

SECTION 2 PLAN ELEMENTS

This section of the La Entrada Specific Plan discusses the components of the Specific Plan such as land use, sustainable community design strategies, circulation, grading, drainage, water and sewer utilities, dry utilities, parks and open space, and public services. Each of these components is discussed in further detail below.

2.1 VISION

The vision for La Entrada is to create a new master planned community within the City of Coachella that serves as a gateway to the region, offering a mix of residential, commercial, open space and recreational opportunities organized and connected by the natural character of the land. The project is both system-based and sensitive to the human experience with design concepts that respond to the physical, social, and emotional needs of its residents. Logically phased infrastructure improvements including roadways (Avenues 50 and 52 extensions and I-10 Interchange), drainage, etc. have been indentified and sensitively incorporated into an urban design concept that celebrates the public realm and place.

La Entrada is a collection of distinct walkable neighborhood districts. A variety of housing choices have been organized around town features and principles of neighborhood crafting using parks, plazas, recreation and nature as the community's outdoor rooms. Authentically drawing upon the site's unique landform, La Entrada's bent grid system avoids harsh grading, responds to the site's setting and gives shape to the organic based design. The project focuses on community connections and the pedestrian experience utilizing a village paseo, village greens, view parks, linear parks, passive open space, multi-use trails and active recreation uses (including soccer and civic recreation areas) as the armature for integration.

Sustainability is a significant core element. Residential areas have been planned to maximize passive and active solar energy and to support other efficiencies for land uses and building orientation; transportation and alternative modes of transit; reclaimed water (as it becomes available) and xeriscape; and decreased energy consumption and greenhouse gas emissions. The proposed project is designed to reflect the existing desert terrain by incorporating many of the site's natural features and blending development through the use of transitional landscape programs such as parkway landscaping, edge treatments along residential properties, and preserving, to the extent feasible and possible, the natural drainage patterns. The land use plan is intended to reduce vehicle miles travelled through creation of a walkable project and providing for alternative modes of mobility.



2.1.1 Village Organization

The La Entrada Specific Plan has been organized into three villages based upon location:

- Gateway Village located adjacent to the proposed I-10 interchange and the Avenue 50 extension. This village will be the most visible from the freeway and for visitors to the City. It will also include the highest intensity commercial uses and a regionallyoriented special use park.
- Central Village located in the center of the project with higher residential intensity.
- Hillside Village located in the eastern, more sloping area of the project. This village will have a more rural character with larger lots and rural street standards.

Each village contains a mixed use community core, higher density residential areas clustered around the mixed use cores, and lower density residential uses extending out from the core. Table 2-2 through 2-4 identifies the land use mix for each village.







2.2 LAND USE PLAN

The Land Use Plan aims to create a community where a diversified mix of housing, commercial, and recreational/open space uses are developed cohesively providing amenities to residents of the planned community and the City of Coachella. The Plan is organized into planning areas that are centered on a mixed use community core and common open space. Green belts of passive and active open spaces also border the Specific Plan Area on the north, east and west, concentrating development uses in the less constrained areas of the site.

The Land Use Plan identifies a series of land use mixes throughout the Specific Plan area and further describes land uses, dwelling unit counts, commercial square footages, open space acreages, and school site acreages within the Specific Plan.

Exhibit 2-1, Land Use Plan, and Table 2-1, Land Use Summary, describe how these uses and dwelling units are allocated throughout the Specific Plan. The Village figures on the following pages and Tables 2-2 through 2-4 identify the development land uses by Village.

2.2.1 Residential Uses

The Land Use Plan incorporates four residential land use categories ranging from very low density to high density uses. Most of the high density residential areas are located in close proximity to commercial uses with the intent of creating mixed use areas in various locations of the Specific Plan, forming community cores.





Table 2-1 Land Use Summary						
Land Use	Gross Acres (AC)	% Area	Density (DU/AC)	Dwelling Units (DU)	FAR	Square Footage (SF)
Residential						
Very Low Density Residential (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 (MU)						
Retail Commercial	99.0	4.5%	-	-	0.35	1,260,879
Office Commercial			-	-		250,000
High Density Residential (HDR)	36.0	1.64%	13.0-25	720	-	-
Community/Public Facilities*	*	-	-	-	-	-
Subtotal Mixed Use	135.0	6.14	-	720	0.35	1,510,879
School						
Elementary School	44.8	2.04%	-	-	-	-
Middle School	25	1.14%				
Subtotal Schools	69.8	3.2%				
Parks/Recreation						
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 Paseos/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

* Community/Public Facilities in the Mixed Use areas may include police station, fire station, places of worship, community center, farmers market, etc.







Source: KTGY - Architecture + Planning



Land Use Plan

EXHIBIT 2-1





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Table 2-2 Land Use Summary: Gateway Village				
Land Use	Gross Acres (AC)	Density (DU/AC)	Dwelling Units (DU)	Square Footage (SF)
Residential				
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 (MU)				
Retail Commercial	571	-	-	860,879
Office Commercial	57.1	-	-	180,000
High Density Residential (HDR)	26	13.0-25	520	-
Subtotal Mixed Use	83.1		520	1,040,879
Parks/Recreation				
Parks and Recreation (PR)	188.4	-	-	-
Open Space				
Natural Open Space (OS)	64.3	-	-	-
Gateway Village Totals	546	4.9	2,662	1,040,879



Gateway Village





Table 2-3 Land Use Summary : Central Village				
Land Use	Gross Acres (AC)	Density (DU/AC)	Dwelling Units (DU)	Square Footage (SF)
Residential				
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 Use (MU)				
Retail Commercial	21.8	-	-	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 and Recreation (PR)	40.9	-	-	-
Open Space				
Natural Open Space (OS)	71.5	-	-	-
Central Village Totals	501.4	5.1	2,545	360,000

* Community/Public Facilities in the Mixed Use areas may include police station, fire station, places of worship, community cer farmers market, etc.



Central Village





Table 2-4 Land Use Summary: Hillside Village				
Land Use	Gross Acres (AC)	Density (DU/AC)	Dwelling Units (DU)	Square Footage (SF)
Residential				
Very Low Density Residential (VLDR)	66.4	0.5-2.9	133	
Low Density Residential (LDR)	253	3.0-5.9	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	-
Mixed Use (MU)				
Retail Commercial	10.1	-	-	100,000
Office Commercial	10.1	-	-	10,000
Subtotal Mixed Use	10.1			110,000
Schools				
Elementary Schools (2)	30.6	-	-	-
Parks/Recreation				
Parks and Recreation (PR)	33.6	-	-	-
Open Space				
Natural Open Space (OS)	245.3	-	-	-
Hillside Village Totals	782.3	3.3	2,593	110,000



Hillside Village





Very Low Density (VLDR)

The VLDR land use designation proposes up to approximately 133 residential dwelling units within two planning areas on approximately 66.4 acres of the site. As proposed, this land use designation will allow a range of 0.5-2.9 dwelling units per acre, located in the Hillside Village within the easternmost portion of the site. The lower density associated with this designation is meant to complement the surrounding open space areas located adjacent to these planning areas, and work with the existing landforms to create a neighborhood that blends with the existing slopes and uses landform grading to the extent possible.

Hillside grading guidelines and standards outlined in the Grading Plan and Design Guidelines section of this document will apply to these planning areas.

Low Density (LDR)

The LDR land use designation proposes up to approximately 2,055 residential dwelling units within nine planning areas on approximately 448.7 acres. As proposed, this land use designation will allow a range of 3.0-5.9 dwelling units per acre, located predominantly within the northeastern portions of the Specific Plan area east of Street "A". Many of these planning areas are located in areas of higher elevation adjacent to the open space areas along the northeastern edge of the Specific Plan. This low intensity land use provides a transition between the open space areas and the higher intensity development areas of the project.

Medium Density (MDR)

The MDR land use designation proposes up to approximately 3,060 residential dwelling units within 19 planning areas on approximately 374.2acres of the site. As proposed this land use designation will allow a range of 6.0-12.9 dwelling units per acre, although densities could be lower¹, and will be located predominantly along the southwestern portion of the Specific Plan area, with a majority of them sited west of Street "A". Many of these planning areas are located adjacent to the Village Paseo, park/recreation and open space areas of the Specific Plan and are associated with the community core areas of each village (which are comprised of mixed use and higher density residential uses).

¹ Multiple residential projects may occur within a Planning Area; Individual projects may be lower than the MDR density range with the overall density of the planning area falling within the MDR range through density averaging.



<u>Residential Overlay</u>. As outlined in Section 5.3 of this Specific Plan, one open space planning area: Planning Area H2, has been identified as a potential density transfer area subject to future fault studies. This planning area has been identified on the Land Use Plan with a residential overlay of Medium Density Residential (MDR). In the event that all or a portion of the parcel is cleared for residential use, its development will be governed by the Medium Density development standards.

High Density (HDR)

The HDR land use designation proposes up to approximately 1,832 residential dwelling units within six planning areas on approximately 91.6 acres of the site. As proposed this land use designation will allow a range of 13.0-25 dwelling units per acre, although densities could be lower², and will be located in close proximity to Mixed Use areas proposed in the Specific Plan. The HDR planning areas are mainly located along the major collector/arterial roadways within the Specific Plan and adjacent to the freeway. In addition, HDR uses are anticipated within the Mixed Use areas of the plan (see discussion below).

