 along with upgrading Avenue 50 to a Major Street Corridor would provide a number of benefits to the regional and local transportation system and the City, including:

- More direct routes of travel to/from the east part of the City;
- More direct evacuation and emergency response travel routes and reduced evacuation and emergency response times;
- Reductions in vehicle miles traveled (VMT) and vehicle hours of travel in the western Coachella Valley, which would result in air quality benefits;
- Consistency with the City's General Plan Circulation Element and support of the economic vitality of the City and its residents;

- Reduction of the barrier effect of I-10 for pedestrians, bicyclists, and residents, which could provide them additional employment opportunities by reducing transportation costs and travel time for low-mobility residents;
- Access via the new interchange to commercial uses in the City would provide an economic benefit to the City that would, in turn, benefit the residents of the City;
- Elimination of the traffic operation deficiencies at the I-10/Dillon Road interchange that would occur absent the new interchange connection;
- Consistency with the provision of a balanced circulation system and reduction of out-of-direction travel; and
- Consistency with existing and proposed land uses in the City of Coachella.

In summary, as shown above, the City has determined that the proposed I-10 interchange at Avenue 50 is needed regardless of implementation of the proposed Specific Plan.

Consideration of the Interchange in the Proposed Specific Plan. The proposed project considers foreseeable infrastructure improvements, such as the proposed interchange at I-10. While the proposed interchange is not intended to specifically serve the project site, the interchange is anticipated to serve areas both north and south of I-10. As such, the proposed project has been designed to accommodate the future interchange; however, the proposed project is not reliant on the interchange for site access for Phases 1 through 4. Unlike Phases 1 through 4 of the proposed project, Phase 5 would be conditioned upon construction of the future interchange. Because the proposed interchange at I-10 and Avenue 50 is a separate project, California Environmental Quality Act (CEQA) clearance for the proposed interchange is not a part of the environmental documentation included in this EIR; separate environmental clearance is required for the proposed interchange project and is currently in process.

Environmental clearance for the proposed interchange is anticipated to be completed in December 2014. Subsequently, ROW acquisition and finalization of construction documents are anticipated during 2014 and 2015. It is anticipated that construction of the proposed interchange project would be completed in 2017. Construction within the proposed Specific Plan is anticipated to begin in 2015 and would be implemented over 30 years, through 2045. Construction of the proposed interchange project would be anticipated to be completed after the first phases of the Specific Plan.

3.7 UTILITIES AND NON-ROADWAY INFRASTRUCTURE

3.7.1 Drainage

Regional flows on the project site run from the north through seven alluvial drainages toward the East Side Dike, which is located at the project site's southwestern boundary, and then farther south to Wasteway No. 2. In an effort to reduce increased runoff associated with the additional impervious hardscape areas created by the proposed development, the proposed project is planned to accommodate approximately 120 acre-feet (af) of on-site runoff retention as a worst-case condition. The Specific Plan allows for creation of retention basins in the project open space areas to provide flood control and water quality benefits. However, the Drainage Master Plan and associated

hydrology are presently under review by the Coachella Valley Water District (CVWD). The Drainage Master Plan shows, subject to CVWD acceptance, that the existing East Side Dike will provide adequate flood control for the project and that retention basins are not required. The Conceptual Drainage Plan, Exhibit 2-9 in the Specific Plan, and Figure 3.10 in this EIR depicts five retention basins, and this EIR evaluates their potential impact as a worst-case condition. If the basins are not required and are therefore not constructed, the East Side Dike will provide adequate flood control and the water quality basins and other Best Management Practices (BMP) features will provide adequate water quality and sediment control. Approximately 17 smaller water basins located along the six regional storm water channels transecting the site would also be required to address water quality issues. Smaller water basins would treat water from a specific channel on site and would be designed as soft-bottom, vegetated earthen structures. It is the intent that these facilities would receive storm water flows from mixed-use and residential development.

