



City Council Chamber
1515 6th Street, Coachella, California
(760) 398-3502 ♦ www.coachella.org

AGENDA
OF A REGULAR MEETING
OF THE
CITY OF COACHELLA
PLANNING COMMISSION

June 05, 2024
6:00 PM

<p>In-Person Meeting Location:</p> <p>City Council Chamber 1515 6th Street, Coachella, CA</p>	<p>If you would like to attend the meeting via Zoom, here is the link:</p> <p>https://us02web.zoom.us/j/84544257915?pwd=VTdHWitpYVdOUk1NQW8vZ1pqUm0zQT09</p> <p>Or One tap mobile : +16694449171,,84544257915#,,,,*380084#</p> <p>Or Telephone: US: +1 669 900 6833</p> <p>Webinar ID: 845 4425 7915 Passcode: 380084</p> <p>Spanish: El idioma español está disponible en Zoom seleccionado la opción en la parte de abajo de la pantalla</p>
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- Public comments may be received **either in person, via email, telephonically, or via Zoom** with a limit of **250 words, or three minutes:**
 - **In Real Time:**
If participating in real time via Zoom or phone, during the Public Comment Period, use the **“raise hand”** function on your computer, or when using a phone, participants can raise their hand by pressing *9 on the keypad.
 - **In Writing:**
Written comments may be submitted to the City Council electronically via email to cityclerk@coachella.org. Transmittal **prior to the start** of the meeting is required. All written comments received will be forwarded to the City Council and entered into the record.
 - If you wish, you may leave a message at (760) 262-6240 before 5:30 p.m. on the day of the meeting.
- The **live stream** of the meeting may be **viewed online** by accessing the city's website at www.coachella.org, and clicking on the **"Watch Council Meetings"** tab located on the home page, and then clicking on the "live" button.

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

ROLL CALL:

APPROVAL OF AGENDA:

“At this time the Commission may announce any items being pulled from the agenda or continued to another date or request the moving of an item on the agenda.”

APPROVAL OF THE MINUTES:

1. Planning Commission Meeting Minutes May 1, 2024

WRITTEN COMMUNICATIONS:

PUBLIC COMMENTS (NON-AGENDA ITEMS):

“The public may address the Commission on any item of interest to the public that is not on the agenda, but is within the subject matter jurisdiction thereof. Please limit your comments to three (3) minutes.”

REPORTS AND REQUESTS:

NON-HEARING ITEMS:

2. Coachella Wireless Telecommunication Facilities Status Update

PUBLIC HEARING CALENDAR (QUASI-JUDICIAL):

3. CUP 375 AR No. 23-14 – Coachella Islamic Center Parking Lot for the construction of a parking lot to serve the existing building at 84650 Ave 49. Applicant: Islamic Society of Palm Springs.
4. CUP No. 254 (Modification), AR No. 24-02 Coachella Gateway – a modification to add a drive-thru multi-tenant commercial building within the Coachella Gateway shopping center approved under CUP No. 254 at the southwest corner of Ave 48 and Grapefruit Boulevard, adjacent to the Dillon Bridge. Applicant: Chandi & Karan LLC
5. Coachella Sunline Transportation Hub (Architectural Review No 21-13 Modification) for exterior design modifications to the break room building of the Coachella Sunline Transportation Hub (Transit Hub). The entire project includes bus service that with a 540 sq. ft. Sunline Transit Agency breakroom/office building, 5 bus shelters, landscape improvements and a corner focal point for a future public art installation located at the Southeast corner of Cesar Chavez Street and 4th Street (APN 778-080-021). Applicant: Sunline Transit Agency.

INFORMATIONAL:

ADJOURNMENT:

Complete Agenda Packets are available for public inspection at the City Clerk's Office at 53-462 Enterprise Way, Coachella, California, and on the City's website www.coachella.org.



THIS MEETING IS ACCESSIBLE TO PERSONS WITH DISABILITIES

June 5, 2024



City Council Chamber
1515 6th Street, Coachella,
(760) 398-3502 ♦
www.coachella.org

AGENDA

DE UNA REUNIÓN DE LA

COMISIÓN DE PLANIFICACIÓN

PLANNING COMMISSION

5 de Junio, 2024
6:00 PM

<https://us02web.zoom.us/j/84544257915?pwd=VTdHWitpYVdOUk1NQW8vZ1pqUm0zQT09>

O one tap mobile:

Us: +16699006833,, 84544257915#,,,,* 380084# US

O teléfono:

Us: +1 669 900 6833

ID del webinar: 845 4425 7915

Código de acceso: 380084

Español: El idioma español está disponible en Zoom seleccionado la opción en la parte de abajo de la pantalla

Los comentarios públicos se pueden recibir por correo electrónico, por teléfono o por zoom con un límite de 250 palabras o tres minutos:

En vivo:

Si participa en vivo a través de zoom o teléfono, durante el período de comentarios públicos, use la función "levantar la mano" en su computadora, o cuando use un teléfono, los participantes pueden levantar la mano presionando *9 en el teclado.

Por escrito:

Los comentarios escritos pueden enviarse a la comisión electrónicamente por correo electrónico a gperez@coachella.org. Se requiere la transmisión antes del inicio de la reunión. Todos los comentarios escritos recibidos serán enviados a la comisión e ingresados en el registro.

SI LO DESEA, PUEDE DEJAR UN MENSAJE EN EL (760) 398-3102, EXTENSIÓN 122, ANTES DE LAS 4:00 P.M. DEL DÍA DE LA REUNIÓN

LLAMADO AL ORDEN:

JURAMENTO A LA BANDERA:

PASE DE LISTA:

APROBACIÓN DE LA

AGENDA:

“En este momento, la Comisión puede anunciar cualquier punto que está siendo retirado de la agenda o continuado a otra fecha o solicitar el traslado de un punto de la agenda”.

APROBACION DE LAS ACTAS:

1. Borrador de las Actas de la Comisión de Planificación – 17 de Mayo 2024.

COMUNICACIONES ESCRITAS:

COMENTARIOS DEL PÚBLICO (PUNTOS QUE NO ESTÁN EN LA AGENDA):

“El público puede dirigirse a la Comisión sobre cualquier tema de interés para el público que no esté en la agenda, pero que esté dentro de la jurisdicción de la materia de la misma. Por favor limite sus comentarios a tres (3) minutos”.

INFORMES Y SOLICITUDES:

PUNTOS QUE NO SON DE AUDIENCIA:

2. Actualización del Estatus de las Instalaciones de Telecomunicaciones Inalámbricas de Coachella

CALENDARIO DE AUDIENCIAS PÚBLICAS (CUASI-JUDICIAL):

3. Entrada de Coachella CUP 254 (MOD) AR n° 24-02. El proyecto es para una modificación del Permiso de Uso Condicional (CUP 254) para agregar una entrada de autos a un edificio comercial que fue aprobado bajo el CUP 254 en la esquina suroeste de Ave 48 y Grapefruit Boulevard, adyacente al Puente Dillon. El proyecto es para la construcción propuesta de un edificio comercial de 4,627 pies cuadrados con 3 inquilinos planeados. Solicitante: Chandi & Karan LLC
4. AR No. 23-14 CUP 375 Estacionamiento del Centro Islámico de Coachella para la construcción de un estacionamiento para servir al edificio existente de la Sociedad Islámica de Coachella de Palm Springs en 84650 49th Avenue. Solicitante: Sociedad Islámica de Palm Springs
5. AR No. 21-13 (Modificación) Sunline Transit Hub para modificaciones del diseño exterior del edificio de la sala de descanso del Coachella Sunline Transportation Hub (Transit Hub). El proyecto completo incluye un servicio de autobús con una sala de descanso/edificio de oficinas de Sunline Transit Agency de 540 pies cuadrados, 5 paradas de autobús, mejoras paisajísticas y un punto focal en la esquina para una futura instalación de arte público ubicada en la esquina sureste de la calle César Chávez y 4ta. Calle (APN 778-080-021). Solicitante: Agencia de tránsito Sunline

INFORMATIVO:

SE SUSPENDE LA SESIÓN:

Los paquetes completos de la agenda están disponibles para inspección pública en el Departamento de Servicios de Desarrollo en 53-990 Enterprise Way, Coachella, California, y en el sitio web de la ciudad www.coachella.org.

ESTA REUNIÓN ES ACCESIBLE PARA PERSONAS CON DISCAPACIDAD



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MINUTES

OF A REGULAR MEETING
OF THE
CITY OF COACHELLA
PLANNING COMMISSION

May 1, 2024
6:00 PM

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<https://us02web.zoom.us/j/84544257915?pwd=VTdHWitpYVdOUk1NQW8vZ1pqUm0zQT09>

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IF YOU WISH, YOU MAY LEAVE A MESSAGE AT (760) 398-3102, EXTENSION 122, BEFORE 4:00 P.M. ON THE DAY OF THE MEETING

CALL TO ORDER: 6:01 PM

PLEDGE OF ALLEGIANCE:

Commissioner Ramirez.

ROLL CALL:

Commissioners Present: Chair Hernandez, Vice Chair Gonzalez, Commissioner Ramirez, Commissioner Murillo, Alternate Commissioner Fonseca.

Commissioners Absent: Commissioner Arvizu.

Staff Present: *Gabriel Perez, Development Services Director.
*Adrian Moreno, Associate Planner.
*Rene Rosales, Code Enforcement Manager
*Jesus Medina, Information Technology Technician

APPROVAL OF AGENDA:

“At this time the Commission may announce any items being pulled from the agenda or continued to another date or request the moving of an item on the agenda.”

IT WAS MOVED BY COMMISSIONER RAMIREZ AND SECONDED BY COMMISSIONER MURILLO TO APPROVE THE AGENDA AND CONTINUE ITEMS THREE (3) AND FOUR (4) TO THE NEXT PLANNING COMMISSION MEETING.

Approved by the following roll call vote:

AYES: Commissioner Ramirez, Vice Chair Gonzalez, Chair Hernandez, Commissioner Murillo, Alternate Commissioner Fonseca.

NOES: None.

ABSTAIN: None.

ABSENT: Commissioner Arvizu.