2.2.2 Village Center /Mixed-Use (MU)

The Mixed Use designation proposes development of commercial/retail/office and community uses, along with high density residential uses in strategic locations through the site, associated with three Community Core areas of the project. The primary and largest Mixed Use location is proposed at the intersection of Avenue 50 and Street "A" in the Gateway Village in the northwestern portion of the site. Avenue 50 within this area is proposed to connect to Interstate 10, which will provide this portion of the site freeway access. Two other less intense Mixed Use areas are proposed along the Street "A" corridor. The three Mixed Use areas are connected by the Village Paseo and the off-street trail system on Avenue "A", or a potential future Sunline Transit Agency bus route extension.

Totaling approximately 135 acres, the MU designation will allow up to 99 acres of retail commercial and office use and up to approximately 720 high density residential units within 8 planning areas. Commercial development potential associated with the Mixed Use designation is estimated at approximately 1,510,879 square feet of retail commercial and office use based on an average floor area ratio of 0.35. Maximum FAR is 0.45 as outlined in the Development Regulations of this Specific Plan.

² Multiple residential projects may occur within a Planning Area; Individual projects may be lower than the HDR density range with the overall density of the planning area falling within the HDR range through density averaging.

2 Plan Elements



In addition to the residential and commercial uses allowed, it is contemplated that additional community, civic, or public facilities (i.e., a police station, a fire station, places of worship, community center, farmers markets, etc.) could be located within these planning areas, primarily within the Central Village. The Community Cores are encouraged to include such community structures as iconic architecture, bell towers, plaza features, etc, with details of these features to be provided as part of site plan review.

Gateway Village Mixed Use Area

The Mixed Use Area in the Gateway Village includes Planning Areas G6, G7, G9, G10, and G11, totaling 83.1 acres. The Gateway Village Mixed Use area will contain approximately 520 high density residential units on 26 acres, and 860,879 square feet of retail/commercial uses and 180,000 square feet of office uses on approximately 57 acres.

Central Village Mixed Use Area

The Mixed Use Area in the Central Village includes Planning Areas C10 and C11, totaling 41.8 acres. This Mixed Use area will contain approximately 200 high density residential units on 10 acres, and 300,000 square feet of retail/commercial uses, 60,000 square feet of office uses and community uses, such as a police station, fire station, civic structures, or a church on 31.8 acres. Iconic architecture and other features are encouraged as part of a comprehensive community core design to be detailed at the time of site plan and architectural review.

Hillside Village Mixed Use Area

The Mixed Use Area in the Hillside Village includes 10.1 acres in Planning Area H7. Approximately 100,000 square feet of retail and commercial spaces and 10,000 square feet of office space are planned. No residential uses are assumed in this Community Core.

2.2.3 School Uses

Three elementary school sites and a middle school site, totaling approximately 69.8 acres, have been identified within the Specific Plan. These sites range from 15 to 25 acres in size and are anticipated to accommodate elementary and middle school uses and potential shared park uses. Refer to Section 2.11 for more detailed description of schools.

2.2.4 Parks and Recreation Uses

The La Entrada Specific Plan includes approximately 344.7 acres of active recreational parks. These parks connect to passive, natural open spaces on the east and west sides of



the Specific Plan area, and also connect to the Village Paseo that runs in a northwestsoutheast direction through the Specific Plan area and provides an open space "spine". The park areas are described in detail in Section 2.10, *Parks and Open Space Plan* and Section 3.4 of the Design Guidelines (Landscape Plan).

2.2.5 Open Space

Approximately 556.9 acres are designated for Open Space use. The open space areas are described in detail in Section 2.10, *Parks and Open Space Plan*.

2.2.6 Land Use Flexibility

Land use flexibility is a crucial component for implementation of the La Entrada Specific Plan. Due to ever changing market conditions, it is important that the Specific Plan be used as a flexible tool to anticipate a variety of conditions and minimize amendments (see additional discussion in Section 5, Administration and Implementation).

Mixture of Land Uses

The Mixed Use Land approach for the mixed use community core areas of each village allows for development flexibility in the event that the development market and product demand changes. The Specific Plan allows for high density residential, commercial or retail uses, as well as office or public/community uses in the Mixed Use areas.

Density Transfer/Residential Overlay

Development is not currently planned for in the planning areas along the Specific Plan's southwestern edge, which are designated as Open Space due to the presence of a fault-related building setback zone along the project's southwestern boundary. Residential development may potentially be allowed within one of these areas (Planning Area H2), subject to additional fault studies. Planning Area H2 totals approximately 20 acres and is located in the more gently sloping portions of the site close to roads and services within the Specific Plan; this planning area has been designated with a Medium Density Residential overlay. This designation will allow this area to be utilized for residential development rather than open space, if it complies with the provisions discussed in Section 5.3.2 of this Specific Plan. Most notably, a subsurface investigation (trenching) must be conducted to establish that reduced building restriction zones are justified. As outlined in Section 5.3.2, 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.

2.2.7 Planning Area Framework Plans

Each planning area is located within the framework of a village, and is constrained by edge conditions such as streetscape or trail requirements. An overview of each village is provided in the Framework Plans, Exhibits 2-2 through 2-4. These Framework Plans provide a guide for builders and city staff by identifying the planning areas of each village and providing Specific Plan exhibit references for roadway types of adjacent roads, primary and secondary entry locations, location and types of parks, location and type of trails, and streetscapes associated with them. The exhibits also reference edge conditions

2.3 SUSTAINABLE COMMUNITY DESIGN STRATEGIES

Various constraints can impede development within California. Often these constraints are focused on limited or inadequate access to necessary resources upon which our communities rely. Given these constraints many communities are attempting to address these issues with the implementation of sustainable community design strategies. In the case of the La Entrada Specific Plan, sustainable community design strategies have been identified that take into consideration the particular issues endemic to the City of Coachella and Coachella Valley, as well as specific constraints within the site itself (steep topography, existing drainages, and unique physical site characteristics). An important tenet of sustainable development is the efficient use of available resources, coupled with maintaining a healthy balance between the natural open space areas and developed areas of the site. This approach was relied upon when establishing the proposed land use plan concept, roadway network, and trail system. In addition, many areas within the Specific Plan are identified for very low or low density development or preservation as open space. In many of these areas, development (or more intense use) would require a significant amount of resources to overcome the development constraints. As a result a significant amount of development has been concentrated along the central portion of the Specific Plan.

2.3.1 Purpose and Approach

Given the location of the project site and its proximity to developed areas of the Coachella Valley, the La Entrada Specific Plan is making an effort to reduce its impact on the environment and create opportunities for establishment of a community that is focused on meeting residents' and businesses needs to the greatest extent. The sustainable community design strategies identified within the La Entrada Specific Plan are intended to reduce and/or minimize negative environmental impacts, as well as improve or enhance the economic and social conditions within this portion of the City.











Gateway Village Framework Plan





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	LEGEND
	Secondary Entry
***	Four Lane Arterial (106' ROW) - Two Lanes each direction w / 14' Median - Landscape Separated 12' Walk / Bike / N.E.V. Path
* *	Two Lane Collector (68' ROW) - One Lane each direction - 8' Bike / N.E.V. Path - Landscape Separated 6' Sidewalks
	Enhanced Building Elevations
	Landscape Buffer
	Trail
*	Village Core
	Retention Basin
\bigcirc	Water Quality Basin



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Central Village Framework Plan





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	LEGEND
	Primary Entry
\bigcirc	Secondary Entry
+ +	Four Lane Arterial (106' ROW) - Two Lanes each direction w / 14' Median - Landscape Separated 12' Walk / Bike / N.E.V. Path
~	Two Lane Collector (68' ROW) - One Lane each direction - 8' Bike / N.E.V. Path - Landscape Separated 6' Sidewalks
	Enhanced Building Elevations
	Open Space Connector
*	Village Core
	Retention Basin
\bigcirc	Water Quality Basin



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Hillside Village Framework Plan





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The main purpose of these strategies is to:

- Provide guidance and feedback for future development of the La Entrada Specific Plan that promotes efficient and sensible use of the available resources at the time development occurs; and
- Allow future residents to enjoy a high quality development that minimizes physical impacts to the natural environment and maximizes economic utility and social cohesion to the greatest extent practicable.

Based on this, the approach to sustainable community design within the La Entrada Specific Plan is focused on the following areas:

- Site Planning/Neighborhood Design
- Energy Efficiency
- Materials Efficiency
- Water Efficiency
- Occupant Health and Safety
- Landscape Design/ Low Impact Development

Individual builders or developers will be expected to demonstrate implementation of relevant strategies as part of the design/site plan review process. Each section provides a menu of strategies.

Detailed discussion of each of these topics is provided below.

2.3.2 Site Planning/Neighborhood Design

The La Entrada Specific Plan incorporates numerous sustainable community design site planning strategies that contribute towards the overall goals of the project. Many aspects of sustainability rely on the proper siting and layout of a proposed development/building. Optimizing a building's energy performance is dependent on building/site layout and how the areas of the site are used to maximize natural processes. If the site proposed for development does not allow for proper building placement to maximize solar orientation, then a greater amount of energy may be needed to heat/ cool and light the interior space of a building.

Sustainable Community Design Strategies for Site Planning within La Entrada include:

Land Use Pattern

A land use pattern that promotes the concentration of uses/development within the lower portions of the site, which will require less grading and energy to supply



infrastructure services and allow the higher elevations of the site to remain as open space and/or low intensity residential uses;

- Development of a mobility network that complements the topography of the site and provides numerous pathways for vehicular and non-vehicular travel through the use of an interconnected bent grid street system, pedestrian trails and pathways, and neighborhood electric vehicle facilities;
- Prohibition of development within floodplains on-site and integrate appropriate setbacks/buffers and passive recreational amenities within these areas into the land use plan;
- Allow for multi-generational housing and second housing units within appropriate residential areas of the plan.