The proposed project would channelize the seven alluvial drainages by retaining them in a softbottom condition with sloped side walls. These channels would convey regional and local flows through the site to the East Side Dike and from there to the Whitewater River. Storm water would flow within backbone streets to a network of storm drains on the project site.

The proposed project would construct crossings over the Coachella Canal and East Side Dike to connect with the City. The crossings proposed at Avenues 50 and 52 would include one or more reinforced box culverts (RCBs). Currently, there is a 30 ft high earthen flood control levee on the northeast side of the canal at both proposed canal crossings. Therefore, a series of concrete box culverts are also required as part of the road design to allow for existing flows behind the levee. These drainage culverts would utilize precast concrete arc sections that offer longer spans than traditional RCB sections. In addition, drainage crossings would also be required within the project area along Streets A, B, and C. These crossings would also be concrete culverts; however, the number of cells would be determined based on projected storm water flows for each crossing. Trail crossings within the Village Paseo would also be required and would be designed as low-flow crossings set at grade level. Section 4.9, Hydrology and Water Quality, provides analysis of the proposed site drainage and flood control.

3.7.2 Water Supply

The proposed project would rely on groundwater and supplemental water deliveries from the CVWD for primary sources of water supply. In September 2009, a Memorandum of Understanding (MOU) was reached between the City and the CVWD allowing the proposed project to use CVWD as a water supply source. A subsequent MOU was reached in 2013 that further specifies how the City can finance and acquire additional water supplies for the CVWD to meet projected water demands and establishes a process for preparing Water Supply Assessments. According to the *Water Supply Assessment* (TKE 2013), the total water demand for the proposed project at build out, including both potable and irrigation water, is 5,365.8 acre-feet per year (afy) and would account for approximately 5 percent of the total anticipated growth in water demands for 2035 for the Coachella Valley Region. The total projected water supplies available to the City during normal, single dry, and multiple dry water years over a 20-year projection would be sufficient to meet the water demands associated with project build out. This determination was made based on the volume of water available in the regional aquifer, as well as the City's existing and planned local water management projects and water supply projects that would supplement and sustain regional groundwater supplies.

3.7.3 Sewer Concept

The closest sewer system to the proposed project is a 24-inch gravity trunk main along Polk Street between Avenues 50 and 52, located approximately 1.5 mi west of the site. As illustrated by Figure 3.11, the proposed project would provide one connection to the City's sewer system within the proposed extended alignment of Avenue 52, connecting it to the existing lift station wet well on Polk Street. The station would serve as the main collection source for the proposed Hillside Village, Central Village, and Gateway Village portions of the Specific Plan.

3.7.4 Off-site Infrastructure

The proposed project includes off-site infrastructure connections to the Specific Plan project site, including 24-inch-diameter water lines in the ROW of both the Avenue 50 and Avenue 52 extensions, and a 24-inch-diameter sewer line in the extended Avenue 52 ROW.

3.7.5 Dry Utilities

Electric. Imperial Irrigation District (IID) provides electrical service to the area around the La Entrada project site through its Coachella Substation (west of the project site near Avenue 52) and electrical distribution lines (230-kilovolt [kV], 92 kV, and 13 kV lines). The proposed Specific Plan includes two new distribution substations within the project site (shown on Figure 4.14.2) and the extension of 92 kV lines to these substations as part of IID's looped transmission system. Portions of the extended electrical lines would be constructed on overhead poles while other portions would be underground.

Natural Gas. Southern California Gas Company (SCG) operates a natural gas distribution facility west of the La Entrada project site in Coachella. Natural gas distribution mains would be extended to the project site from the existing gas distribution facility west of the project site and to the two high-pressure transmission mains located off site, north of the I-10. SCG would likely build a gas regulator station near one of its existing transmission lines to provide an additional feed source for the proposed development.

Telephone and Cable. Verizon Wireless would extend its existing facilities to meet the demand for telephone and internet services as a result of project development. Time Warner Cable would also expand existing facilities to provide the proposed project cable services.