APPROVAL OF THE MINUTES:

1. Planning Commission Meeting Minutes – April 17, 2024.

IT WAS MOVED BY VICE CHAIR GONZALEZ AND SECONDED BY ALTERNATE COMMISSIONER FONSECA TO APPROVE THE MINUTES.

Approved by the following roll call vote:

AYES: Vice Chair Gonzalez, Commissioner Ramirez, Alternate Commissioner Fonseca, Commissioner Murillo, and Chair Hernandez.

NOES: None.

ABSTAIN: None.

ABSENT: Commissioner Arvizu.

WRITTEN COMMUNICATIONS:

None.

PUBLIC COMMENTS (NON-AGENDA ITEMS):

“The public may address the Commission on any item of interest to the public that is not on the agenda, but is within the subject matter jurisdiction thereof. Please limit your comments to three (3) minutes.”

REPORTS AND REQUESTS:

None.

NON-HEARING ITEMS:

2. Code Enforcement Update - Commercial Centers

Rene Rosales, Code Enforcement Manager, gave a presentation for the item. A copy of the presentation is on file in the Planning Division.

PUBLIC HEARING CALENDAR (QUASI-JUDICIAL):

3. CUP No. 254 (Modification), AR No. 24-02 Coachella Gateway – a modification to add a drive-thru multi-tenant commercial building within the Coachella Gateway shopping center approved under CUP No. 254 at the southwest corner of Ave 48 and Grapefruit Boulevard, adjacent to the Dillon Bridge. Applicant: Chandi & Karan LLC.

Item continued.

4. CUP 375 AR No. 23-14 – Coachella Islamic Center Parking Lot for the construction of a parking lot to serve the existing building at 84650 Ave 49. Applicant: Islamic Society of Palm Springs. Recommendation: Continue to May 15, 2024.

Item continued.

INFORMATIONAL:

Director’s Development Updates

- The City received the Community Resilience Center Implementation grant award from the Strategic Growth Council and the press conference event will take place on Tuesday, May 7th at the Hidden Harvest site.
- The City will host a Connect Coachella community engagement workshop event on May 6th at the Coachella Library.
- Building and Safety Division will be hosting two events in May for Building and Safety Month.

Respectfully Submitted by,

Gabriel Perez

Planning Commission Secretary

ADJOURNMENT: 6:56 PM

*Complete Agenda Packets are available for public inspection in the
Development Services Department at 53-990 Enterprise Way, Coachella, California, and on the
City's website www.coachella.org.*

THIS MEETING IS ACCESSIBLE TO PERSONS WITH DISABILITIES



STAFF REPORT
6/5/2024

TO: Planning Commission Chair and Commissioners
FROM: Anahi Fernandez, Management Analyst
SUBJECT: Coachella Wireless Telecommunication Facilities Status Update

Staff Recommendation:

Staff recommends that the Planning Commission receive and file the Coachella wireless telecommunication facilities compliance update and establish a deadline of 60 days for the remaining noncompliance providers to comply with their Conditional Use Permit (CUP) conditions of approval.

Background:

On October 4, 2023, the Planning Commission received a status report of the eleven (11) operational wireless telecommunication facilities in the City of Coachella. During the October report, two (2) wireless telecommunication facilities were out of compliance with their CUP conditions of approval and working towards compliance.

The Planning Commission allowed the provider, American Tower, additional time to address their landscaping and maintenance issues. For the past seven months, staff has worked with American Tower to get the two (2) wireless facilities into compliance.

Discussion/Analysis:

On May 21, 2024, staff conducted a subsequent visual survey of the wireless telecommunication facilities in the City of Coachella and reviewed the condition of the facilities for compliance with their CUP conditions of approval. A total of four (4) were observed to be out of compliance.

The four (4) wireless facilities out of compliance need to address the following issues:

- Proper landscaping to mitigate the visual effects of the wireless towers
- General cleanup and maintenance

Since the last status report to the Planning Commission on October 2023, two (2) wireless facilities have remained out of compliance with their CUP conditions of approval (Oats Lane and Dillon Road). They have not addressed their landscaping requirement. Staff continues to work with the

provider to get them into compliance. American Tower submitted a landscape plan to the Planning Division for the wireless facility on Oats Lane. They are also working with the Utilities Department to obtain a water meter release. Once they install the water meter, they can install the irrigation followed by the landscaping. American Tower has yet to submit a landscape plan for the wireless facility on Dillon Road. There are two anticipated projects for the property on Dillon, a billboard and a cannabis dispensary, who are also conditioned to install landscaping. American Tower has been in touch with the property owner and will work with the project applicants on the completion of the landscaping requirement. The landscaping on the property must be completed by either one of the three parties. Staff will contact the other two (2) providers who are out of compliance.

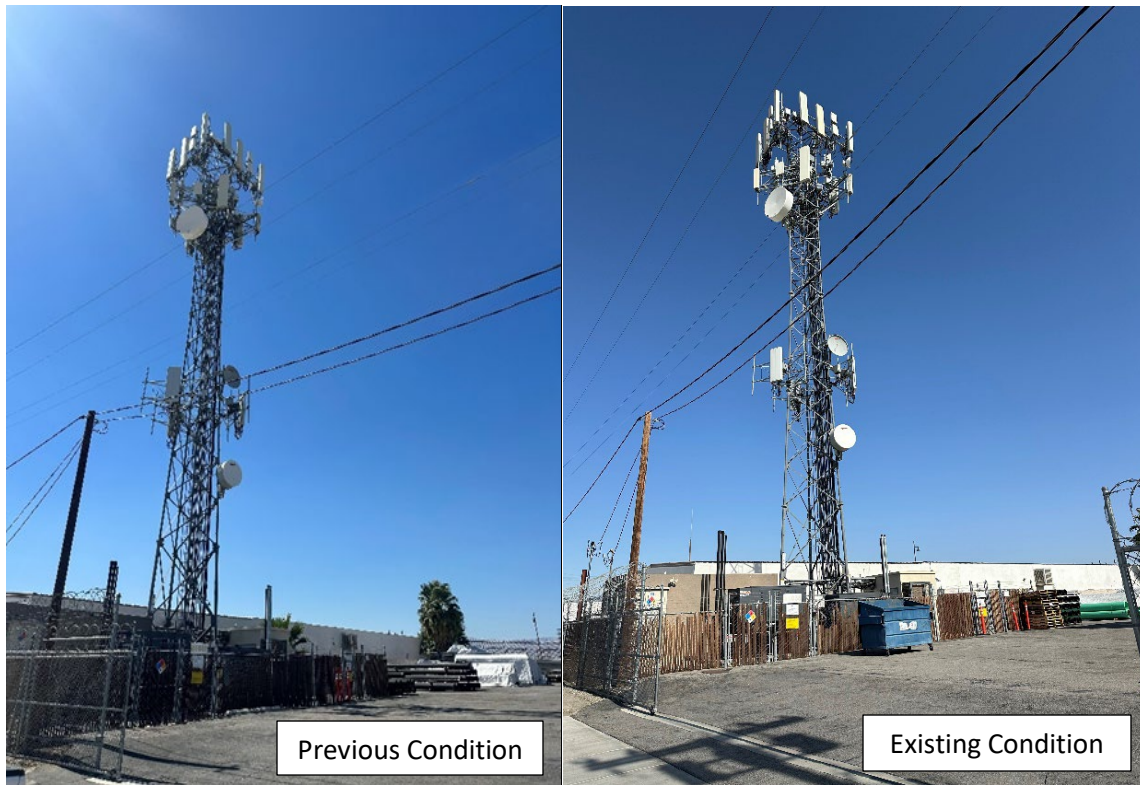
A summary of the compliance update for each wireless telecommunication facility is provided in the table below as well as a detailed table in Attachment 2.

Attachments:

1. Detailed Status of Coachella Wireless Telecommunication Facilities
2. Map of Coachella Wireless Telecommunication Facilities

Coachella Wireless Telecommunication Facilities Compliance Update			
Conditional Use Permit No.	Address	Previous Condition	Existing Condition
CUP 179	86-045 Avenue 52	In Compliance	In Compliance
CUP 182	86-275 Avenue 50	In Compliance	In Compliance
CUP 184	49-600 Oates Lane	Landscaping is required around the perimeter of the lease. Not in compliance.	Landscaping has not been planted around the perimeter of the lease. Not in compliance.
CUP 192	45-800 Dillon Road	Landscaping is required. Not in compliance.	Landscaping is required. A landscape plan has not been submitted to Planning. Not in compliance.
CUP 240	51-335 Harrison Street (Plaza Tonalá)	In Compliance	In Compliance.
CUP 243	49-251 Harrison Street	In Compliance.	In Compliance
CUP 292	51-711 Douma Street	In Compliance	In Compliance.
CUP 301	51-711 Douma Street	In Compliance	In Compliance.
CUP 302	Jackson Square	In Compliance.	Damage repair and clean up required. Not in compliance.
CUP 317	Jackson Square	In Compliance.	Trash, debris, and litter cleanup is required. Not in compliance.
CUP 309	86-351 Avenue 52	In Compliance.	In Compliance.