Walkability/Mobility

- Promote walkable streets through the use of sidewalks at least 5 feet wide within residential areas, and 8 feet wide within commercial/ mixed use areas;
- Promote walkability, design and build the internal (in-tract) circulation network to meet a high number of intersections per square mile, minimizing long uninterrupted streets. In addition, development of each Mixed-Use Planning Area should strive to incorporate a features that promote pedestrian use by providing an attractive pedestrian environment, such as location of storefronts close to the street, use of activated facades with windows fronting the street, and provision of street furniture such as benches, awnings;
- Increase pedestrian orientation of residential, commercial, and mixed use developments by orienting off-street parking to the side or rear of buildings or utilizing on street parking instead;
- Provide access to civic and/or public use spaces (parks, trails, squares) within ¹/₄ mile walking distance to the residential neighborhoods within the project through project-wide trail and paseo systems;
- Prioritize pedestrian mobility as a primary transportation mode, which will reduce transportation-related greenhouse gas emissions;
- Integrate the land use plan with existing and proposed public transportation infrastructure (transit stops/routes) that connect the Specific Plan to other developed areas of the Coachella Valley. Identify transit stop locations within the



project that are conveniently accessed and able to support a large proportion of the residents of the development;

- Include bicycle storage facilities into new multi-family residential, commercial, and community uses, and integrate bicycle paths/trails into the non-vehicular circulation network;
- Improve physical and mental health and social capital by providing a variety of recreational facilities close to work and home to facilitate physical activity and social networking; and
- Promote community interaction and engagement by integrating schools into the neighborhoods of the plan. Support students' health by encouraging walking and bicycling to on-site elementary and middle schools.

Solar Orientation

- Maximize site layout at the Planning Area level to accommodate the greatest amount of solar orientation for each use proposed;
- Develop land uses that provide opportunities for a variety of building types, uses, and densities that accommodate a variety of populations and generations within the Coachella region;
- Promote building orientation that considers the following:
 - Maximize northern and southern building exposure for daylighting purposes;
 - Ensure south facing windows are properly shaded to reduce heat gain into building interiors;
 - Minimize east and west facing windows unless shaded;
 - Place landscaping within appropriate locations to provide adequate shading and wind protection (depending on prevailing wind conditions and solar orientation).

2.3.3 Energy Efficiency

Development within the La Entrada Specific Plan is to be a model of energy efficiency, using various energy conservation and generation practices including strategies and techniques that exceed the California Green Building Standards (CalGreen Code) and California Energy Code of Title 24. New electric, natural gas, and communication lines will be constructed to all of the most recent applicable codes and requirements, providing

appropriate services to serve the new community. As part of the electrical system, the planning areas within the La Entrada Specific Plan will be designed to maximize the use and generation of renewable energy on-site to the extent desired through a commitment to the use of solar/photovoltaic systems as discussed below. A robust green building program for all new buildings will reduce reliance on traditional energy sources.

Sustainable Community Design Strategies for Energy Efficiency within La Entrada include the following elements:

- Design to USGBC LEED, GreenPoint Rated standards, or better will be a requirement for all new buildings constructed within the La Entrada Specific Plan, in addition to exceeding the most current Title 24 energy efficiency and CALGreen building standards;
- Installation of energy efficient LED lighting and incorporation of solar photovoltaic lighting fixtures in all common areas of the site;
- Installation of energy efficient appliances (Energy Star or equivalent), and high efficiency HVAC systems within residences and businesses of the proposed development;
- Promote green building techniques that increase building energy efficiency above the minimum requirements of Title 24;
- Installation of solar photovoltaic panels on a minimum of 25% of the residences/businesses within the site to be tracked by the City by major development phase; and
- Utilize high reflectance materials for paving and roofing materials.

2.3.4 Materials Efficiency

A sustainable approach to materials selection typically includes the use of recycled or reused, and locally-produced or harvested materials. Although there are no existing structures on-site that may be re-used, the Specific Plan proposes the use of locally sourced materials for any construction that occurs on-site as a means of reducing transportation related greenhouse gas emissions. Earthwork activities on-site will use on-site materials in a balanced manner that will minimize truck hauling and reduce the need for quarried materials, thereby reducing transportation-related emissions, and may also count towards sustainable building design credits (USGBC LEED, GreenPoint Rated, or equivalent).

Sustainable Community Design Strategies for Materials Efficiency within La Entrada include:





- Materials used for buildings, landscape, and infrastructure will be chosen with a preference for the following characteristics:
 - o Rapidly-renewable
 - Increased recycled content (50% or greater)
 - Locally sourced materials (within South Coast Air Basin)
 - o Utilization of sustainable harvesting practices
 - Materials with low or no volatile organic compounds (VOCs) or offgassing.
- New building construction practices will incorporate on-site and/or off-site separation of solid wastes, recyclable paper, plastic, glass and metal objects, and compostable organic materials, which will be compatible with municipal recycling services and are designed to achieve the goal of 75% diversion of solid waste to landfills; and
- Specify on-site infrastructure materials to include recycled content (from preconsumer recycled materials, post consumer recycled materials, and in place reclaimed materials) to the extent feasible and available locally.

2.3.5 Water Efficiency

The La Entrada Specific Plan employs a multi-faceted approach to water efficiency. The proposed land use plan identifies a variety of areas that are intended to accommodate stormwater conveyance facilities, bio-swales, and water quality treatment facilities designed to improve water quality on-site and limit downstream water quality impairments from the proposed development (see Exhibit 2-9, *Conceptual Drainage Plan* for location of stormwater facilities). Coupled with this, the La Entrada Specific Plan proposes the efficient use of potable water through mandated building and site design requirements. In addition, the site layout would be able to accommodate an on-site sewer/reclaimed water treatment facility if necessary, to create non-potable water supplies and utilize canal water for irrigation purposes.

Sustainable Community Design Strategies for Water Efficiency within La Entrada include:

- Reduce potable water demand throughout the La Entrada Specific Plan by utilizing appropriate landscaping, non-potable reclaimed, well or canal water for irrigation purposes (when available), and high efficiency plumbing fixtures and appliances;
- Utilize high efficiency plumbing and fixtures that meet or exceed the CalGreen code (most current adopted version);



- Utilize efficient irrigation controls to reduce water demand on landscaped areas throughout the project;
- Reduce the amount of irrigated turf in parks to those uses dependent upon turf areas;
- Implement an integrated stormwater collection and conveyance system designed to treat and convey development-related runoff; provide 100 year flood protection to flood prone areas; increase groundwater recharge (where practical) through on-site retention basins, and improve water quality on-site and downstream through on-site water quality basins;
- Implement dual plumbing within the recreation, landscaped medians, common landscaped areas, mixed-use/commercial planning areas, and parks to allow for the use of reclaimed water when available; and
- Support the development of reclaimed water supplies in the City of Coachella and the La Entrada Specific Plan, which will achieve the goal of reducing the overall consumption of potable water from the municipal supply.

2.3.6 Occupant Health and Safety

According to the Whole Building Design Guide, modern buildings are generally considered safe and healthy working environments. However, the potential for indoor air quality problems, occupational illnesses and injuries, exposure to hazardous materials, and accidental falls require that building designs focus on eliminating or preventing hazards to personnel, rather than relying on personal protective equipment and administrative or process procedures to prevent mishaps³.

Since an important aspect of building design is the interaction between the occupants and their environment, if the design of a building does not take occupant health, safety, and welfare into account, then their productivity and self worth may become diminished. To combat this issue, design teams (architects, engineers, and designers) must engage in an integrated design approach that focuses on building healthy environments that are safe for occupants throughout a building's life cycle: planning, design, construction, operations and maintenance, renovation, and final disposal.

Sustainable Community Design Strategies for Occupant Health and Safety within La Entrada include the following strategies to be implemented at the builder level:

³ http://www.wbdg.org/design/ensure_health.php



- Provide designs that eliminate or reduce hazards in the work place (occupational injuries, illness, slips, trips, falls, etc.) to prevent mishaps and reduce reliance on personal protective equipment;
- Construct buildings on-site that eliminate exposure to hazardous materials (e.g., volatile organic compounds (VOCs) and formaldehyde, carcinogens, and endocrine disrupting chemicals);
- Require the use of building materials that use low VOC paints and coverings, flooring and cabinetry that does not contain formaldehyde or other hazardous chemicals;
- Provide good indoor air quality (IAQ) and adequate ventilation within commercial and residential buildings constructed on-site;
- Implement a green operations and maintenance program for all publicly accessible spaces (commercial development, public plazas, parks, etc.) that minimizes the use of hazardous/ toxic chemicals;
- Incorporate universal design techniques and strategies into each Planning Area, whereby the widest spectrum of people, regardless of age or ability can more easily participate in community life; and
- Promote the reduction of light pollution through the use of automatic controls on exterior lighting, shielding to prevent light spillover, and lighting technologies that reduce glare and light pollution affecting night sky access and impacts to wildlife environments.

2.3.7 Landscape Design/Low Impact Development

Landscaping within La Entrada Specific Plan will complement the surrounding desert environment as well as provide areas for outdoor enjoyment and activity. The plant palette proposed for the Specific Plan identifies appropriate plant types that have low water requirements, minimize turf, and provide shade, and which reduce the urban heat island effect. In conjunction with the proposed landscape design, the La Entrada Specific Plan proposes the use of Low Impact Development (LID) techniques to control stormwater flows on-site (see list below). LID is an ecologically friendly approach to site development and storm water management that aims to mitigate development impacts to land, water, and air. The approach emphasizes the integration of site design and planning techniques that conserve natural systems and hydrologic functions on a site.