3.8 GRADING AND CONSTRUCTION PHASING

The proposed project would be implemented in five construction phases (Figure 3.12), as described below. The grading concept for the Specific Plan estimates that no import or export of materials is required, and that grading would be balanced on site. The entire project would require the excavation of approximately 17,687,000 cubic yards (cy) of earthwork, including the earthwork required at the proposed canal crossings at Avenues 50 and 52. Grading is proposed to be balanced within each of the phases described below, with no off-site export or import. In addition, all grading activities would

be consistent with the Conceptual Grading Plan described in Section 2.5, Grading, of the La Entrada Specific Plan, as well as be consistent with County Standards (refer to Figure 3.13). Grading activities would generally begin on the western portion of the site in lower elevation areas and would move toward the east in higher elevation portions of the site. In addition, stockpiling of soil would be allowed within the project site boundaries in order to balance grading for each phase. Grading activities would remain within the boundaries of the project site; however, where off-site infrastructure improvements are proposed (roadway extensions and utility improvements), grading would extend partially off site.

Table 3.E lists the number of dwelling units and approximate square footage of commercial/office development that would be developed within each construction phase.

Phase	Dwelling Units	Commercial/Office
1	1,471	110,000 sf/10.1 ac
2	1,393	360,000 sf/41.8 ac
3	1,243	None
4	1,031	None
5	2,662	1,040,879 sf/520 ac
Total	7,800	1,510,879 sf/571.9 ac
a	1 5 4 4 14 51	

Table 3.E: Phasing

Source: *La Entrada Draft Specific Plan*, RBF Consulting (April 2013) ac = acres

sf = square feet

3.8.1 Phase 1

The first phase includes development in the western portions of Central Village and Hillside Village. The land use plan for Phase 1 includes 1,471 DUs, 10.1 ac of commercial/office, and open space areas on the western and southwestern boundary of the site, with a residential overlay area zone for portions of the open space areas along the southwest edge. There is a fault-related building setback zone along the site's southwestern boundary. Residential development in this area may be allowed subject to additional fault studies (trenching) to be conducted at the time future Tentative Tract Maps are submitted. Transfer of any residential units into this overlay zone would not increase the overall number of residential units in the Specific Plan, nor reduce the project's overall open space.

Phase 1 land uses also include medium-density and high-density residential development, parks/recreation areas, and mixed uses. As part of this first phase of development, Avenues 50 and 52 would be extended into the Specific Plan project area to provide access and serve the development of the first phase. In addition, water, sewer, utilities, and drainage infrastructure (including four of the five retention basins if determined necessary by the CVWD) would be constructed as part of Phase 1.

All utilities and infrastructure would be extended with each subsequent phase to support the proposed development of each future phase.

3.8.2 Phase 2

Phase 2 includes the central portion of Central Village and a small portion of Hillside Village. Land uses to be developed in this phase include approximately 1,393 DUs of low-, medium- and high-density residential, mixed uses, and two school sites.

3.8.3 Phase 3

Phase 3 is located entirely within Hillside Village and includes development of approximately 1,243 DUs of low- and medium-density residential uses, parks/recreation areas, open space, and two school sites.

3.8.4 Phase 4

Phase 4 includes the eastern portions of Central Village and Hillside Village. Land uses to be developed in this phase include approximately 1,031 DUs of very-low-, low-, and medium-density residential uses, parks/recreation areas, and open space areas.

3.8.5 Phase 5

Phase 5 encompasses the entirety of Gateway Village. This phase includes the highest-intensity commercial mixed uses and a regionally oriented special-use park. This park area would include a variety of active and passive recreational uses and could include large-scale sports complexes/fields or stadiums, an outdoor amphitheater, a community center, community gardens, soccer fields, an extreme sports area (skate park, BMX track, ropes course, disc golf), a potential lake/water reservoir, passive recreation areas, preserve areas, and parking. Phase 5 also includes approximately 2,662 DUs of high-, medium-, and low-density residential units, parks/recreation areas, and open space areas.