Site 1



Planning Case no: CUP 179

Approval date: October 13, 1999

Location: 86-045 Avenue 52

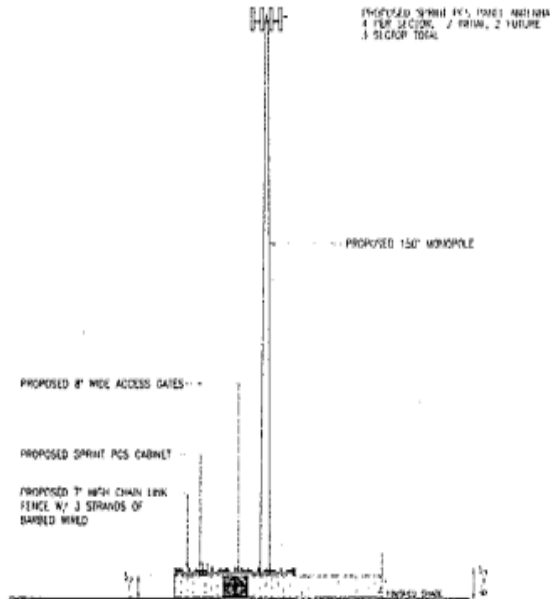
Type: Tower

Facility Height: 100'

Status: Consistent with conditions of approval for CUP. Needs general maintenance. **In Compliance.**

Last Known Provider: American Tower

Site 2



CUP 182 Exhibit



Existing Condition

Planning Case no: CUP 182

Approval date: January 12, 2000

Location: 86-275 Avenue 50

Type: Tower

Facility Height: 150'

Status: Construction is in conformance with the plans submitted and conditions imposed. **In Compliance.**

Last Known Provider: Sprint

Site 3



Planning Case no: CUP 184

Approval date: September 06, 2000

Location: 49-600 Oates Lane

Type: Tower

Facility Height: 150'

Status: Condition 15 of amendment to CUP 184 requires landscaping to be planted and maintained around the perimeter of the lease. No landscaping has been planted. Planning received provider's landscape plan and provider is working with Utilities for a water meter release. **Not in Compliance.**

Provider: American Tower

Site 4



Planning Case no: CUP 192

Approval date: July 17, 2002

Location: 45-800 Dillon Road

Type: Tower

Facility Height: 110'

Status: Condition 12 of CUP requires the installment of appropriate view obscuring landscaping in conjunction with the chain link fence to establish a "living fence." The "living fence" has been replaced. Landscaping needs to be addressed. **Not in Compliance.**

Provider: American Tower

Site 5



Planning Case no: CUP 240

Approval date: February 03, 2010

Location: 51-335 Harrison Street (Plaza Tonalá)

Type: Monopalm

Facility Height: 50'

Status: Monopalm has been maintained. **In Compliance.**

Provider: Crown Castle

Site 6



Planning Case no: CUP 243

Approval date: June 02, 2010

Location: 49-251 Harrison Street

Type: Monopalm

Facility Height: 60'

Status: Two Washingtonia Robusta palm trees with minimum height of 15' were required to be planted adjacent to the monopalm wireless tower. Two palm trees were observed. **In Compliance.**

Last Known Provider: T-Mobile

Site 7



Planning Case no: CUP 292

Approval date: January 31, 2018

Location: 51-711 Douma Street

Type: Monopalm

Facility Height: 70'

Status: Two date palm trees of a minimum 20' to 30' were required to be planted near monopalm wireless tower. Two palm trees were observed. **In Compliance.**

Provider: Verizon Wireless

Site 8



Planning Case no: CUP 301

Approval date: September 19, 2018

Location: 51-711 Douma Street

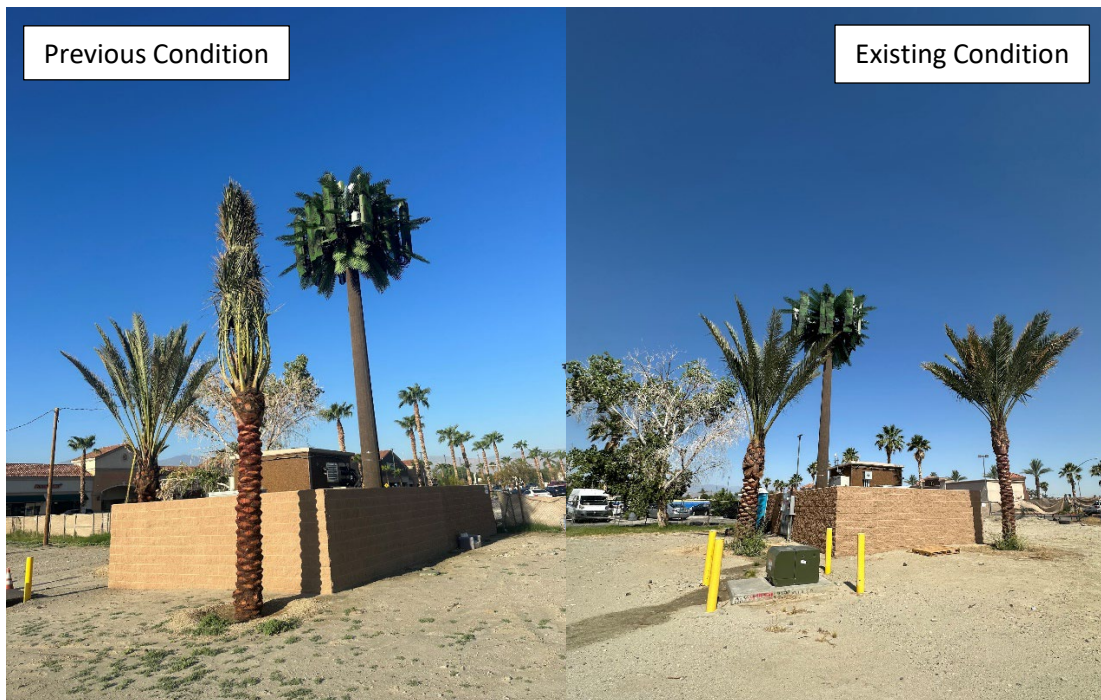
Type: Monoecalyptus

Facility Height: 70'

Status: Two date palm trees were required to be installed at a height of 20' to 30' to mitigate adverse visual effects of the mono-eucalyptus wireless tower. Two live palm trees are present at the site. **In Compliance.**

Last Known Provider: AT&T

Site 9



Planning Case no: CUP 302

Approval date: September 19, 2018

Location: Jackson Square (Located on the southeast corner of 48 and Jackson Street)

Type: Monopalm

Facility Height: 50'

Status: Condition 30 of the Conditional Use Permit requires maintenance, damage repair and cleanup of the facility. General clean up and water pipe repair needed.
Not in compliance.

Last Known Provider: AT&T

Site 10



Planning Case no: CUP 317

Approval date: March 18, 2020

Location: Jackson Square (located on the southeast corner of Avenue 48 and Jackson Street)

Type: Monopalm

Facility Height: 50'

Status: Two date palm trees were required to be installed at a minimum height of 20' to 30' adjacent to monopalm tower. Two date palm trees were observed. Facility requires cleanup of trash, debris, and litter. **Not in compliance.**

Last Known Provider: Verizon Wireless

Site 11



Planning Case no: CUP 309

Approval date: January 30, 2019

Location: 86-351 Avenue 52

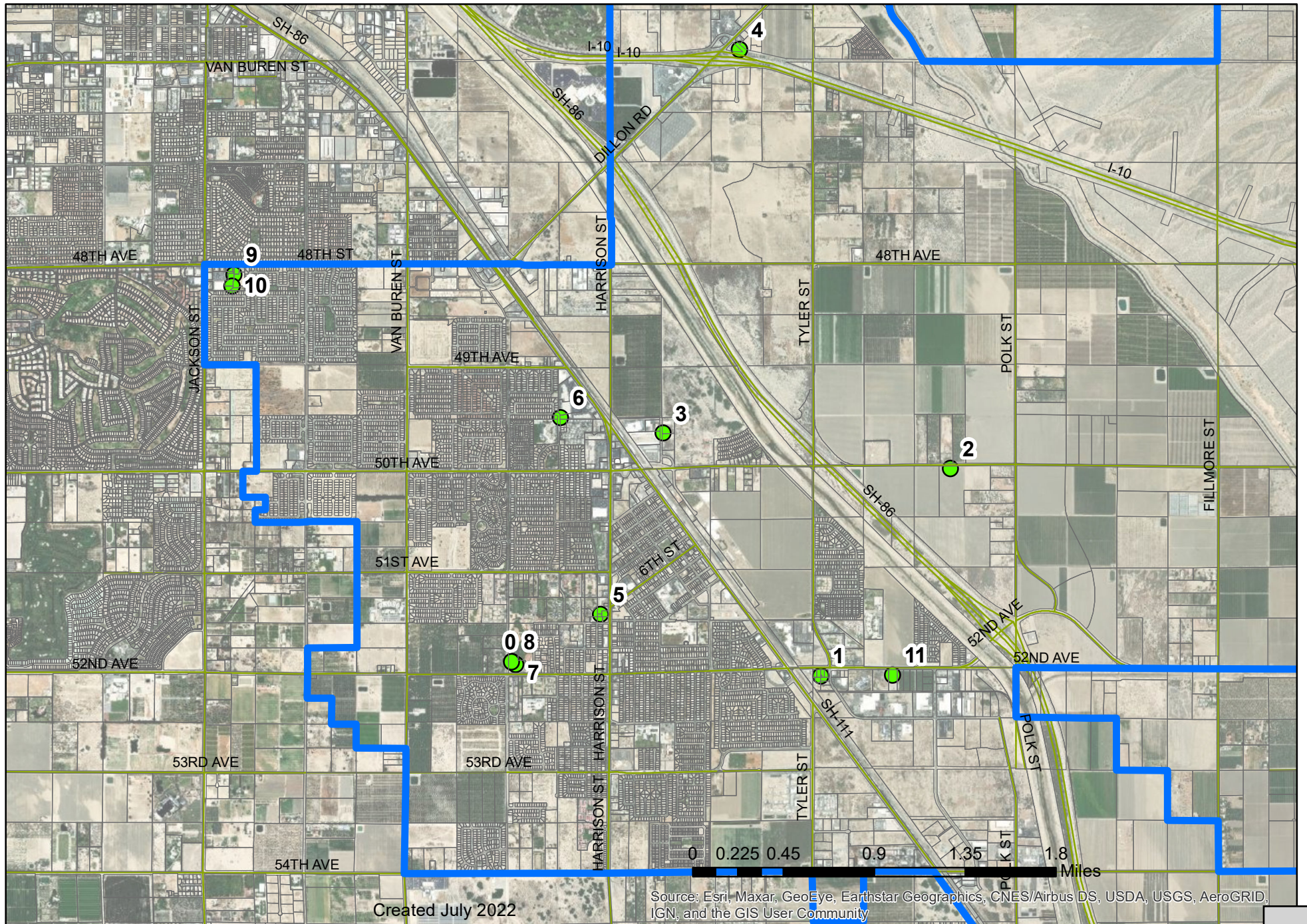
Type: Tower

Facility Height: 200'

Status: Property was once owned by IID, and was purchased by the City in 2009. In 2019, a Conditional Use Permit for the collocation of six antennas and other ancillary communication equipment to the existing communication lattice tower were approved. **In Compliance**

Last Known Provider: Verizon Wireless

Map of Coachella Wireless Telecommunications Facilities 2024





STAFF REPORT
6/5/2024

TO: Planning Commission Chair and Commissioners

FROM: Adrian Moreno, Associate Planner

SUBJECT: CUP 375 AR No. 23-14 – Coachella Islamic Center Parking Lot for the construction of a parking lot to serve the existing building at 84650 Ave 49. Applicant: Islamic Society of Palm Springs.