Sustainable Community Design Strategies for Landscape Design within La Entrada include:

- Increase access to fresh produce and through the promotion of community based food production within the project. This can be achieved through CC&Rs that do not prohibit local food production, establishment of neighborhood gardens, community supported agriculture, and/or promotion of a Farmer's Market within the project;
- Utilize native plant choices to the greatest extent possible throughout the development that complement the existing flora and fauna found on-site;
- Develop a plant palette that focuses on shading within the developed portions of the site and in those areas of pedestrian activity. An increase in shading within the development will promote greater walkability and reduce the urban heat island effect. Both of these will assist in the reduction of greenhouse gas emissions associated with the proposed development;
- Promote the development of tree-lined streets to encourage walking, biking, and transit use, and reduce urban heat island effects;
- Eliminate turf throughout the development to the greatest extent possible. Utilizing artificial turf and/or xeriscaping to reduce water demand and be responsive to existing climatic conditions within the project area;
- Reduce the heat island effect through the minimization of impervious surfaces and incorporation of landscaping within the development that provides adequate shading of developed areas within five years of occupancy;
- Low Impact Development. Sustainable Community Design Strategies for Low Impact Development within La Entrada include:
 - Preserve open space and minimize land disturbance within the Specific Plan, which reduces impacts to local terrestrial plants and animals and preserves the integrity of the ecological and biological systems on-site;
 - Incorporate natural site elements (significant rock outcroppings, drainage corridors, bioswales) as design features; and protect natural systems and processes (drainage ways, vegetation, soils, sensitive areas);
 - Reduce municipal infrastructure and utility maintenance costs (streets, curbs, gutters, sidewalks, storm sewer) by reexamining the use and sizing of traditional site infrastructure (lots, streets, curbs, gutters, sidewalks) and customizing infrastructure design to each planning area;



- Incorporate decentralized and micromanaged stormwater and/or water quality facilities close to the source within each planning area, protecting site and regional water quality by reducing sediment and nutrient loads to water bodies on-site and downstream;
- Construct bioswales within private development areas and street rights-ofway where grades permit;
- Mimic the predevelopment site hydrology by using site design techniques that store, infiltrate, evaporate, and retain runoff to reduce off-site runoff and facilitate groundwater recharge (where practical); and
- Ensure that receiving waters experience fewer negative impacts in the volume, frequency, and quality of runoff, by maintaining base flows and more closely approximating predevelopment runoff conditions.

2.4 CIRCULATION PLAN

The Circulation Plan consists of approximately 99.9 acres of land dedicated to the roadway network necessary to serve the proposed project. In addition to this, a network of multi-use trails (Village Paseo), bikeways and pathways will be developed within the project, to provide residents with additional mobility options throughout the development. An additional 12.3 acres of grading for the proposed I-10/Avenue 50 interchange is also present within the property boundaries.

2.4.1 Vehicular Circulation

The Circulation Plan provides regional access from Avenues 50 and 52, and from a proposed future Avenue 50 interchange with Interstate 10 along the northern border of the Specific Plan. The I-10/Avenue 50 Freeway interchange has been proposed as a separate project that will serve areas both north and south of the freeway. The La Entrada Specific Plan is designed to accommodate the proposed future interchange, but it is not reliant upon it for access.

The Specific Plan area allows for approximately 12.3 acres of potential future interchange grading outside of the existing I-10 right-of-way (a separate project). Internal circulation includes arterial and collector roadways that connect with the regional access points as well as provide off-site access to private properties to the east and south. All roadways within the project site are within the City of Coachella and its approved Sphere of Influence. Traffic movement generated by the proposed project is planned for street designs that support and meet City of Coachella Level of Service Criteria. Refer to Exhibit 2-5, Circulation Plan.









Circulation Plan



Major Arterials

Major Arterials within the project are proposed as six-lane roadways and are planned to include a 14-foot wide raised landscaped median and incorporate a 12-foot wide improved off-street trail on both sides of the road which includes a 6-foot wide bicycle lane and 6 foot wide pedestrian path. Major Arterials include Avenue 50 and a portion of Street "A".

Avenue 50

Avenue 50 is proposed as a six-lane Major Arterial roadway that will extend eastward from its present terminus over the Coachella Canal and Eastside Dike, providing access into the Specific plan area and traverse northeast through the site to the proposed future interchange with the I-10 Freeway. Avenue 50 is anticipated to provide regional access from the proposed I-10 interchange into the City of Coachella and will also accommodate traffic generated by the La Entrada Specific Plan project. The cross section of Avenue 50 as it crosses the Eastside Dike and Coachella Canal would be reduced, eliminating the landscaped median and multipurpose trails. Refer to Exhibit 2-6a, Street Cross Sections. The extent of capacity related off-site Avenue 50 improvements will be determined as part of the project's traffic impact analysis.

Avenue 50 is designated as a Primary Image Corridor in the City's Street Median Master Plan. As such, this road includes specific landscape elements and an additional private landscaped setback behind the right-of-way (see Landscape Plan streetscape cross sections, Exhibits 3-10 to 3-15).

Avenue 50 is anticipated to be constructed in phases, with grading and interim roadway improvements (four lanes) in the project's first phase with additional roadway improvements (widening to six lanes) in succeeding phases, depending upon traffic study recommendations and development of the proposed future I-10 interchange.

Street "A" (Portion)

In addition to Avenue 50, a portion of proposed Street "A" (from Avenue 50 to the major drainage channel) in the Specific Plan area will also be designed as a six-lane Arterial, based upon projected traffic demands.

Primary Arterials

Primary Arterials within the project are proposed as four-lane roadways and are planned to include a 14-foot wide raised landscaped median and incorporate a 12-foot wide improved multipurpose trail which includes a 6-foot wide bicycle lane and a 6-foot wide pedestrian path.



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

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



6 - Lane Arterial - Avenue 50 Canal Crossing





NOT TO SCALE





Avenue 52

Avenue 52 is proposed as a four-lane Primary Arterial that will extend from its present terminus eastward over the Coachella Canal and Eastside Dike and provide access to the southern portions of the project. The cross section of Avenue 52 as it crosses the Eastside Dike and Coachella Canal would be reduced, eliminating the landscaped median and multipurpose trails. Refer to Exhibit 2-6b, *Street Cross Sections*. The extent of off-site Avenue 52 capacity related improvements will be determined as part of the project's traffic impact analysis.

Avenue 52 is designated as a Secondary Image Corridor in the City's Street Median Master Plan and the General Plan Circulation Element. As such, this road includes specific landscape elements and an additional landscaped setback behind the right-of-way (refer to Landscape Plan streetscape cross sections, Exhibit 3-10 to 3-15).

Streets "A" and "C"

The majority of Street "A", from its intersection with Street "B" to Channel 2 in the Gateway Village, and a portion of Street "C" (between Street "B" and Avenue 50) are planned as a Primary Arterials. These roadways are designed to accommodate traffic from the mixed use, residential, and school uses in the Central Village.

Collectors

All other backbone roadways within the Specific Plan (Streets "B", "D" and the majority of Street "C") are proposed as two-lane collectors that will provide access to the remaining planning areas within the Specific Plan. The two-lane collectors will include an 8-foot wide on-street striped bicycle lane and an eight-foot wide parkway to allow for pedestrian shading as part of the roads' streetscapes. In addition, a ten-foot wide landscape setback behind the right-of-way is provided consistent with the City's Street Median Master Plan and General Plan Circulation Element. Refer to Exhibit 2-6c, Street Cross Sections.

As presently designed, collector Streets "B" and "D" terminate in the upper eastern portion of the site in a potential roundabout configuration, which will allow for internal connection between these streets as part of subdivision design for these neighborhoods. A typical roundabout design standard has been provided for use in subdivisions within the La Entrada project. Refer to Exhibits 2-7a and 2-7b, *Typical Roundabout Detail*.



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.



4 - Lane Arterial - Avenue 52 / Canal Crossing





NOT TO SCALE

Street Cross Sections



Two-Lane Collector - Streets "B", "C", "D"

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





NOT TO SCALE

Street Cross Sections



${f 2}$ Plan Elements

<u>Community Core</u>. As presently configured, Street "C" bisects the community core area of the Central Village. As part of a subdivision map and/or site plan for this area, reconfiguration of Street "C" through this area is permissible with approval of the City Engineer. Such reconfiguration may include use of a roundabout, one-way street "couplets" and diagonal parking to encourage a main street character, increase walkability, provide common plaza areas, and provide for a vital retail and civic core. The illustrative image to the right illustrates one potential version of this scenario for the Central Village community core.



Local Streets

Local streets will be developed within each planning area in accordance with the overall circulation goals and objectives of the project. Local streets will be designed in a way to provide adequate and safe access to all proposed neighborhoods within the Specific Plan.

Local street right-of-way ranges from 42 to 56 feet dependent upon the presence of onstreet parking. Local streets within individual planning areas with on-street parking would have two travel lanes with 7-foot wide parking "shoulders" on each side of the street. A 5foot wide pedestrian sidewalk is also included in the local streets with on-street parking. These roadways have a 56-foot total right of way width. Local Streets may be public or private. Refer to Exhibit 2-6d, Street Cross Sections.

Local streets containing no on-street parking would have two 10-foot wide travel lanes with a 6-foot wide landscape buffer and a 5-foot wide sidewalk in each direction. These roadways have a 42-foot total right of way width. Refer to Exhibit 2-6d, Street Cross Sections.