It should also be noted that the proposed project includes a limitation formalized in the Specific Plan that prohibits development of Phase 5 until such time that the planned I-10/Avenue 50 interchange is constructed. Therefore, the development of Phase 5 is contingent on development of the proposed future interchange at I-10/Avenue 50. If the proposed interchange project does not proceed as planned, the design for Phase 5 as outlined in the La Entrada Specific Plan would be conditioned accordingly.

3.9 PROJECT DESIGN FEATURES

The following Project Design Features (PDFs) have been incorporated into the La Entrada Specific Plan. These features are considered in each impact section of the EIR and either avoid, reduce, offset, or otherwise minimize identified potential adverse impacts of the project or provide significant benefit to the community and/or to the physical environment. The PDFs would be identified in the project's Conditions of Approval to ensure implementation as assumed in this EIR.

3.9.1 Aesthetics

- The La Entrada Specific Plan has been designed to retain the steeper slopes in natural open space.
- Mass-graded areas would be revegetated at the completion of the mass grading process, pursuant to the City's Municipal Code and the Specific Plan.
- The La Entrada Specific Plan contains grading standards and guidelines and landscape guidelines that provide plans and standards for landscape plant palettes, architectural guidelines (including colors and materials), streetscape enhancements, park treatments, perimeter and interior fencing, walls, and other design components.
- The project entries incorporate palm-themed intersection and gateway treatments consistent with the City's median guidelines.
- Common area landscaping, including enhanced streetscape, private parks, and fuel modification zones, would be maintained by a Homeowner's Association (HOA) or by a Landscape and Lighting Maintenance District (LLMD) that could be formed as part of the project financing to ensure a uniform level and high standard of maintenance to maintain the long-term appearance of the community.
- The proposed grading plan incorporates contour grading in hillside areas designed to blend the project's manufactured slopes with existing natural terrain as required by Specific Plan Section 3.2.5, Hillside Design.
- The proposed Specific Plan's open space and parks sites throughout the project would provide scenic viewpoints.
- The Specific Plan's design and development guidelines include specific requirements and restrictions regarding site lighting, including:
 - Architectural lighting and landscape accents that shall be aesthetically pleasing and nonobtrusive; and
 - Shielded lights that would be utilized in park lighting to reduce light glare.

3.9.2 Agricultural Resources

- Interim agricultural uses as defined in Section 4.0 of the Specific Plan shall be permitted in any planning area ultimately planned for development uses prior to entitlement for the area's primary permitted uses.
- Agricultural and community garden uses are permitted within park areas of the Specific Plan.

3.9.3 Air Quality

• The Specific Plan development is proposed to be phased, with the initial Phase 1 grading limited to the area necessary to achieve mass balancing and proper drainage of the overall property, leaving the balance of the site in its current condition until such time that the remaining phases begin to develop. This phased development would reduce the overall area being disturbed at any one time and will substantially reduce the overall annual grading emissions.

• The Specific Plan provides for a mix of residential and employment uses as well as nonvehicular circulation (e.g., bike and pedestrian trails) that would serve to reduce VMT and associated air emissions.

3.9.4 Biological Resources

- The Specific Plan development is proposed to be phased, with the initial Phase 1 grading limited to the area necessary to achieve mass balancing and proper drainage of the overall property, leaving the balance of the site in its current condition until such time that the remaining phases begin to develop. This phased development would minimize impacts to biological resources.
- The proposed Specific Plan includes approximately 557 ac of open space, including 175.8 ac of soft-bottomed drainage areas that are available for mitigation, and approximately 344.7 ac of passive and active recreation. Retention basins for drainage and water quality, if required by the CVWD, would be vegetated, and the landscaping of active recreational areas would increase plant cover and trees on site, thereby providing habitat for birds and forage for birds of prey. The northern portion of the regional Special-Use Park is proposed as natural open space to avoid impacts to a jurisdictional drainage in that location.
- The Specific Plan's Conceptual Drainage Plan incorporates drainage and water quality features that would maintain water quality within the on-site drainages and preserve/enhance downstream water quality, thereby indirectly protecting the biological resources and functions of the drainage.
- Specific Plan implementation would result in increased desert vegetative cover on site, including trees and shrubs that could enhance the availability of nesting sites for migratory birds in the project area.