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. PC2024-07 adopting Conditional Use Permit No. 375 and Architectural Review No. 23-14 for the construction of a parking lot to serve the existing building at 84650 Ave 49 (APN: 603-250-015).

BACKGROUND:

On December 21, 2016 the Planning Commission approved CUP No. 275 and AR No. 16-14 for the approval of a new mosque expansion and assembly hall that included a parking lot. On February 5, 2020 the Planning Commission approved (3) retro-active 12-month time extensions (36 months) that provided a final expiration date of December 21, 2020. The applicant had not diligently pursued construction of the original project, and has thus expired. On September 27, 2023, the applicant submitted for the construction of a parking lot to serve the existing mosque at 84650 Ave 49.

DISCUSSION/ANALYSIS:

The surrounding land uses and zoning designations are as follows:

- North:** Vacant Land (C-G, General Commercial).
- South:** Pueblo De La Paz single family subdivision (S-N Suburban Neighborhood).
- East:** Aztec Landscaping (C-N Commercial Neighborhood)
- West:** two single family dwellings and the Pentecostal Church of Philadelphia (C-N Commercial Neighborhood).



SITE PLAN

The exhibit below illustrated the proposed plan layout for the (138) space asphalt parking lot for the existing 3,200 SF mosque. There are two points of access from Ave 49, and there is an existing block wall and fence that surrounds the property from all sides. The applicant proposes six light posts for on-site parking lot lighting, one of which is proposed adjacent to the Avenue 49 landscape common area.

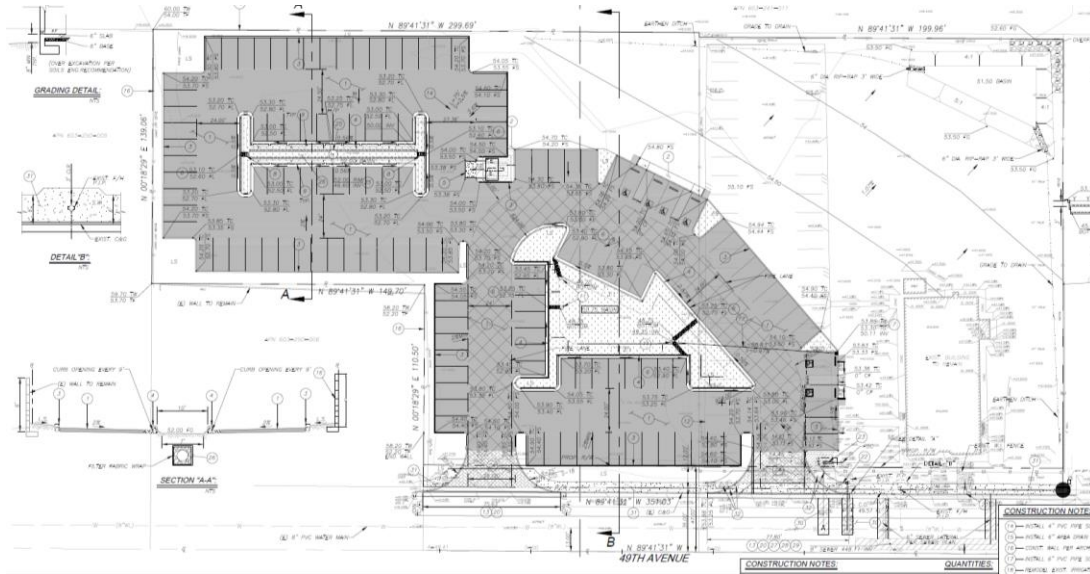


Figure 1 - Site Plan

There is one existing eastern driveway Avenue 49, and the proposed project plans for a new western driveway access point on Avenue 49 for a total of two points of access for the site. Currently there is an existing 6 foot height block wall on the western half of the property that blocks visibility along Avenue 49 for the proposed parking lot, however the eastern half provides an existing wrought iron fence that provides visibility to the site along Avenue 49. There is an existing wrought-iron rolling gate at the existing driveway, and at this time the applicant has not proposed any new fence for the new proposed western driveway. Any future plans for fencing would be required to submit a building permit application to be reviewed and approved by Staff.



Figure 2 - Existing Fencing Eastern and Western Entrances

PARKING

The existing mosque has an assembly area of 2,420 square feet which requires a minimum of 115 parking spaces. The applicant proposes 138 parking spaces which is 23 spaces more than the minimum requirement for the existing use. The proposed parking lot provides sufficient parking for the existing use. In 2016, Planning Commission did approve the same parking lot with a proposed building expansion and the Planning Commission found that the parking lot did provide sufficient parking for the building expansion at that time. In the future, if the applicant proposes a building expansion and staff makes the finding that there is not sufficient parking for that expansion, a variance or the implementation of a parking mitigation plan may be required.

LANDSCAPING

The project is required to provide landscaping and sidewalk along the entire property frontage along Avenue 49 at the southern portion of the property. A final landscape plan is required to be submitted and approved by the Development Services Director. The landscape common area and on-site landscape design is required to provide shade trees, ¾ inch gravel and a diversity of shrubs including flowering varieties. The landscape common area is required to provide separate sidewalk, and the on-site parking lot shall provide shade trees at the northwest corner of the site. The applicant may provide an alternative to the requirements imposed for the landscaping plan that ensures a high quality design to be approved to the satisfaction of the Development Services Director. The applicant shall enter into a Landscape Maintenance Agreement with the city.

ZONING CONSISTENCY

The project site is located at parcel APN: 603-250-015 which is located in the C-N Commercial Neighborhood zoning designation. The project is for a “parking lot” which is permitted within the C-N zone under a conditional use permit. The C-N zone allows for “commercial parking lots” and “those uses allowed as conditional uses by Section 17.12.020(C) of the S-N (Suburban Neighborhood) zone”. The S-N Suburban Neighborhood zone allows for “public and quasi-public uses of an educational or religious type, including... churches, parsonages, and other religious institutions”. The project, a parking lot to serve an existing mosque building for religious use, is consistent with the C-N Neighborhood Commercial zoning designation with approval of a conditional use permit.

ENVIRONMENTAL REVIEW:

The Planning Division has determined that the proposed project is categorically exempt from environmental review pursuant to the guidelines of the California Environmental Quality Act as “Accessory Structures” (CEQA Guidelines, Section 15311), as the project consists of the new construction of a parking lot to be accessory to an existing use.

ALTERNATIVES

- 1) Adopt Resolution No. PC2024-07 approving Conditional Use Permit No. 375 and Architectural Review No. 23-14 with the findings and conditions as recommended by Staff.
- 2) Adopt Resolution No. PC2024-07 with the findings and conditions as recommended by Staff with modifications as proposed by the Planning Commission.
- 3) Not approve Resolution No. PC 2024-07 and request that staff prepare a Planning Commission Resolution for denial of Conditional Use Permit No. 375 and Architectural Review No. 23-14.
- 3) Continue this item and provide staff and the applicant with direction.

CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis contained herein and the findings listed below, staff is recommending that the Planning Commission adopt Resolution No. PC2024-07 approving Conditional Use Permit No. 375 and Architectural Review No. 23-14 with the findings and conditions as recommended by staff for the construction of a parking lot to serve the existing building at 84650 Ave 49.

Attachments:

1. Resolution PC2024-07
 - a. Exhibit A – Conditions of Approval
 - b. Exhibit B – Development Plan Set
2. Conceptual Landscape Plan
3. Lighting Plan
4. Vicinity Map
5. Site Photos
6. Outside Agency Comments

RESOLUTION NO. PC 2024-07**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COACHELLA, CALIFORNIA APPROVING CONDITIONAL USE PERMIT AND ARCHITECTURAL REVIEW FOR THE CONSTRUCTION OF A PARKING LOT TO SERVE THE EXISTING BUILDING AT 84650 AVENUE 49. APPLICANT: ISLAMIC SOCIETY OF PALM SPRINGS**

WHEREAS, Islamic Society of Palm Springs filed an application for Conditional Use Permit No. 375 and Architectural Review No. 23-14 for the construction of a parking lot to serve the existing mosque religious building at 84650 Avenue 49 (APN: 603-250-015); and,

WHEREAS, on June 5, 2024, the Planning Commission conducted a duly noticed public hearing on the proposed project in the subject application, considered written and oral comments, and facts and evidence presented by the applicant, City staff, and other interested parties; and

WHEREAS, the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and,

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City's General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and,

WHEREAS, the proposed site is adequate in size and shape to accommodate the proposed development; and,

WHEREAS, the site for the proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use; and,

WHEREAS, the proposed project is exempt from the California Environmental Quality Act, as amended; and,

WHEREAS, the conditions of approval as stipulated by the City are necessary to protect the public health, safety and welfare of the community.

NOW, THEREFORE, BE IT RESOLVED, THE PLANNING COMMISSION OF THE CITY OF COACHELLA, CALIFORNIA DOES HEREBY FIND DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1. Recitals. The above recitals are true and correct and incorporated herein as findings of fact.

SECTION 2. CEQA Findings.

Based upon its review of the entire record, including the Staff Report, any public comments or testimony presented to the Planning Commission, and the facts outlined below, the Planning Commission hereby finds and determines that the proposed project is categorically exempt from environmental review pursuant to the guidelines of the California Environmental Quality Act as “Accessory Structures” (CEQA Guidelines, Section 15311), as the project consists of the new construction of a parking lot to be accessory to an existing use.

SECTION 3. Architectural Review Findings

With respect to Conditional Use Permit No. 375 and Architectural Review No. 23-14, the Planning Commission finds as follows for the proposed construction of a parking lot to serve the existing mosque religious building at 84650 Avenue 49.