As presently designed, Streets "B" and "D" terminate in the upper eastern portion of the site in a potential roundabout configuration, which will allow for internal connection between these streets as part of the design of local streets for these neighborhoods.

<u>Gates</u>. Gated projects are permitted within the La Entrada Community. Gates may occur on local roads. If provided, gates must include adequate stacking distance and an adequate turn-around area before the gate, and meet Fire Department standards.



Local Street - With On-Street Parking

NOTE: Vertical Curb to be included at right edge of travel lane where needed for surface runoff channelization, increasing parking lane width to 8' and ROW to 58'.



Local Street - No On-Street Parking

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





NOT TO SCALE

Street Cross Sections



Alleys

Alley-loaded residential products are allowed within the La Entrada Community as detailed in the Design Guidelines and Development Regulations. Alleys are private roadways that provide access to rear-loaded homes, and include a 20-foot wide paved surface.

2.4.2 Non-Motorized Circulation

The project incorporates a network of on- and off-street non-motorized circulation elements to promote walkability and reduce vehicle miles traveled within the project. The system provides for bicycles, pedestrians, and allows for future use by Neighborhood Electric Vehicles (NEVs). Project trails provide connections within the project and would be designed to connect to the City's and CVAG's regional trails as shown on the City's Non-Motorized Transportation Plan. The trail system within the project is shown on Exhibit 2-13, Parks, Open Space, and Trails Plan.

Multi-Purpose Trails

Off-street multi-purpose trails are located in a variety of locations throughout the La Entrada community.

- Six- and Four-lane Arterials within the project include 12-foot wide off-street trails, with separated pavement section for bicycles/NEVs and pedestrians. The Avenue 50 and 52 multi-purpose trails would connect to future City Class I bicycle paths in these arterials as shown on the City's Non-Motorized Transportation Plan.
- Collectors include striped 8-foot wide on-street bicycle lanes.
- The Village Paseo is a 50 to 100-foot wide private linear park that would include a two-way off-street trail with two seven-foot wide bicycle/NEV lanes and a five-foot wide decomposed granite pedestrian pathway to connect the neighborhoods of the project and provide linkages to schools and mixed use areas (see Exhibit 3-19)
- Additional off-street trails as part of the Desert Wash Paseo park on the upper edges of the drainage channel corridors would facilitate bicycle and pedestrian connections between homes, schools, and the mixed use areas of the project. The proposed trails may include a bicycle trail and pedestrian path on one side of each drainage corridor and a pedestrian path on the opposite side (see Exhibit 3-20).

Refer to Exhibits 2-6a through 2-6d for the proposed La Entrada Street Cross Sections.





Low Speed Electric Vehicle/NEV

Neighborhood Electric Vehicles (NEVs) may include several types of small electric vehicles as defined by the California Vehicle Code, including golf carts and electrically powered low speed vehicles. NEVs under existing law may utilize any residential street with a speed limit of 25 miles per hour or less, and other streets with a posted speed limit of less than 35 miles per hour. In addition, in La Entrada, NEVs may utilize the off-street trails provided on Avenues 50 and 52 and Street "A", as well as the trails within the Village Paseo. The potential use of NEVs within La Entrada is intended to provide alternate modes of transportation and reduce vehicle miles traveled within the community.

Mixed Use areas within the project will be designed to include electric vehicle charging stations associated with civic and/or commercial uses.

The La Entrada circulation and trail plans allow for, but do not mandate, the use of NEVs.

2.4.3 Traffic Calming

The Specific Plan Circulation Plan allows for the following design specific traffic calming principals and concepts:

- Design a compact neighborhood framework which includes schools, parks and a small commercial Village Core;
- Provide narrow residential streets with adequate Fire Department access and neckdowns ("bulb-outs") to reduce vehicle speeds, and reduce pavement;



- Provide a connected pattern of "interconnected" streets and mix of street types, as much as feasible with the existing sloping topography. In residential subdivisions local streets should provide connections to the trails on adjacent collectors wherever possible;
- Design short blocks, as much as feasible in sloping topography;
- Provide street trees, on-street parking and front yard setbacks to create the feeling of a more enclosed street space, or "outdoor room";



- Provide connected streets with short blocks to disperse traffic and provide multiple routes for vehicles and pedestrians;
- Provide intersections with smaller turning radii to reduce vehicle speeds in residential subdivisions;
- Design on-street parking to slow traffic and shield pedestrians;
- Design paving treatments in mixed use areas to beautify the streetscape and to create the appearance of narrower traffic lanes;
- Design planting strips and trees in planted medians (where provided) and in curbside buffer areas to slow traffic;
- Design well-marked crosswalks, and raised crosswalks, with medians on wider streets; and
- Design for emergency vehicles with multiple access routes, with interconnected streets and alleys.

Roundabouts

One-way roundabouts (see image at right for a typical roundabout feature) require traffic to circulate counterclockwise around a center island. Roundabouts should be used primarily on collector streets, often substituting for traffic signals or all-way stop signs. They typically have raised islands to channel approaching traffic to the right.



With modern roundabouts, approaching traffic must

wait for a gap in the traffic flow before entering the intersection and always requires yieldat-entry (yield-to-left). Since they involve deflection at the entry points and counterclockwise circulation around the center-island, these devices will limit speed and calm traffic.

Exhibits 2-7a and 2-7b, Typical Roundabout Detail, illustrate a schematic design for two instances:

- Collector-to-Collector where two collector roadways join in this configuration; and
- Collector-to Local where a collector roadway joins a local street, as in the terminus of Streets "B" and "D".





A Baker Company

NOT TO SCALE

Typical Roundabout Detail Collector to Collector Typical Roundabout





A Baker Company

NOT TO SCALE

Typical Roundabout Detail Collector to Local Street Typical Roundabout



Roundabouts are permitted within the La Entrada community. Specific design of these features shall be included in tentative tract map and site plan review submittals for any subdivision which intends to utilize this feature.

2.4.4 Drainage Crossings

The La Entrada Specific Plan circulation network would require crossings over the Coachella Canal and Eastside Dike to connect with the remainder of the City of Coachella to the west. Crossings will also be required within the project area along the drainages that transect the Specific Plan Area. These crossings are explained in further detail below.

All-Weather Vehicular Crossings would be located at Avenue 50, 52 and Streets A, B, and C. However, crossing methods and approaches at these streets would vary slightly.

Avenue 50 and 52

At each of these crossings, there is a 30-foot-high earthen flood control levee (the Eastside Dike) that is parallel to the Coachella Canal located on the northeast side of the canal. Avenue 50 and Avenue 52 cross the Canal and the Dike and allow for drainage flows to pass under the roadway on the north side of the levee. There are two crossings required at Avenue 50; one will cross the irrigation canal (Coachella Canal) and the other

will cross a flood control drainage area behind the existing levee. The same condition exists at Avenue 52. All crossings at these two locations will be accomplished by series of multi-cell arched concrete culverts.

For the Canal crossing at these locations, one or more reinforced concrete box culverts (RCB) will be used. For the drainage facility behind the levee, a series of concrete arch culverts are proposed. The Canal crossing with RCBs have been successfully used by CVWD in the past for similar road crossings based on the ease of construction and performance considering their maintenance requirements for the irrigation canal.

The drainage culverts behind the levee will utilize precast concrete arch sections that offer longer spans than traditional rectangular RCB sections.

Road sections in bridge conditions are reduced in width as shown in Exhibit 2-6a and -b, Street Cross Sections.



Typical Box Culvert



Typical Arch Culvert

2 Plan Elements



Streets A, B, and C

Drainage crossings for Street A, B, and C would be concrete culverts. The number of cells in the culvert will be dependent upon the projected storm water flows for a particular crossing. In the event that the multi-cell precast arched culvert is less practical, the multicell reinforced concrete box culvert (RCB) may be used. The advantages such as aesthetics and number of spans will be evaluated for each alternative during final design. Where appropriate, low flow/"Arizona" crossings may be utilized for road crossings of smaller drainages, subject to City engineer review and approval as part of engineering plan review.

Paseo Crossings

Trail crossings of the Village Paseo would be designed as low flow/"Arizona" crossing set at grade. Trail maintenance would be required after storm events, provided by the Homeowners Association or a maintenance district.

2.4.5 Public Transportation

Public transit service in Coachella is provided by Sunline Transit Agency. Lines 90 and 91 serve the City of Coachella. Line 90 is routed between Avenue 50, Avenue 53, Harrison Street, and Tyler Street, all west of HWY 111. Line 91 is routed along Harrison Street, Shady Lane, Avenue 54, along Airport Blvd where it crosses HWY 111 and continues south along HWY 86 south towards Avenue 62 into Mecca.

The La Entrada Specific Plan presents an opportunity for extension of existing Sunline Transit Agency bus routes along the Avenue 50 and 52 corridors and looping within the project on Street "A". An extension of the existing Sunline Transit Agency bus routes will allow for public transit connection of the high density residential uses, mixed use areas, parks and schools with the existing community.

2.5 GRADING

This section describes the proposed overall grading concept for the La Entrada Specific Plan. The Grading Plan is designed to provide for proposed development while taking development constraints such as existing topography, drainage patterns, and on-site fault zones into consideration.

2.5.1 Conceptual Grading Plan

For purposes of illustrating the overall grading concept for La Entrada, a Conceptual Grading Plan has been prepared. The excavation of approximately 17,687,000 cubic yards of earthwork within the footprint of the project is assumed by the Grading Plan. This



volume includes the earthwork required for the canal crossings at Avenue 50 and 52 over the Coachella Canal and Eastside Dike. Areas identified as natural open space will generally remain ungraded except in the instance where certain infrastructure needs to be constructed (water line, tank, etc.).