3.9.5 Cultural and Paleontological Resources

• The La Entrada Specific Plan has been designed to preserve the northeastern and southeastern portions of the Specific Plan site in permanent open space, thereby reducing the potential for disturbance of previously unidentified paleontological and archaeological resources in those areas.

3.9.6 Geology and Soils

- The Specific Plan and associated Tentative Tract Maps have been designed to avoid grading the steeper northern/northeastern and southeastern portions of the site, and also incorporate a setback area to ensure structures are not placed on the identified fault traces within the Alquist-Priolo Earthquake Hazard Zone identified on the project site.
- The Specific Plan has incorporated areas with identified earthquake fault traces into the open space and park components of the plan.
- School sites have been located on the Specific Plan Land Use Plan to ensure adequate separation from existing fault zones.
- The fully developed Specific Plan would result in substantially reduced wind- and runoff-induced erosion.

- Project development would adhere to all of the seismic requirements incorporated in the 2010 California Residential Code and 2010 (or most current) California Building Code (CBC) and the requirements and standards contained in the applicable chapters of the City of Coachella Municipal Code.
- Project development would include the implementation and maintenance of BMPs to reduce or avoid soil loss due to wind and water erosion.
- Prior to development of any upstream areas of the site, the on-site drainage facilities would be designed to control debris potentially conveyed from the off-site watershed areas.

3.9.7 Global Climate Change

- The Specific Plan development is proposed to be phased, with the initial Phase 1 grading limited to the area necessary to achieve mass balancing and proper drainage of the overall property, leaving the majority of the site in its current condition until such time that the remaining phases begin to develop. This phased development would reduce the overall area being disturbed at any one time and would reduce the overall annual grading emissions.
- The project's sustainability strategies commit to the use of solar photovoltaic panels on a minimum of 25 percent of homes and businesses, and promoting green building techniques in excess of Title 24 requirements, thereby reducing GHG emissions associated with energy usage.

3.9.8 Hazards and Hazardous Materials

- The Specific Plan proposes low-density residential uses with large lots in the northern portion of the site to allow incorporation of fuel modification zones into lots abutting open space areas and to allow for better compatibility with the existing landforms. Maintenance of fuel modification/ management zones would be the responsibility of individual homeowners on private property.
- School sites have been located to ensure adequate separation from existing power lines and the adjacent I-10 freeway.

3.9.9 Hydrology and Water Quality

- The Specific Plan development areas shall conform to all of the requirements imposed by the Riverside County Flood Control and Water Conservation District Hydrology Manual, the requirements of the City of Coachella's adopted Stormwater Management Ordinance (Title 13.16 of the Municipal Code), the requirements of the Whitewater River Watershed Stormwater Management Plan, and the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. If the project Drainage Master Plan without retention basins is approved by the CVWD, the Municipal Code requirements for 100 percent on-site drainage retention would be modified.
- The project has incorporated a comprehensive drainage and water quality program into the site, consisting of the surface drainage system and water quality features. This will reduce storm water runoff volume and velocity, improve storm water runoff water quality during storm events and low-flow irrigation volumes, and create biological resource habitat. Key system features are

summarized in the Draft La Entrada Specific Plan as well as in the project's hydrology study and Water Quality Assessment Report that are provided in Appendix I to this EIR.

• The proposed Specific Plan includes up to 175.8 ac of soft-bottomed drainages.

3.9.10 Land Use and Planning

• There are no applicable PDFs related to land use and planning.