1. The proposed architectural review and conditional use permit are consistent with the General Plan and the City of Coachella Official Zoning Map governing the site. The subject site is a 2.38-acre site with adequate access and lot dimensions to allow for the parking lot development in a manner consistent with the Neighborhood Center land use designation of the General Plan and Neighborhood Commercial Zoning Designation.
2. The proposed use will be located, designed, constructed, operated and maintained so as to be compatible with the existing or intended character of the general vicinity and shall not change the essential character of the same area. The proposed construction of a parking lot to serve the existing mosque religious building at 84650 Avenue 49 would be located in the Neighborhood Commercial area and is compatible with existing adjacent uses that are similar land uses.
3. Consideration was given to harmony in scale, bulk, coverage and density, to the availability of public facilities and utilities, to harmful effect, in any, upon desirable neighborhood character, to the generation of traffic and the capacity of surrounding streets, and to any other relevant impact of the development. The proposed project use is a compatible use with existing similar uses in the area.
4. Where the proposed use may be potentially hazardous or disturbing to existing or reasonable expected neighboring uses, it must be justified by the common public interest as a benefit to the community as a whole. The Development Services Department does not anticipate any potentially hazardous or disturbing impacts on existing or neighboring uses. The proposed construction of a parking lot to serve the existing mosque religious building at 84650 Avenue 49 is anticipated to limit the negative transportation impacts of overflow parking from the existing use and is anticipated to limit the dust impacts from the site which works towards the City’s long-term goals and policies to promote a physical environment that support’s residential health as envision by the City of Coachella General Plan.

SECTION 4. Location and Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at

Coachella Civic Center. The Development Services Director is the custodian of the record of proceedings.

SECTION 5. Execution of Resolution. The Chairman shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

SECTION 6. Planning Commission Approval Based on the foregoing recitals and findings above, and the written and oral comments, facts and evidence presented, the City of Coachella Planning Commission hereby approves Conditional Use Permit No. 375 and Architectural Review No. 23-14 for the construction of a parking lot to serve the existing mosque religious building at 84650 Avenue 49 (APN: 603-250-015) subject to the Conditions of Approval as set forth in “Exhibit A” and the plans set forth in “Exhibit B”.

PASSED APPROVED and ADOPTED this 5th day of June 2024.

Jason Hernandez, Chairperson
Coachella Planning Commission

ATTEST:

Gabriel Perez
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC-2024-07, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 5th day of June 2024, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gabriel Perez
Planning Commission Secretary

Exhibit A – Resolution No. PC2024-07**CONDITIONS OF APPROVAL FOR
CONDITIONAL USE PERMIT NO. 375 and ARCHITECTURAL REVIEW NO. 23-14
Coachella Islamic Center Parking Lot****General Conditions**

1. CUP 375 and AR 23-14 are approved for the construction of a parking lot to serve the existing mosque religious building at 84650 Avenue 49 (APN: 603-250-015).
2. The applicant shall defend, indemnify and hold harmless the City of Coachella, its officials, officers, employees, and agents from and against any claim, action, or proceeding against the City, its officials, officers, employees or agents to attack, set aside, void or annul any project approval or condition of approval of the city concerning this project, including but not limited to any approval or condition of approval or mitigation measure imposed by the City Council or Planning Commission. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officials, officers, employees and agents in the defense of the City Attorney, within five days of the effective date of this approval.
3. The working drawings shall include within the first four pages a list of all conditions of approval included in this resolution.
4. All plan submittals are the responsibility of the developer; this includes plan submittals to the City of Coachella, the Riverside County Fire Department or to other agencies for whom plan review and approval is required.
5. Applicant shall submit to the Riverside County Fire Department all plans that are required to be approved by the Fire Department, which may also include the landscape plan for the project. Applicant shall provide Staff with written confirmation from Fire Department if landscape plan approval from their department is or is not required by Fire Department.
6. All plan submittals shall have consistent and identical details of site work installations.
7. A detailed landscape, lighting, and irrigation plan shall be submitted and approved by the Development Services Director prior to building permit issuance that addresses landscape requirements for the project site. Applicant shall also coordinate with Utilities Department for approval of landscape plan. The applicant may provide an alternative to the requirements for the landscape, lighting, and irrigation plan that ensures a high quality design to be approved to the satisfaction and discretion of the Development Services Director. Applicant shall provide lighting to ensure parking lot safety to the satisfaction of the Development Services Director.
8. Applicant shall provide sidewalk, ¾ inch gravel, shade trees, and a diversity of shrubs and flowering varieties along landscape common area frontage along Avenue 49. Applicant shall design landscape common area with a 4 foot parkway, 6 foot sidewalk, and additional 4 foot landscape area to provide a separated sidewalk design. The applicant may propose a high quality alternative design to be approved to the satisfaction of the Development Services

Director and City Engineer. Landscape common area shall be installed prior to parking lot striping or other benchmark determined by the Development Services Director prior to permit final.

9. Landscaping within the parking lot shall include $\frac{3}{4}$ inch gravel, a diversity of shrubs and flowering varieties, vines along trash enclosure, and shade trees. Shade Trees shall be planted along northeastern edge of proposed parking lot to ensure shade coverage for parking spaces and to obscure undeveloped area in the northeastern portion of the property to the satisfaction of the Development Services Director.
10. Landscape medians adjacent to parking space shall provide concrete step to ensure persons existing their vehicles don't damage landscaping.
11. Prior to building permit issuance, applicant shall submit trash enclosure plans and elevations.
12. A detailed fence plan shall be submitted to address any proposed fencing alterations on site frontage. Prior to issuance of building permits, a fence plan shall be submitted and approved by the Development Services Director or his/her designee.
13. The proposed entry driveways along Avenue 49 shall incorporate decorative paving such as scored colored concrete, decorative pavers, or similar treatment, for the full width of the driveway and a minimum depth of 20 feet.
14. The site landscaping shall be maintained in good condition at all times, and the owner or operator of the facility shall be responsible for replacing any damaged, dead or decayed landscaping as soon as practicable and in accordance with the approved landscape plan.
15. Any on-site events that result in overflow parking off the premises, or large gatherings where 200 or more persons are expected to be part of the special event or temporary street closures, be reviewed through the City's Special Event Permit procedure.
16. Any observed parking overflow above capacity by the City Engineer or Development Services Director shall require implementation of parking mitigation plan as required by the City Engineer or Development Services Director. Failure to mitigate overflow parking as required by the City Engineer or Development Services Director shall result in CUP revocation by the Planning Commission.
17. Prior to building permit issuance, Applicant shall enter into a Landscape Maintenance Agreement with the City of Coachella.
18. Missing offsite improvements shall be installed at the satisfaction of the City Engineer.
19. The owner will be required to consult with the Utilities Manager and Environmental Programs Coordinator regarding any water and sewer connections, and utility connection impact fees, and any proposed sewer dump connections.

Building

20. Handicap accessible parking spaces shall be located on the shortest accessible route from parking spaces to and accessible building entrance. CBC 11B208.3.1-General
21. Provide shade trees to cover 50% of the parking area within 15 years. CGBSC-5.106.12 Shade Trees.
22. Handicap spaces shall be located nearest to the building entrances.
23. Provide bicycle parking, 5% of vehicle parking spaces. CGBSC 5.106.4.1-Bicycle parking.
24. It is advisable but not required to install conduit with pull boxes for future electrical vehicle charging. CGBSC-5.106.5.3 Electrical Vehicle charging.
25. Waste bins shall be on an accessible path of travel. CBC 11B206.2.2
26. Complete an accessibility worksheet, 20% of the projects valuation shall be dedicated to accessibility improvements. CBC 11B-202.4

Utilities

27. All stormwater runoff must be contained within the property.
28. Submit landscaping plans to Utilities for approval for ensuring landscape does not interfere with water lines and sewer.
29. Water valves lids and covers must be finish to grade after paving. Lid to say "WATER". All valves must be "workable" at all times.
30. Backflows required on all nonresidential meters.
31. Additional requirements subject to water and sewer plan checking process.

Engineering**PRIOR TO APPROVAL OF ENGINEERING PLANS or ISSUANCE OF ENGINEERING PERMITS:****GENERAL:**

32. All proposed development shall conform to the approved engineering studies and environmental migration measures as identified in the approved traffic, drainage, soils, hydrology, etc. studies developed under the tentative and final map process.
33. A storm water quality management plan shall be prepared for the project by California Registered Civil Engineer in compliance with NPDES and State Water Quality Control Board regulations. The project shall be designed to specify preferential use of Low Impact Development Best Management Practices that reduce pollutants and runoff volume.

34. Applicant shall comply with the valley wide NPDES permit requirements including but not limited to submittal of a WQMP for plan review accompanied by a \$3,000 plan check deposit for approval including executed maintenance agreement. All unused plan check fees will be refunded to the applicant upon approval of the Final WQMP.
35. The developer shall submit a Fugitive Dust Control and Erosion Control plan in accordance with Guidelines set forth by CMC and SCAQMD to maintain wind and drainage erosion and dust control for all areas disturbed by grading. Exact method(s) of such control shall be subject to review and approval by the City Engineer. No sediment is to leave the site. Additional securities, in bond form, in amount of \$2,000.00 per acre of gross area, and a one-time cash deposit of \$2,000.00 are required to insure compliance with this requirement. No work may be started on or off site unless the PM-10 plan has been approved, the original plans, and executed dust control agreement, are filed in the engineering department at the City of Coachella.
36. Site access improvements shall be in conformance with the requirements of Title 24 of the California Administrative Code. This shall include access ramps for off-site and on-site streets as required.
37. The applicant shall pay all necessary plan check, permit and inspection fees. Fees will be determined when plans are submitted to the City Engineering Department for plan check.

ROUGH GRADING:

38. Prepare and submit rough grading and erosion control plans for the project.
39. The project's soils engineer shall certify to the adequacy of the grading plan.
40. All projects developing one (1) acre or more of total land area, or which are part of a larger phased development that will disturb one acre of land, are required to obtain coverage under the State Water Resources Control Board's (SWRCB) General Permit for storm water discharges associated with construction activity. Proof of filing a Notice of Intent (NOI) with the SWRCB for coverage under this permit is required. The Waste Discharger's Identification Number (WDID), issued by the SWRCB, must be shown on the grading plans. The project's Storm Water Pollution Prevention Plan shall be submitted for the City's review and approval.