Grading of the site will be conducted in a manner consistent with the proposed Conceptual Grading Plan (Refer to Exhibit 2-8, Conceptual Grading Plan) and will generally start in the lower portions of the site (western portion) and move towards the higher elevations of the site in the east, as development occurs. Grading will be performed on a phased basis to minimize export and balance grading quantities by phase. It is anticipated that grading will be contained within the project boundaries and only extend beyond the project boundaries in cases where off-site infrastructure improvements, such as road or utility improvements, are required.

Grading plans will be designed so that no import or export from the site is required, and to conform and adhere to applicable County standards (see grading standards in the Appendix of this Specific Plan).

Rough Grading is anticipated to be done prior to or during individual development of planning areas to create building sites for homes and commercial uses.

2.5.2 Grading Standards

The following grading standards shall apply to all development within the Specific Plan area:

- Grading will conform to the requirements of the California Building Code and the County of Riverside grading standards, a copy of which is included in the La Entrada Specific Plan appendix as a reference. The grading standards from the County of Riverside in effect at the time a grading permit is applied for shall apply;
- All grading shall conform to the requirements of the project geotechnical and soils studies;
- All grading activities shall be in substantial conformance with the Conceptual Grading Plan, and shall implement any grading-related mitigation measures outlined in the La Entrada EIR and Mitigation Monitoring Program;
- The following specifications shall apply for retaining walls constructed within various areas of commercial or residential lots:



<u>Height</u>

• Typical Retaining Wall – 6 feet

Distance Between Walls

- Stepping of Retaining Walls The minimum distance between any 2 retaining walls shall be equal to or greater than the height of the taller of the 2 retaining walls. The distance between the 2 walls shall be measured as the horizontal separation between the 2 closest wall faces; the back face of the downslope retaining wall and the front face of the up slope retaining wall;
- Cut and fill slopes shall be finished at a maximum 2:1 grade, consistent with Riverside County Grading Standards;
- Maximum distance between slopes shall be consistent with Riverside County Grading Standards;
- Best Management Practices (BMPs) used for slope stabilization shall be consistent with Riverside County, as well as rough grading plans to be filed upon project construction;
- Post-grading restoration (re-naturalization) of desert washes and natural areas disturbed during grading shall be required. Landscape plans for re-naturalization shall be included as part of grading plan submittal;
- All streets shall have a gradient not exceeding 15 percent;
- Slopes exceeding three feet in vertical height shall be protected per County standards prior to the beginning of the wet season (October to March) or as otherwise provided per the approved Erosion Control Plan;
- Prior to initial grading activities, a soils report and geotechnical study shall be performed with further analyses on-site soil conditions and appropriate measures to control erosion and dust;
- Detailed grading plans shall be prepared prior to any on-site grading for each project or group of projects;
- The applicant shall be responsible for maintenance and upkeep of all planting and irrigation systems until those operations become the responsibility of other parties; maintenance responsibility for landscaped areas will be determined at the time of subdivision maps and landscape construction documents;







Conceptual Grading Plan

EXHIBIT 2-8





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- Potential brow ditches, terrace drains or other minor swales, determined necessary at future stages of project review, shall be lined with natural erosion control materials or concrete;
- Grading work shall be balanced on-site, wherever possible. Stockpiling of soil is permitted within the site to allow for balanced grading by phase;
- Graded, but undeveloped, land shall be maintained weed-free and planted with interim erosion control measures within 45 days of completion of grading, unless building permits are obtained;
- A grading permit shall be obtained from the City of Coachella prior to grading. Grading permits shall conform with project conditions of approval and EIR mitigation measures; and
- If any historic or prehistoric remains are discovered during grading, a qualified archeologist and paleontologist shall be consulted to ascertain their significance.

2.6 DRAINAGE CONCEPT PLAN

Coachella Valley Water District (CVWD) provides regional flood protection within its stormwater service area (which includes the City of Coachella and the project site) by intercepting and conveying regional flood flows through the Coachella Valley to the Salton Sea. This regional stormwater conveyance system consists of the 50-mile Whitewater River/Coachella Valley Stormwater Channel (WWRSC/CVSC) and related tributary stormwater facilities. The Whitewater River, which originates on the southern slopes of the San Bernardino Mountains, flows southeast through the Coachella Valley to the Salton Sea.

A drainage study has been prepared for the project by RBF Consulting, dated April 2013, which contains the full analysis and technical detail of the project's drainage facilities.

Storm water flows through the La Entrada site in several ways:

- Regional flows from north of the project will flow through the seven on-site alluvial drainages. These flows will follow their historic course towards the Eastside Dike at the project's southwestern edge and then south to the Wasteway No. 2 (see discussion under Regional Drainage below).
- Project runoff will flow through storm drains or within streets to one of two locations. Some project runoff will drain into one of the five on-site retention basins and be held there until it percolates into the soil. The other flows will be directed into water quality basins that will treat the runoff before being discharged



into one of the seven drainages. In either condition, runoff will be treated before discharge (see discussion under Retention/Water Quality Basins below).

2.6.1 Regional Drainage

The La Entrada site is traversed by seven alluvial drainages which trend in a southwest direction and terminate at the Eastside Dike of the Coachella Canal on the project's southwestern edge. These drainages convey stormwater from a large area north of Interstate 10 through the project area and ultimately to the Whitewater River. The project will channelize these drainages, retaining them in a soft-bottom condition with gently sloped 3:1 side walls. The channels will convey regional and local flows through the site and convey them to the Eastside Dike and from there to the Whitewater River via Wasteway No. 2.

2.6.2 Backbone Drainage System Concept

The drainage system for La Entrada is designed not to exceed outflows under a predevelopment condition. Storm flows will sheet flow within the backbone streets to a network of storm drains ranging in size from 18 inches to 54 inches. Within each drainage area, flows will be conveyed to the on-site drainage channels, ultimately draining into the existing drainage area at the Eastside Dike and from there to Wasteway No. 2 (located adjacent to Avenue 52) and the Whitewater River.

2.6.3 Retention/Water Quality Basins

Approximately 120 acre-feet of on-site retention will be required to reduce postdevelopment runoff volumes to pre-development levels. Five retention basins will be located in the lower portions of the site adjacent to the regional drainages for this purpose. The retention basins, as described herein and depicted on Exhibit 2-9 are conceptual in nature. Final requirements for basin size, location and dimensions will be specified in the La Entrada hydrology report and associated conditions of approval. CVWD, as the area flood district, will make the final determination about whether the basins are necessary and how the basins will be constructed.

In addition, a series of smaller basins will be required for water quality purposes. Each water quality facility will treat water from a specific watershed area. The facilities may be designed as soft bottom, vegetated earthen structures. These water quality facilities are designed to capture storm flows from the mixed use and residential development.

Prior to the issuance of a grading permit, a detailed management plan will be prepared that will include, but not be limited to: detailed landscaped design criteria, a detailed plan for the control of vectors indigenous to wetlands, and a plan to evaluate the overall health



of the facility on a regular schedule and implement any corrective actions necessary to maintain the facilities ability to improve water quality.

Exhibit 2-9, Conceptual Drainage Plan, illustrates the project's drainage features.

2.7 WATER CONCEPT PLAN

A Water Study has been prepared for the project by RBF Consulting, dated August 2012, which contains the full analysis and technical detail of the project's water facilities.

2.7.1 Water Supply

The City, and future residents and businesses in La Entrada, will rely on groundwater and supplemental water deliveries from CVWD as the primary sources for potable water. The City's conveyance systems include, or will include, adequate capacity for daily demands and emergency fire protection. This includes groundwater pumping, transmission pipelines, distribution storage and surface pumping within internal roadways or other rights-of-way to provide domestic service to each proposed use within the Project. Future opportunities may exist to provide non-potable water to the Project, by surface water from the Coachella Canal or non-treated wells within the Project's boundary. The WSA considered all potable water demands served from the City via wells and wheeling agreements through CVWD. Using CVWD as a source for water supply is based upon the Memorandum of Understanding (MOU) gareement between the City and $CVWD^4$. The MOU allows the City to implement measures specified in the CVWMP to satisfy the water conservation goals and cooperate with CVWD on the source substitution projects identified in the CVWMP. The following are measures that the City will maintain in order to assure the most efficient use of water resources and to meet the 2010 CVWMP Update goals:

- To the greatest extent possible, native plant materials and other drought-tolerant plants will be used in all non-turf areas of Project landscaping. Large expanses of lawn and other water-intensive landscaped areas shall be kept to the minimum necessary and consistent with the functional and aesthetic needs of the Project, while providing soil stability to resist erosion.
- The City will initiate discussions with CVWD on the feasibility of using water from the Coachella Canal for irrigation purposes. Canal water is currently not available to the Project area since it lies outside of the ID-1 boundary, however, use can be provided to westerly areas of the City, thereby offsetting potable demands.

⁴ Memorandum of Understanding (MOU) dated September 9, 2009 between City of Coachella and Coachella Valley Water District.







Conceptual Drainage Plan

Source: RBF Consulting, a Michael Baker Company



- In the event recycled water becomes available to the Project, the potential use of tertiary treated water will be reviewed to determine feasibility of its use for on-site landscaped areas to reduce the use of groundwater for irrigation.
- The installation and maintenance of efficient on-site irrigation systems will minimize runoff and evaporation, and maximize effective watering of plant roots. Drip irrigation and moisture detectors will be used to the greatest extent possible to increase irrigation efficiency.
- The use of low-flush toilets and water-conserving showerheads and faucets shall be required in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Code of Regulations Section 1601(b), and applicable sections of Title 24 of the State Code.