3.9.11 Noise

- The Specific Plan is proposed to be developed in phases, which include five mass grading phases and five development phases. The initial Phase 1 grading would be limited to the area necessary to achieve a balanced site and proper drainage, thereby reducing the noise impacts associated with mass grading during the interim implementation phase.
- The Specific Plan will be constructed in compliance with all applicable provisions of the City's Municipal Code, including observing all time limitations on construction noise that exceeds Base Ambient Noise Levels.
- Based on a design-level acoustical study, all residential structures built on the project site shall incorporate design measures to ensure that interior noise levels for residential development do not exceed 45 A-weighted decibels (dBA) in accordance with Title 25 (California Noise Insulation Standards) and the City's Municipal Code (Title 7).
- During the preparation of construction drawings for project-specific development, the exact acoustical specifications for window glass in buildings with unshielded first- and second-floor windows shall be determined pursuant to an acoustical study and the requirements of the City's General Plan and Municipal Code.

3.9.12 Mineral Resources

• There are no applicable PDFs related to Mineral Resources.

3.9.13 Public Services and Utilities

- In addition to paying City Fire Facility Impact Fees, the project proposes to reserve and/or dedicate a site for the construction of a new fire station within the project site (identified in the Specific Plan in the mixed-use area of Central Village), which is subject to change based on the Fire Department's preference. Reservation of the fire station site would aid toward substantially improving fire services within and beyond the project site and place additional resources in closer proximity to residential and open space areas, helping to reduce the risk associated with wildfire for the entire community.
- The Specific Plan would include the construction of three aboveground potable water storage tanks with a total storage capacity of approximately 14 million gallons and the installation of water mains, laterals, and hydrants sufficient to provide minimum fire flow at required pressure to all portions of the project, as well as operational and emergency flows.

- All homes within the proposed Specific Plan would include in-house fire protection sprinkler systems per State regulations, which the City would enforce through its building and occupancy permit process.
- The Specific Plan would be developed in phases over a period of up to approximately 30 years, which would allow the City Fire and Police Departments time to respond to any need for additional facilities, equipment, and/or officers and other personnel that might be required to serve the project area as funding becomes available. The Specific Plan includes a fire station site in the mixed-use area of Central Village. The project would pay Police Impact Fees and Fire Impact Fees in addition to all other fees assessed and project contributions toward General Fund revenue through property tax and sales tax.
- The majority of the residential development within the proposed Specific Plan consists of singlefamily homes having frontage on public local streets. This type of development provides "eyes on the street," which is the essence of defensible space design.
- In addition to paying prevailing school impact fees at the time of building permit issuance, the Specific Plan addresses the need for additional school facilities created by its development by setting aside sites for three elementary schools and one middle school (totaling approximately 70 ac) to increase available school facilities.
- The Specific Plan development would extend power from the existing substation near Avenue 52. The substation facilitates interconnection with IID's transmission lines and provides for the distribution of electricity to the project and other sites in the City's northern area.
- As part of the City's standard plan check review and tract map development process, the applicant would make appropriate provision for telecommunication services.
- The Specific Plan intends to use recycled water from the City's plant should recycled water be available from the existing plant in the future.
- All construction on the project site would comply with the solid waste diversion mandate contained in the California Green Building Standards Code (CALGreen Code).
- The Specific Plan includes provisions requiring the diversion of a minimum of 75 percent solid waste.

3.9.14 Recreation

- The Specific Plan includes park, open space, and recreational uses that total approximately 901.6 ac, or approximately 41 percent of the project footprint. Developed park facilities may be credited toward part, or all, of the project's required park facilities fees, which are estimated to be in excess of \$56 million.
- The Specific Plan would offer three elementary school sites and one middle school site for dedication to CVUSD. These sites, totaling 69.8 ac, would be located in Planning Areas C14, C25, H13, and H26. If constructed, all sites could potentially provide joint use of playground/ field facilities for neighborhood recreational uses pursuant to school district policies.
- The Specific Plan includes community parks in Planning Areas G18, G14, C6, C8, C22, and H21 with combinations of play equipment, play areas, sport courts, shade structures, picnic areas,

passive turf play areas, benches, and basic related amenities. The parks would be located along a pedestrian system of walkways and paths in the 27.8 ac Village Paseo.