PRECISE GRADING:

41. A precise grading/improvement plan, prepared by a California Registered Civil Engineer, showing building footprints, pad elevations, finished grades, drainage routes, retaining walls, erosion control, slope easements, and all other pertinent information shall be submitted for review and approval by the City Engineer.
42. Rough grading shall be certified by the project soils engineer prior to issuance of a permit for precise grading or building construction.

- 43. Provide and record a reciprocal use and maintenance agreement to assure common ingress and egress and joint maintenance of all common access, parking areas and drives.
- 44. If applicant is planning to build a wall, separate permits shall be required for wall construction. The maximum height of any wall shall be limited to six (6) feet as measured from an average of the ground elevations on either side.

STREET IMPROVEMENTS:

- 45. Applicant shall complete off-site frontage improvements and/or Street repairs such as, but not limited to; any uncompleted street trench at 49th avenue and Las Cruces Street and Sewer Manhole adjustments, sidewalks, landscaping, lighting, irrigation, etc., to the satisfaction of the City Engineer

Waste & Recycling

- 46. Once construction is scheduled to begin, applicant shall have the construction company reach out to the District Environmental Coordinator at Burrtec for a Diversion Plan and scheduling of equipment. Applicant shall provide the city confirmation from Burrtec this item was complete to the satisfaction of Burrtec.

Fire

- 47. Prior to issuance of a final permit, the Fire Department shall perform all fire final inspections on all related fire permits.

GRADING PLAN GENERAL NOTES:

- 1. ALL CONSTRUCTION ON-SITE SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF COACHELLA, TITLE 24 OF THE CALIFORNIA ADMINISTRATIVE CODE, CHAPTER 2 AND THE CALIFORNIA BUILDING CODE.
2. ALL GRADING SHALL BE DONE IN CONFORMANCE WITH THE CALIFORNIA BUILDING CODE, APPENDIX CHAPTER 33, REGULATING THE EXCAVATION AND GRADING OF LAND AND AMENDMENTS THERETO, THE REQUIREMENTS OF THE CITY OF COACHELLA AND THE RECOMMENDATIONS OF THE SOILS REPORT, PREPARED BY GEOMAT TESTING LABORATORIES, INC., DATED 3-24-2018.
3. CARE SHALL BE TAKEN TO PROTECT ALL CONSTRUCTION STAKES. RESURVEY RESULTING FROM CARELESS OPERATION SHALL BE BACK-CHARGED TO THE CONTRACTOR.
4. NO GRADING WORK SHALL BE ACCOMPLISHED WITHOUT A CITY PERMIT.
5. THE ENGINEERING DEPARTMENT SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF ANY GRADING OPERATION TO SCHEDULE A PRE-GRADING MEETING AT THE SITE. THE DEVELOPER/OWNER, GRADING CONTRACTOR, DESIGN CIVIL ENGINEER, SOILS ENGINEER, CITY ENGINEER AND THE CITY INSPECTOR SHALL BE PRESENT AT THIS MEETING.
6. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE ENGINEERING DEPARTMENT WHEN GRADING IS READY FOR EACH OF THE FOLLOWING INSPECTIONS:
a. INITIAL INSPECTION. WHEN THE PERMITTEE IS READY TO BEGIN WORK, BUT NOT LESS THAN TWO (2) DAYS BEFORE ANY GRADING OR CLEARING/SHRUBBING IS STARTED.
b. ROUGH GRADING. WHEN ALL ROUGH GRADING HAS BEEN COMPLETED. THIS INSPECTION MAY BE CALLED FOR AT THE COMPLETION OF ROUGH GRADING.
c. FINAL INSPECTION. WHEN ALL WORK, INCLUDING INSTALLATION OF PROTECTIVE DEVICES HAS BEEN COMPLETED AND THE AS-GRADED PLAN, PROFESSIONAL CERTIFICATIONS, AND THE REQUIRED REPORTS HAVE BEEN SUBMITTED.
7. FILLS SHALL BE COMPLETED THROUGHOUT TO 90% RELATIVE COMPACTION AS DETERMINED BY ASTM STD NO. D-1557, LATEST EDITION, 5 LAYER METHOD AND CERTIFIED BY THE SOILS ENGINEER.
8. AREAS TO BE GRADED SHALL BE PROPERLY PREPARED IN ACCORDANCE WITH THE PRELIMINARY SOILS REPORT AND APPROVED BY THE CITY ENGINEER AND THE SOILS ENGINEER PRIOR TO PLACING OF FILL.
9. THE EXISTING IRRIGATION LINES AND CISTERNS SHALL BE REMOVED OR CRUSHED IN PLACE AND BACKFILLED, AND APPROVED BY THE CITY ENGINEER AND SOILS ENGINEER.
10. THE SOILS ENGINEER SHALL BE RESPONSIBLE FOR THE QUALITY OF THE WORK PERFORMED BY THE GRADING CONTRACTOR, AND EXERCISE SUFFICIENT SUPERVISORY CONTROL DURING GRADING TO INSURE COMPLIANCE WITH THE PLANS, SPECIFICATIONS, AND CODES WITHIN HIS PURVIEW.
11. THE DESIGN CIVIL ENGINEER SHALL EXERCISE SUFFICIENT SUPERVISORY CONTROL DURING GRADING AND CONSTRUCTION TO INSURE COMPLIANCE WITH THE PLANS, SPECIFICATIONS, AND THE CODES WITHIN HIS PURVIEW.
12. DUST SHALL BE CONTROLLED BY WATERING AND OTHER BEST MANAGEMENT PRACTICES PER APPROVED FUGITIVE DUST CONTROL PLAN (PM-10).
13. APPROVED PROTECTION MEASURES AND TEMPORARY DRAINAGE PROVISIONS MUST BE USED TO PROTECT ADJOINING PROPERTIES DURING GRADING OF THE PROJECT.
14. PRIOR TO FINAL APPROVAL, THE DESIGN CIVIL ENGINEER SHALL CERTIFY TO THE CITY ENGINEER THAT THE SITE HAS BEEN GRADED TO THE LINE AND GRADE SHOWN ON THE APPROVED GRADING PLANS.
15. THE DESIGN CIVIL ENGINEER SHALL CERTIFY THAT THE GRADES SHOWN ON THE PLANS MEET THE FEMA FLOOD INSURANCE RATE MAP REQUIREMENTS AND THE CITY OF COACHELLA FLOOD PROTECTION ORDINANCE.
16. THE CONTRACTOR SHALL NOT DISTURB EXISTING SURVEY MONUMENTS OR BENCHMARKS NOTED ON THE PLANS OR DISCOVERED IN THE FIELD. REMOVAL AND REPLACEMENT SHALL BE DONE BY A REGISTERED CIVIL ENGINEER OR LICENSED SURVEYOR ONLY.
17. THE LOCATION AND PROTECTION OF ALL UTILITIES IS THE RESPONSIBILITY OF THE PERMITTEE AND THE PERMITTEE SHALL NOTIFY ALL AFFECTED UTILITIES 48 HOURS IN ADVANCE OF ANY WORK.

GENERAL CONSTRUCTION NOTES:

- 1. ALL DESIGN, MATERIALS, AND CONSTRUCTION WORK SHALL CONFORM TO THE CITY OF COACHELLA STANDARD SPECIFICATIONS AND PROCEDURES AND THE CITY OF COACHELLA STANDARD DRAWINGS AND TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK), MOST CURRENT EDITIONS AND THESE APPROVED PLANS.
2. THE CONTRACTOR SHALL, AT NO EXPENSE TO THE CITY, PROVIDE ALL NECESSARY SAMPLES AND TESTS REQUIRED BY THE CITY TO ASSURE THAT THE QUALITY OF THE MATERIALS AND WORKMANSHIP ARE IN ACCORDANCE WITH THESE PLANS AND SAID SPECIFICATIONS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND SHALL MAINTAIN ALL FACILITIES COMPLETE AND UNCOMPLETED UNTIL ACCEPTED BY THE CITY.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CLEAR THE RIGHT-OF-WAY IN ACCORDANCE WITH THE PROVISIONS OF LAW AS IT AFFECTS EACH UTILITY INCLUDING IRRIGATION LINES AND APPURTENANCES AT NO COST TO THE CITY.
5. THE CONTRACTOR SHALL OBTAIN AND REVIEW ALL NECESSARY STANDARDS, PLANS, AND SPECIFICATIONS IN DETAIL PRIOR TO START OF CONSTRUCTION. ALL DOCUMENTS, INCLUDING APPROVED PLANS AND REFERRED STANDARDS SHALL BE ON-SITE AT ALL TIMES. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE CITY INSPECTOR PRIOR TO WORK IN THAT AREA.
6. ALL ELEVATIONS SHOWN TO BE EXISTING ARE FROM A RECENT SURVEY OF THE ENGINEER AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
7. PRIOR TO BEGINNING ANY WORK, CONTRACTOR SHALL SECURE A CITY OF COACHELLA PERMIT FOR CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE CITY OF COACHELLA (760) 398-5744, 72 HOURS PRIOR TO STARTING ANY WORK. A PRE-CONSTRUCTION MEETING SHALL BE SET UP WITH THE CITY OF COACHELLA ENGINEERING DEPARTMENT AND ALL AFFECTED UTILITY COMPANIES SHALL BE PRESENT.
8. CONTRACTOR SHALL CALL U.S.A., UNDERGROUND SERVICE ALERT, AT 1-800-227-2600 AND SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES 24 HOURS IN ADVANCE OF THE COMMENCEMENT OF CONSTRUCTION.
9. OSHA SAFETY AND OSHA CONFIRMED ENTRY REQUIREMENTS SHALL BE FOLLOWED AT ALL TIMES WITHOUT EXCEPTION.
10. THE CONTRACTOR SHALL GUARANTEE ALL WORK FOR A PERIOD OF ONE YEAR AFTER THE DATE OF FINAL ACCEPTANCE BY CITY OF COACHELLA IN ACCORDANCE WITH THE CITY OF COACHELLA STANDARD SPECIFICATIONS.
11. QUANTITIES SHOWN HEREON ARE FOR ESTIMATE PURPOSES ONLY. NEITHER THE DESIGN ENGINEER NOR THE CITY OF COACHELLA GUARANTEE THE ACCURACY OR COMPLETENESS OF THE CONSTRUCTION QUANTITIES.
12. CONTRACTOR SHALL CONFORM TO LABOR CODE SECTION 6705 BY SUBMITTING A DETAIL PLAN TO THE CITY ENGINEER SHOWING THE DESIGN OF SHORING, BRACING, SLOPING, OR OTHER PROVISIONS TO BE MADE FOR PROTECTION OF WORKERS FROM THE HAZARD OF CAVING DURING TRENCH EXCAVATION AND PIPE INSTALLATION THEREIN. THIS PLAN MUST BE PREPARED FOR ALL TRENCHES FIVE FEET OR MORE IN DEPTH. IF THE PLAN VARIES FROM THE SHORING SYSTEM STANDARDS ESTABLISHED BY THE CONSTRUCTION SAFETY ORDERS, TITLE 8, CALIFORNIA ADMINISTRATIVE CODE, THE PLAN SHALL BE PREPARED BY A REGISTERED ENGINEER. A COPY OF THE OSHA EXCAVATION PERMIT MUST BE SUBMITTED TO THE CITY OF COACHELLA INSPECTOR PRIOR TO EXCAVATION.
13. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES SHOWN ON THESE PLANS WAS OBTAINED BY AVAILABLE RECORDS SEARCH BY THE DESIGN ENGINEER. TO THE BEST OF THE DESIGN ENGINEER'S KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. ATTENTION IS CALLED TO THE POSSIBLE EXISTENCE OF OTHER UTILITIES OR STRUCTURES NOT SHOWN, OR IN A DIFFERENT LOCATION FROM THAT SHOWN ON THE PLANS. THE CONTRACTOR SHALL TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN ON THE PLANS AND OTHER EXISTING FACILITIES OR STRUCTURES NOT SHOWN.
14. APPROVAL OF THIS PLAN BY THE CITY OF COACHELLA DOES NOT CONSTITUTE A REPRESENTATION OF THE ACCURACY OF THE LOCATION OF, OR THE EXISTENCE OR NON-EXISTENCE OF, ANY UNDERGROUND UTILITY, PIPE, OR STRUCTURE WITHIN THE LIMITS OF THIS PROJECT.
15. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS INCLUDING, BUT NOT LIMITED TO, TRENCH SAFETY AND CONFINED SPACE ENTRY.
16. SOILS REPORTS SHALL BE SUBMITTED TO THE CITY OF COACHELLA BY A QUALIFIED SOILS ENGINEER WHICH CERTIFIES THAT TRENCH BACKFILL WAS COMPACTED AS DIRECTED BY THE SOILS ENGINEER IN ACCORDANCE WITH ON SITE EARTHWORK SPECIFICATIONS AND THE CITY OF COACHELLA STANDARD SPECIFICATIONS.
17. ALL REVISIONS TO DRAWINGS SHALL BE APPROVED BY THE CITY ENGINEER IN WRITING PRIOR TO CONSTRUCTION.
18. CONTRACTOR IS RESPONSIBLE FOR KEEPING COMPLETE RECORD OF CHANGES AND SHALL MAKE SUCH RECORD AVAILABLE TO THE DESIGN ENGINEER. THE PRIVATE ENGINEER SHALL PROVIDE AS-BUILT DRAWINGS TO THE CITY OF COACHELLA FOR REVIEW AND APPROVAL PRIOR TO FINAL ACCEPTANCE OF THE PROJECT. APPROVED AS-BUILT PLANS SHALL BE SUBMITTED TO THE CITY OF COACHELLA ENGINEERING DEPARTMENT IN AUTOCAD FORMAT.
19. THE CONTRACTOR SHALL PROTECT ALL SURVEY MONUMENTATION. IF ANY SURVEY MONUMENTS ARE DISTURBED OR DESTROYED, THE CONTRACTOR SHALL RETAIN A LICENSED SURVEYOR TO RE-ESTABLISH AND RECORD THE MONUMENT CHANGE PER STATE LAW.
20. CONTRACTOR SHALL NOT INTERRUPT OR DISTURB ANY UTILITY FACILITY WITHOUT AUTHORITY FROM THE UTILITY COMPANIES. WHERE PROTECTION IS REQUIRED TO ENSURE INTEGRITY OF UTILITY FACILITIES (INCLUDING CITY-OWNED UTILITIES), CONTRACTOR SHALL FURNISH AND PLACE ALL NECESSARY PROTECTION.

UTILITY CONTACTS:

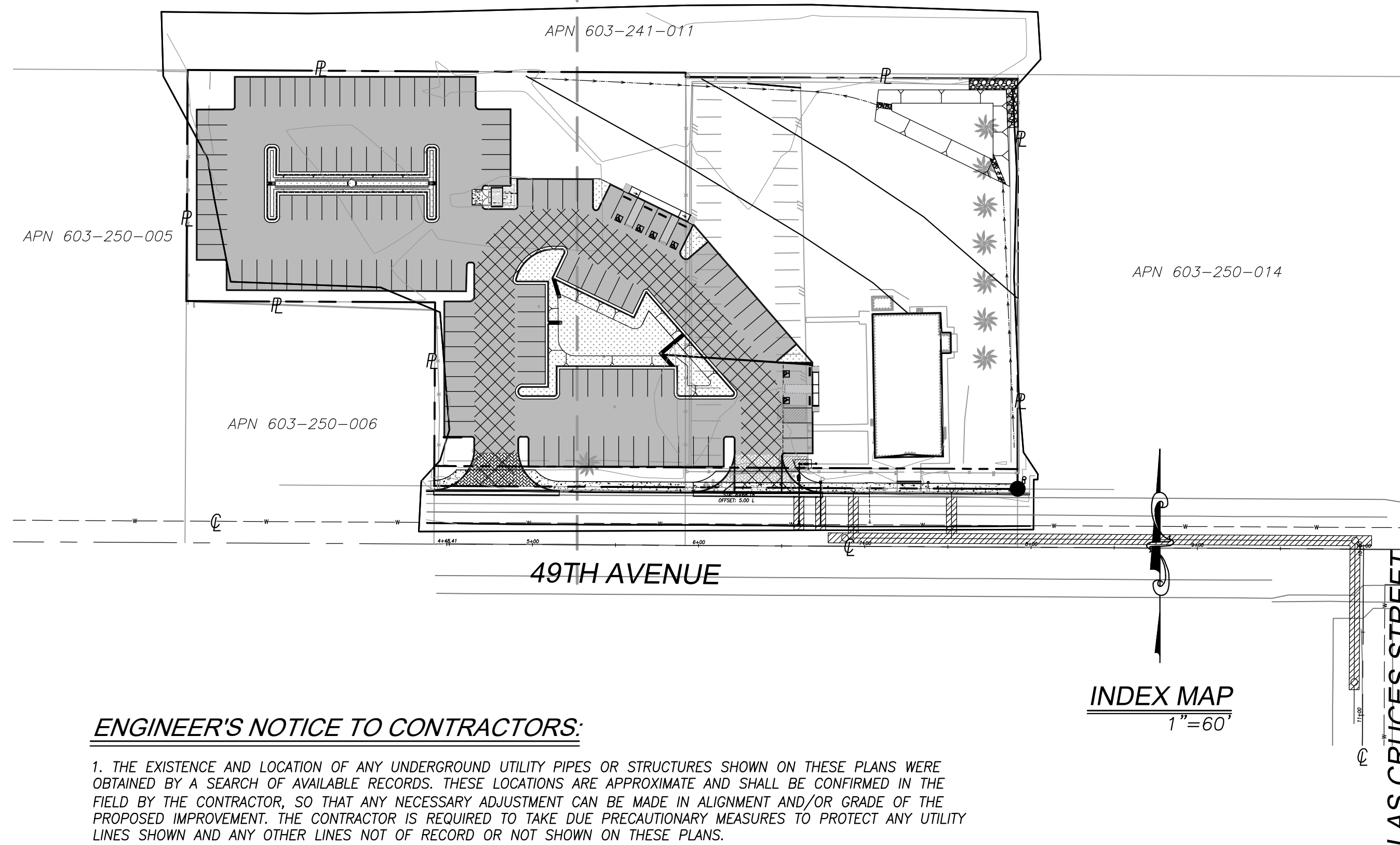
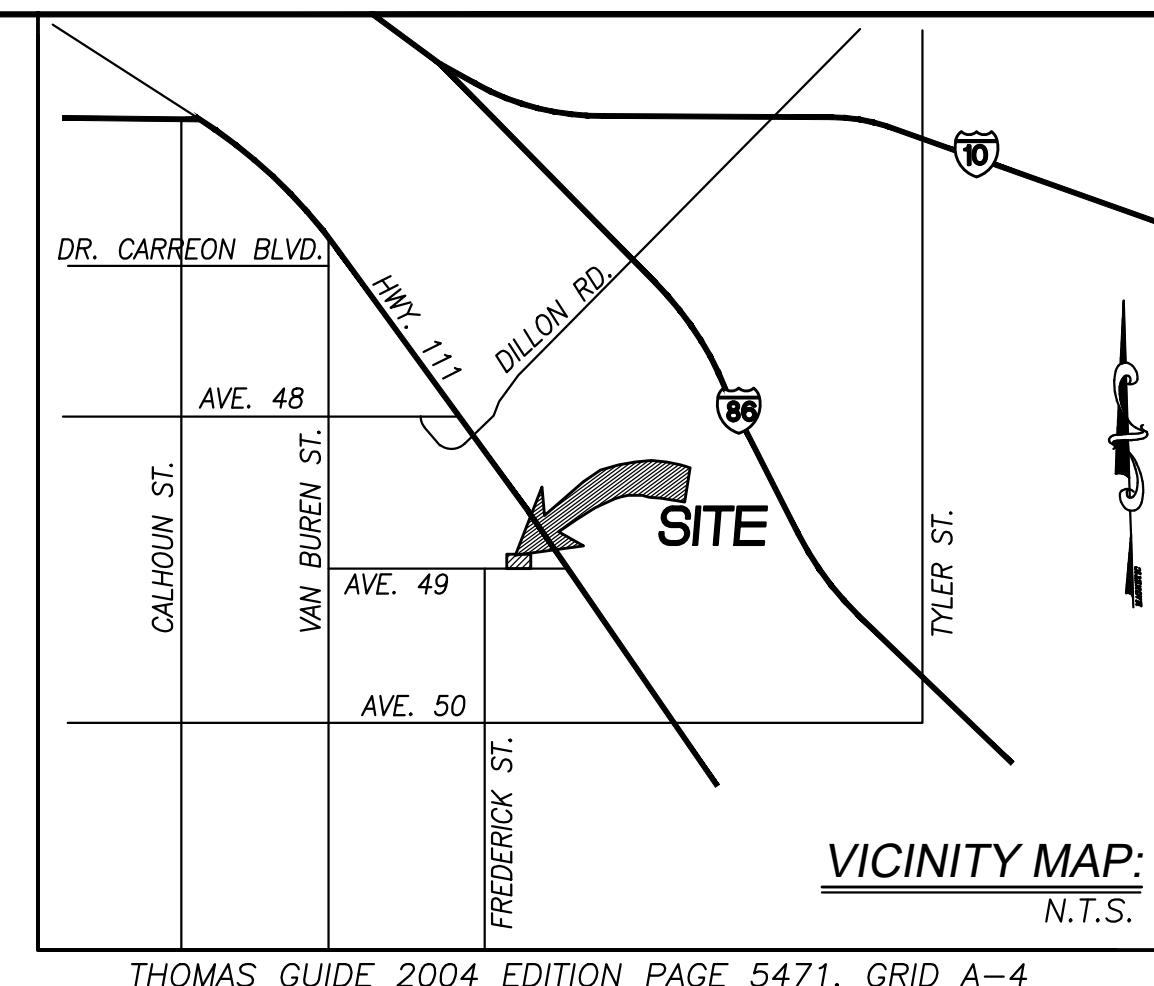
ELECTRIC _____ IMPERIAL IRRIGATION DISTRICT (800)303-7756 PH.
PHONE _____ AT&T (800)222-0300 PH.
GAS _____ SEMPRAS GAS (800)427-2200 PH.
CABLE&INTERNET _____ SPECTRUM (760)340-2225 PH.
CABLE&INTERNET _____ FRONTIER (855)925-9100 PH.
WATER _____ COACHELLA WATER AUTHORITY (760)398-2702 PH.
SEWER _____ COACHELLA SANITATION AUTHORITY (760)501-8100 PH.