The Project's WSA analysis used projected water demands based upon the City's standard criteria demand factors. The total water demands for both potable and irrigation use for the project is 6,520 acre-feet per year (afy), and accounts for approximately 5.2 percent of the total projected growth in water demands presented in the 2010 CVWMP Update for 2035. Conservation elements for indoor and outdoor water use for both multi-family residential and mixed-use development will be considered as a means of further reducing the ultimate Project water demands.

2.7.2 Potable Water Use

The source (or sources) of water will be confirmed through the preparation of a Water Supply Assessment (refer to section 2.7.1 above). These sources may include but are not limited to the following:

- Contract agreement with CVWD to wheel water from CVWD sources to the City;
- Purchase water allotments;
- Drill additional wells depending on water quality and quantity;
- Create tertiary treated water at the City's wastewater treatment plant and use recycled water for irrigational uses, thereby offsetting potable water for the project; and
- Treating water at the Coachella Canal for potable use.

The water system will utilize an on-site three-zone pressure system. The closest point of connection for water service is located along Avenue 48 and Tyler Street where there is a



reservoir, well and booster station. This facility produces, stores and pumps water to a 150-Zone pressure system. From there, a 24" main will continue south on Polk Street and into the project area, where it will be transferred into a booster for the 450 zone. A series of 24" mains in Streets A, B, C, will handle water flow and will eventually terminate at the 450 zone reservoir(s) near the northeast portion of the Specific Plan area. This pressure zone will serve the lower elevation areas of the project (those within elevations from 140 to 310 feet). From the 450 zone reservoir(s), an adjacent booster station will pump water to a 560 zone reservoir(s) located at the northeast corner of the Specific Plan area. This intermediate pressure system will serve those pad elevations between 310 to 440-feet. The third pressure system will be the 620 zone system. Water mains from the 560 zone system will be routed to the southeast corner of the project area to a booster station. This station will pump water to a 620 zone reservoir(s) located at the southeast corner of the southeast corner of the specific Plan area. This pressure system will be the 620 zone system. Water mains from the 560 zone system will be routed to the southeast corner of the project area to a booster station. This station will pump water to a 620 zone reservoir(s) located at the southeast corner of the southeast corner of the southeast corner of the project area to a booster station.

It is conceived that well (and booster) sites will be located at an off-site location from the project in order to maintain water quality. Two separate pipelines from these wells and boosters will be routed across the Coachella Canal along Avenue 50 and Avenue 52 to a common booster station for redundancy. Flows can then be boosted to the three pressure zone systems to serve the entire Specific Plan area.

The conceptual water system may be subject to change as the water supply source is confirmed. The City's Water Master Plan was reviewed with the project's conceptual land use to determine a conceptual water system for the project. Refer to Exhibit 2-10, *Conceptual Water Plan,* for the proposed conceptual water system.

2.7.3 Non-Potable Water Use

Reclaimed water is not presently available for the La Entrada project. If and when it becomes available or if well or Canal water can be utilized for irrigation purposes, the project will utilize it to the extent allowable to offset demands on potable water resources.

2.8 SEWER CONCEPT PLAN

A Wastewater Study has been prepared for the project by RBF Consulting, dated July 2012, which contains the full analysis and technical detail of the project's sewer facilities.

The closest existing City sewer system is a 24-inch gravity trunk main along Polk Street between Avenue 50 and Avenue 52. This gravity main transfers flows to an existing lift station located near the intersection of Polk Street and State Route 86. The lift station forces flows to another gravity system before terminating at the City's Wastewater Treatment Plant.







Conceptual Water Plan

2 Plan Elements



The ultimate condition for the La Entrada Specific Plan will consist of a connection into the City's existing sewer system as shown in Exhibit 2-11, Conceptual Sewer Plan. This connection will include the following:

The sewer connection will occur at an existing lift station wet well along Polk Avenue. A 24-inch diameter pipeline will extend to the south through an easement to Avenue 52. The gravity main will continue east and cross under the Coachella Canal by way of a jack and bore tunnel. The 24-inch pipeline will continue along Street A to the north and end with deep manholes (approximately 28-feet deep) near the Central Village Area. This reach of sewer will be the main collection source for the Hillside Village, Central Village and the Gateway Village.

Gravity sewer lines to service the planning areas will range from 12- to 15-inches in size and are located in the project's backbone streets.

2.9 DRY UTILITY CONCEPT PLAN

The La Entrada development is located within the electric service territory of Imperial Irrigation District's - Energy Division. Gas service is provided by Southern California Gas Company. Telephone service is provided by Verizon Communications. Cable TV service is provided by Time Warner Communications.

2.9.1 Electric

Imperial Irrigation District's – Energy Division (IID) provides electric service to the area around La Entrada through IID's 92kV sub transmission and 13kV distribution systems. IID is the third largest public power provider in California. IID provides electric service to more than 140,000 customers in Imperial County and parts of Riverside County and the City of Coachella.

IID's has existing 92kV and 13kV overhead pole lines that are located within the La Entrada project near the southwesterly corner of the project near Avenue 52. IID's "Coachella Valley Substation" is a large 230kV/92kV transmission substation just westerly of the project along Avenue 52. IID has existing 230kV and 92kV transmission lines running in and out of the Coachella Substation. Exhibit 2-12, Conceptual Dry Utilities Plan, identifies the approximate locations of IID's Coachella Substation and its existing 92kV and 13kV power lines, as well as the extension of transmission lines into the site.

IID will need two new distribution substations within the La Entrada project for the expansions of IID's electric system. IID will extend its 92kV transmission lines to these substations as part of IID's looped transmission system. It is anticipated that IID's transmission lines will primarily be constructed on overhead poles with portions of the lines being installed underground between the two substations.



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EXHIBIT 2-11





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Source: RBF Consulting, a Michael Baker Company

2 Plan Elements



In addition to the installation of IID's new facilities to serve La Entrada, it is anticipated that IID will need to relocate or rearrange a small section of IID's existing 92kV overhead transmission lines. IID will also need to relocate or rearrange some of IID's existing overhead 13kV lines and integrate those existing facilities with the new on site electric distribution facilities.

2.9.2 Southern California Gas Company

Southern California Gas Company (SCG) operates a standard gas distribution facility (60 PSI MOP) westerly of the La Entrada project in Coachella. Off-site to the north of Interstate 10, SCG operates two high pressure transmission mains. The existing transmission gas mains connect SCG's compressor station in Moreno Valley with SCG's Frontage Road monitoring station, which is located approximate 6 miles east of La Entrada.

In addition to extending the gas distribution facilities within La Entrada, SCG will likely need to build a gas regulator station near one of its existing transmission lines to provide an additional SCG source for the project. The regulator station will provide SCG with an additional feed point for its new gas distribution gas mains within the project.

2.9.3 Verizon Communications (Vz)

Verizon phone will need to extend its facilities to the project. It is anticipated that that Verizon will extend its copper and fiber optic facilities from the Coachella Central Office. Verizon has rolled out its FIOS program in Southern California which now provides high speed fiber optic communications and internet service to the home and business. It is anticipated that Verizon will be eager to roll out its new FIOS technology at La Entrada.

2.9.4 Time Warner (TW)

Time Warner Communications (TW) operates the cable television (CATV) network in the area of La Entrada. TW will be able to provide CATV along with high speed internet access. It is anticipate that TW will install its newest technology of fiber optic and coaxial facilities to serve the La Entrada project.

2.10 PARKS AND OPEN SPACE PLAN

La Entrada includes over 900 acres of parks and open space, approximately 41% of the site's acreage. These park and open space features may be seen in Figure 2-13, Parks, Open Space, and Trails Plan.







Parks, Trails and Open Space Plan





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2.10.1 Parks

La Entrada includes approximately 344.7 acres of parkland, approximately 16% of the site's acreage. Based upon the City of Coachella's park ratio of 3 acres per 1,000 persons, La Entrada will require approximately 110.5 acres of parkland based upon the household size provided in the City's Parks and Recreation Master Plan.

Park categories have been defined generally following the City's Parks Master Plan park types and are outlined below. Details of design of project parks are included in the Landscape Plan section of the Specific Plan's Design Guidelines (Section 3.4 herein). Specific permitted and conditional uses are outlined in the Development Regulations of this Specific Plan (refer to Section 4.8). Maintenance and phasing of project parks is outlined in Section 5, Administration and Implementation.

Special Use Park

Approximately 176.6 acres are designated for special park use, which is anticipated to accommodate a variety of regional-serving recreational uses. This park area is located northwest of the proposed extension of Avenue 50 through the project with access to both the future interchange with I-10 and the rest of Coachella to the west. This type of park may incorporate a wide variety of active and passive recreational uses, including large scale sports complexes or stadiums, polo grounds, special events including fairs/festivals, community gardens, concessions, community centers, picnic areas, trails, skate parks, dog parks, ropes courses, entertainment/amphitheater, tot lots, lakes for irrigation storage purposes, and parking. The park is also expected to include ungraded passive areas related to streambed avoidance. Commercial recreation is specifically permitted in this park. Structures are only permitted in parcel G4 due to building restrictions related to faulting.

The Special Use Park in La Entrada also includes any additional large scale uses that involve recreational and related commercial activity. All sports-related uses in this park are anticipated to include lighted sports fields. The Landscape Plan includes lighting guidelines to minimize glare and impacts on surrounding areas.

The special use park will be a public/private partnership or commercial recreation facility and will be constructed when a financing partner or commercial vendor is selected.