- The Specific Plan includes neighborhood recreation parks in Planning Areas C17 and H16, ranging in size from 5 ac to 9 ac, to serve the active and passive recreational needs of residents.
- The Specific Plan provides 176.6 ac of larger regional-scale, special-use parks with sports facilities within portions of the project's fault setback zone, specifically in Planning Areas G2, G1, and G4. These large parks are intended to be used for fields and sports courts, playgrounds, trails, and off-street parking, and can be accessed via pedestrian walkways, the 27.8 ac Village Paseo, or public streets.
- The Specific Plan would include the construction and/or extension of trails adjacent to backbone roads as part of a 27.8 ac Village Paseo that connects the project's parks and schools, and as part of 81.8 ac of linear parks on the upper edges of the project drainage ways that connect to natural open space areas located on the northeastern portion of the project site. These trails would provide connections between the residential communities and the natural open space areas within and adjacent to the project site.
- The Specific Plan's private parks, trails, and open space areas would be maintained by an LLMD or other similar entity for use by the project residents and would not impact the City's General Fund.

3.9.15 Traffic and Transportation

- The Specific Plan proposes non-vehicular circulation facilities that would include bicycle lanes, trails, pathways, and sidewalks that promote alternative non-vehicular modes of transportation.
- The Specific Plan proposes mixed-use commercial, recreational, and school facilities that would reduce vehicle trips to the adjacent City and regional street system.
- The Specific Plan incorporates substantial circulation system improvements, including the extensions of Avenues 50 and 52.
- The Specific Plan provides for secondary and emergency access, at the request of City staff, through the extension of Avenue 52.
- The Specific Plan allows and provides for the use of electric low-speed vehicles (LSVs) or NEVs on all internal project streets. The Specific Plan proposes paseo cross-sections that provide striped dual NEV and bike lanes.
- Sunline Transit District would be consulted, in conjunction with project development, to coordinate the potential for expanded transit/bus service and vanpools and to discuss and implement potential transit turnout locations within the project area.

3.9.16 Water Supply

• There are no applicable PDFs related to water supply.

3.10 DISCRETIONARY ACTIONS

This Program EIR analyzes and documents the environmental impacts of the proposed La Entrada Specific Plan and all discretionary actions associated with the project. Refer to Chapter 2.0, Introduction, for a discussion of the uses of this Program EIR. The City of Coachella, as the Lead Agency, will use this EIR in evaluating the effects of the discretionary actions described in Tables 3.F and 3.G. As defined by Section 15381 of the *CEQA Guidelines*, Responsible Agencies may also use this EIR in evaluating the effects of their actions as described in this chapter.

Table 3.F: Discretionary Actions

Decision-Making Body	Actions	
Coachella City Council	Facts and Findings	
	Statement of Overriding Considerations (if needed)	
	Certify Final EIR	
	Approve Specific Plan Amendment	
	• Approve General Plan Amendment ¹	
	Approve Zone Change/Pre-Annexation Zoning	
	Approve Subdivision Maps	
	Approve annexation of 588 ac from City's SOI/County	
	of Riverside into the City	
	Development Agreement	
City of Coachella Water Department Authority	Approve Water Supply Assessment	
United States Bureau of Reclamation	Approve Coachella Canal roadway crossings	
Riverside County LAFCO/City of Coachella	Approve annexation of 588 ac from City's SOI to the City ²	
Riverside County Transportation Commission/	Funding for roads and bridges	
Coachella Valley Association of Governments		

¹ The City is currently undergoing a comprehensive General Plan update. If the City's General Plan is approved prior to the approval of the proposed project, General Plan Amendments may not be necessary.