Community Parks

Approximately 44.4 acres are designated for public community parks, which could include a variety of facilities, consistent with and in addition to the Coachella Parks and Recreation Master Plan, including but not limited to turf in limited areas, picnic facilities

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and shelter, restrooms, parking, swimming pools and spas, community centers, active sports facilities including soccer, ballfields, tennis, ball courts, etc, entertainment areas including outdoor stages/theater, skateboard areas, dog parks, disc golf, exercise stations, water features, gymnasiums, playgrounds/tot lots, community gardens, and similar uses.

Community Parks may also include general open areas for multi-purpose use. All sportsrelated uses in this park are anticipated to include lighted fields and courts. The Landscape Plan includes lighting standards and guidelines to minimize glare and impacts on surrounding areas.

<u>Recreation Center</u>. It is anticipated that a private recreation center will be located in parcel H21within the Hillside Village. Anticipated uses for the recreation center will be similar to the amenities listed above; however, the Center will be a privately-owned facility for residents.

Neighborhood Parks

Approximately 14.1 acres are designated for public neighborhood parks and include vista points in the upper elevations of the Specific Plan area, which take advantage of the viewsheds from certain areas within the Specific Plan area. These parks are anticipated to be largely passive in nature, with seating and viewing areas, limited turf, and tot lots.

In addition, as individual planning areas are developed by private builders, the creation of smaller neighborhood/mini parks is anticipated at the discretion of individual builders to provide small scale recreation opportunities for residents within the proposed residential neighborhoods, especially those not immediately adjacent to project parks or trails. These parks may include the following amenities, consistent with and in addition to the Coachella Parks and Recreation Master Plan: turf in limited areas, restrooms, picnic areas and shelters, tot lots, open play area and informal sports areas. Such parks are in addition to the La Entrada park program, which fulfills the project's park requirements, and are thus not a requirement.

Linear Parks

Two types of Linear Parks are proposed within the La Entrada Specific Plan. Consistent with the Coachella Parks and Recreation Master Plan, the purpose of these Linear Parks is to connect park spaces, entryways, transportation routes, and unique features throughout the Specific Plan area. Refer to Exhibit 2-13, *Parks, Trails, and Open Space Plan* for trail types and locations.





<u>Village Paseo</u>. Approximately 27.8 acres within the Specific Plan Area are designated as a 50-100 foot wide linear park in the form of a Village Paseo, which is intended to provide recreational trails, seating, and landscaping/shade trees to provide a unifying feature that connects the residential, mixed-use, open space, and park/recreational areas. This open space feature extends from the Gateway Village, through Central Village, and into the Hillside Village and allows for pedestrian access and mobility throughout, and will also provide bicycle connectivity throughout the Specific Plan area and to adjacent areas. The multi-purpose pathway though the Village Paseo includes a paved two-way bicycle/NEV path 14 feet in width, and a five foot decomposed granite pedestrian path. As the Paseo crosses the drainage corridors it will take the form of an at-grade low-flow/"Arizona" crossing which will require periodic maintenance after storm events. Exhibit 3-19, Paseo Park, illustrates the Village Paseo.

<u>Desert Wash Paseo Parks</u>. Approximately 81.8 acres are designated as multiple 30-50 foot wide public parks sited along the upper edges of the drainage corridors throughout the Specific Plan area. These paseos/linear parks will include off-street multi-purpose trails 10 to12-feet in width on the upper edges of the drainage channel corridors and facilitate bicycle and pedestrian connections between homes, schools, and the mixed use areas of the project. A six foot pedestrian trail is also included on one side of the drainage channels. These paseo parks will also incorporate native landscaping. The types of trails in these corridors will vary based upon topography. Exhibit 3-20, Desert Wash Paseo Section, illustrates this feature.

2.10.2 Open Space

Open Space areas are proposed primarily on the eastern and western edges of the La Entrada Specific Plan. Consistent with the Coachella Parks and Recreation Master Plan, these Open Space Areas are anticipated to generally be free from development except for uses specifically allowed in the Specific Plan Development Regulations. These areas respect and preserve the natural environment and account for design constraints, and provide a buffer between the developed heart of the Specific Plan area and the desert environs surrounding it. Proposed uses include interpretive signage, vista points, and passive pedestrian trails or recreation areas for walking, running, or perhaps mountain biking. Types of project open space are discussed below:

Open Space

Approximately 381.1 acres are designated as open space which includes areas to be left in their original condition or used for drainage purposes, due to steep topography, the presence of geologic constraints such as faults, and/or other



conditions preventing development from occurring within these areas. The westernmost open space areas serve as a fault setback zone.

Drainage/Wash

Approximately 175.8 acres are designated as drainage/wash areas to accommodate the seven existing drainage features that traverse the Specific Plan area. These areas are reserved for the conveyance and storage of on-site and offsite storm water runoff. As proposed, several of the parks/recreation uses will be sited in close proximity to some of these drainages, which may provide additional opportunities for recreational use. The upper edges of these wash areas will incorporate a paseo/linear park that may include an off-street trail (see discussion above).

2.11 PUBLIC SERVICES (FIRE, POLICE, AND SCHOOLS)

2.11.1 Fire Services

The City of Coachella has established a Fire Protection District with the City Manager acting as Manager of the District. Fire protection and suppression services are provided through a contract with the Riverside County Fire Department. These services include fire suppression, fire prevention, emergency medical response, hazardous materials response team, urban search and rescue response team and other related fire protection and emergency services. The Fire department maintains a fire station within the City of Coachella.

Station 79, located at 1377 Sixth Street, is the primary station that will serve the La Entrada Specific Plan Area. The Coachella Fire Station is staffed by 10 full-time career personnel, 1 reserve firefighter and 10 Explorer cadets. The station also has 1 City Paramedic and an Assessment Engine. Two other stations are close to Coachella, including Station No. 39 located at the Thermal Airport and Station No. 86 located at Jackson and 47th Street in Indio.

Areas within a mile radius of the station have a response time of two minutes; areas within a 2 to 5 mile radius have a response time of 3 to 5 minutes.

Fire service calls will incrementally increase as a result of the potential development of the Specific Plan area. A fire station is proposed in the Land Use Plan to serve the Specific Plan area. The fire station will be planned and incorporated in one of the Mixed Use Areas in the Central Village at a site approved by the fire department and that maximizes emergency service considerations like response area, traffic, and vehicle/pedestrian



circulation. The station will be funded by revenues from approved Development Impact Fees which establish a charge per residential unit on new subdivisions for fire.

2.11.2 Police Services

The City of Coachella has contracted with the Riverside County Sheriff's Department for Police Services since 1998. Currently, the Riverside County Thermal Sheriff Station serves the City of Coachella. The station is located on Carreon Boulevard in Indio and currently has over 150 uniformed officers. Based on the 2010 Census Population of 40,704, the current ratio of officers to residents is approximately 3.75 per 1,000 residents in the City. The City's preferred standard is 1 officer per 1,000 residents. Police service calls will incrementally increase as a result of the potential development of the Specific Plan area.

A Police Station is proposed in the Land Use Plan to serve the Specific Plan area. The police station will be located in one of the Mixed Use areas in the Central Village, and will be funded primarily by revenues from approved Development Impact Fees which establish a charge per residential unit and per square foot of non residential space on new subdivisions for police. The revenue from these charges offsets the estimated general fund police costs of new residential development.

2.11.3 School Facilities

School and educational services are provided by the Coachella Valley Unified School District (CVUSD). The Coachella Valley Unified School District employs approximately 1,700 full-time employees to serve about 17,000-18,000 students. The district currently charges Developer fees on per-square-foot basis for new residential and commercial development.

Based on student generation rates provided by CVUSD, the La Entrada Specific Plan is anticipated to add a total of 5,970 students to the project area. Three elementary school sites and a middle school site totaling approximately 69.5 acres have been identified within the Specific Plan. These sites range from 14 to 25 acres in size and are anticipated to accommodate the need for school uses and shared park uses. The four school sites will be offered to the Coachella Unified School District. If the District does not take the school sites upon project build-out or upon written communication from the School District that school sites are not needed, the school sites will revert to an underlying Low Density residential land use.

School site location is dictated by both practice and law. Minimum highway setbacks from schools are not established by law. However, experience and practice indicate that distances of at least 2,500 feet are advisable when explosives are carried and at least 1,500 feet when gasoline, diesel, propane, chlorine, oxygen, pesticides, and other

2 Plan Elements



combustible or poisonous gases are transported. In the absence of specific, legally defined setback distances for schools, the Department reviews each case individually. The nearest freeway to the school sites is I-10, and the school sites have been placed accordingly.

The California Department of Education Code Section 17212.5 states that "no school building shall be constructed, reconstructed, or relocated on the trace of a geological fault along which surface rupture can be reasonably expected to occur within the life of the school building." The project school sites have been located in accordance with this criterion.

2.11.4 Solid Waste

Burrtec Waste Industries currently provides solid waste disposal and recycling services to residents within the City of Coachella. It is anticipated that Burrtec will also provide solid waste disposal service to the residents of the La Entrada Specific Plan Area. Solid waste is typically disposed of at several landfills, including the Azusa Land Reclamation Land Fill, the Badlands Sanitary Landfill, the Commerce Refuse-To-Energy Facility, El Sobrante Landfill, Lamb Canyon Sanitary Landfill, Otay Landfill, and Sycamore Sanitary Landfill. It is anticipated that solid waste generated from residents in the La Entrada Specific Plan will also be disposed of at these landfills. Materials efficiency and use of recycled materials within the project is discussed in Section 2.3, *Sustainability Strategies*, of this Specific Plan.