² The 588 ac portion of the project site is currently designated as Low Density and Open Space on the City's General Plan and zoned as Residential Single Family and Open Space on the City's Zoning Map. Therefore, as part of the annexation process, a Zone Change would be required to reflect zoning designations outlined in the La Entrada Specific Plan. ac = acres

EIR = Environmental Impact Report

LAFCO = Local Agency Formation Commission

SOI = Sphere of Influence

Agency	Permits/Approvals	Timing
California Department of Fish and	1602 Permit – Lake or Streambed	Prior to grading activities
Wildlife (CDFW)	Alteration	
United States Army Corps of	Approval of Jurisdictional Delineation	Prior to grading activities
Engineers (ACOE)	and Issuance of a 404 Permit	
Colorado River Basin Regional Water	401 Permit – Water Quality	Prior to grading activities
Quality Control Board (RWQCB)	Certification	
State Water Resources Control Board	Construction General Permit	Prior to grading activities
Coachella Valley Water District/	Approvals for Coachella Canal	Prior to improvement of plan approval
Bureau of Reclamation	roadway crossings	
City of Coachella Fire Protection	Emergency access, fire water supply	During approval/sign-off of Tentative
District		Tract Maps and Improvement Plans
Coachella Water Authority	Water and wastewater connections	During approval/sign-off of Tentative
		Tract Maps and Improvement Plans
Imperial Irrigation District (IID)	Electrical connections	During approval/sign-off of
		Improvement Plans
Southern California Gas Company	Gas connections	During approval/sign-off of
(SCG)		Improvement Plans
Verizon Communications	Phone and fiber optic connections	During approval/sign-off of
		Improvement Plans
Time Warner	Cable connections	During approval/sign-off of
		Improvement Plans

Table 3.G: Permits and Approvals





I:\CLA1201A\G\Regional Location.cdr (4/11/13)

SOURCE: RBF La Entrada Specific Plan

MILES



0 1500 3000

FEET SOURCE: RBF La Entrada Specific Plan

I:\CLA1201A\G\Project Vicinity.cdr (4/11/13)

La Entrada Specific Plan Project Vicinity Map



La Entrada Specific Plan Land Use Plan

SOURCE: RBF La Entrada Specific Plan I:\CLA1201A\G\Land Use Plan.cdr (7/2/13)

2000

1000

N

FEET



I:\CLA1201A\G\Gateway Village.cdr (4/18/13)



I:\CLA1201A\G\Cenrtal Village.cdr (7/3/13)



I:\CLA1201A\G\Hillside Village.cdr (4/18/13)



La Entrada Specific Plan

Circulation Plan

0 1200 2400

FEET

SOURCE: RBF La Entrada Specific Plan

I:\CLA1201A\G\Circulation Plan.cdr (4/26/13)

6 - Lane Arterial - Avenue 50 / Portion of Street "A"

NOTE: Vertical Curb included at right edge of shoulder for surface runoff channelization.



NOT TO SCALE

SOURCE: RBF La Entrada Specific Plan

I:\CLA1201A\G\Major Arterial Street Cross Sections.cdr (4/11/13)

La Entrada Specific Plan Major Arterial Street Cross Sections

4 - Lane Arterial - Avenue 52 / Street "A" Portion of Street "C"

NOTE: Vertical Curb to be included at right edge of shoulder where needed for surface runoff channelization.



La Entrada Specific Plan Primary Arterial Street Cross Sections

NOT TO SCALE

SOURCE: RBF La Entrada Specific Plan

I:\CLA1201A\G\Primary Arterial Cross Sections.cdr (7/2/13)



SOURCE: RBF La Entrada Specific Plan

I:\CLA1201A\G\Conceptual Drainage Plan.cdr (4/26/13)



I:\CLA1201A\G\Conceptual Sewer Plan.cdr (4/11/13)



SOURCE: Bing (c. 2010); RBF (2012)

I:\CLA1201A\GIS\Project_Phasing.mxd (7/1/2013)



I:\CLA1201A\G\Conceptual Grading Plan.cdr (5/23/13)