CITY OF COACHELLA
PRECISE GRADING PLAN
FOR
84650 49TH AVENUE
COACHELLA, CA 92236

SHEET INDEX:

Table with 2 columns: SHEET, SHEET TITLE. Rows include: 1 TITLE SHEET, 2 PRECISE GRADING PLAN, 3 EROSION CONTROL PLAN, 4 BEST MANAGEMENT PRACTICES



SOILS ENGINEER:

I, _____ (NAME) CERTIFY THAT I AM THE SOILS/GEOTECHNICAL ENGINEER, LICENSE (NO. _____) FOR THIS PROJECT, AND THAT I HAVE REVIEWED THESE PLANS, AND APPROVE ALL GRADING AND EARTHWORKS SHOWN ON THESE PLANS, AND THAT THESE PLANS CONFORM TO THE SOILS REPORT (REPORT PREPARED BY _____, REPORT NUMBER _____, DATE _____) PREPARED FOR THIS PROJECT. I WILL SUPERVISE THE EARTHWORKS AND GRADING OPERATIONS.
SIGNATURE AND STAMP _____



BENCH MARK:

ELEV. : 441.53' NAVD 88 + 500' AT THE INTERSECTION OF AVENUE 50 AND STATE HIGHWAY 111, 136.8' NE OF CL. HIGHWAY, 41.7' SW OF THE NEAR RAIL OF THE UNION PACIFIC RAILROAD, 16.7' SE OF THE AVENUE CL, 1.0' W OF A RAILROAD CROSSING SIGNAL, 1.0' W OF A WITNESS POST. MARKER IS A STEEL ROD. ELEVATION = -58.47' (NAVD88)

OWNER/DEVELOPER:

ISLAMIC SOCIETY OF PALM SPRINGS
84650 49TH AVENUE
COACHELLA, CA 92236
760-625-2578 PH.

ENGINEER:

SAKE ENGINEERS, INC.
400 S. RAMONA AVE. STE. 202
CORONA, CA 92879
(951) 279-4041 PH.
(951) 279-2830 FAX

SURVEYOR:

ON POINT LAND SURVEYING, INC.
370 ALABAMA ST. STE. A
REDLANDS, CA 92373
(909) 792-2221 PH.
(909) 784-1836 FAX

SOILS ENGINEER:

GEOMAT TESTING LABORATORIES, INC.
9980 INDIANA AVE. STE. 14
RIVERSIDE, CA 92503
(951) 688-5400 PH.
(951) 688-5200 FAX

NOTE:

TO MAKE ELEVATION POSITIVE, 100 FEET HAS BEEN ADDED TO ACTUAL ELEVATIONS.

ASSESSORS PARCEL NO.:

603-250-014

LEGAL DESCRIPTION:

1.13 ACRES M/L IN POR LOT D MB 005/126 SUB OF SEC 31 T5S R8E.

NOTE:

EARTH QUANTITIES SHOWN HERE ARE FOR RAW ESTIMATING PLAN CHECK FEES ONLY. GRADING CONTRACTOR IS RESPONSIBLE TO PERFORM THEIR OWN CALCULATIONS FOR EARTH VOLUME WITH THE SOIL'S ENGINEER'S RECOMMENDATION.

NOTE:

IMPORT DIRT SHALL BE VERIFY BASED ON SOIL'S ENGINEER RECOMMENDATION.

EARTHWORK QUANTITIES table with columns: RAW CUT, TOTAL CUT, RAW FILL, SUBSIDENCE, SHRINKAGE, OVER-X, TOTAL FILL, NET FILL. Values include 626 C.Y., 2.40 ACRES, 0.2 FEET, 17.5%, 12,980 S.F., 3' 0"/X, 2,592 C.Y., 6,042 C.Y.

ENGINEER'S NOTICE TO CONTRACTORS:

- 1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THESE LOCATIONS ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE IN ALIGNMENT AND/OR GRADE OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF RECORD OR NOT SHOWN ON THESE PLANS.
2. CARE SHOULD BE TAKEN TO PREVENT GRADED DITCHES AND SWALES FROM UNDERMINING STREET IMPROVEMENTS. UPON INSPECTION OF THE SITES, THE CITY ENGINEER MAY REQUIRE TEMPORARY GUNITE SWALES, ENTERING OR LEAVING IMPROVEMENTS.
3. ALL AREAS SHALL SLOPE A MINIMUM OF 1.0% TO STREETS, DRIVE OR SWALE UNLESS OTHERWISE NOTED.
4. QUANTITIES SHOWN HERE ARE FOR PLAN CHECKING PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE TO PERFORM HIS OWN QUANTITIES TAKEOFF.
5. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS; DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THE REQUIREMENTS SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY OF COACHELLA AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE CITY OF COACHELLA OR THE ENGINEER.
6. CONTRACTOR TO OBTAIN AND COMPLY WITH CURRENT CITY STANDARD DRAWINGS AND SPECIFICATIONS FROM THE CITY PRIOR TO BIDDING.

LEGEND:

- FLOW LINE
PROPERTY LINE
CENTER LINE
EXISTING WATER LINE
PROPOSED SEWER LINE
EXISTING CONTOUR
PROPOSED CONTOUR
BUILDING SETBACK LINE
EXISTING BLOCK WALL
EXISTING WROUGHT IRON FENCE

ABBREVIATIONS:

- A.D. = AREA DRAIN
G.F.F. = GARAGE FINISH FLOOR
E.P. = EDGE OF PAVEMENT
G.B. = GRADE BREAK
H.P. = HIGH POINT
D.L. = DAYLIGHT
G.S. = GROUND SHOT
W.V. = WATER VALVE
W. = WATER MAIN
W.M. = WATER METER
FL = FLOW LINE
C.L. = CENTER LINE
B.M. = BENCH MARK
L.S. = LANDSCAPING
T.G. = TOP OF GRATE
INV. = INVERT ELEVATION
A.C. = ASPHALT CONCRETE
P.L. = PROPERTY LINE
B.F. = BACKFLOW
W.I. = WROUGHT IRON
D.P. = DRAIN PIPE
R/W = RIGHT OF WAY
C.C. = CLEANOUT
T.W. = TOP OF WALL
R. = RADIUS
TF = TOP OF FOOTING
(106.02) = EXIST. ELEVATION
106.02 = PROPOSED ELEVATION
FG = FINISHED GROUND
FS = FINISHED SURFACE
CJ = CONTROL JOINT
TOE = TOE OF SLOPE
TOP = TOP OF SLOPE
TOP/D.L. = TOP OF SLOPE/DAYLIGHT
TOC = TOP OF CURB
FF = FINISHED FLOOR
D.F. = DEEPEN FOOTING
CONC. = CONCRETE
P.I.P. = PROTECT IN PLACE

DECLARATION OF ENGINEER OF RECORD:

I HEREBY DECLARE THAT THE DESIGN OF THE IMPROVEMENTS SHOWN ON THESE PLANS COMPLIES WITH ALL PROFESSIONAL ENGINEERING STANDARDS AND PRACTICES. AS THE ENGINEER OF RECORD FOR THE PLANS, I ASSUME FULL RESPONSIBILITY FOR THE DESIGN OF THE IMPROVEMENTS. WITH RESPECT TO THE PLAN CHECK PERFORMED BY THE CITY OF COACHELLA, I UNDERSTAND AND ACKNOWLEDGE THE FOLLOWING: (1) THE PLAN CHECK IS A REVIEW FOR THE LIMITED PURPOSE OF ENSURING THE PLANS COMPLY WITH THE CITY'S STANDARDS, PROCEDURES, POLICIES, AND ORDINANCES, (2) THE PLAN CHECK IS NOT A DETERMINATION OF THE TECHNICAL ADEQUACY OF THE DESIGN OF THE IMPROVEMENTS, AND (3) THE PLAN CHECK DOES NOT RELIEVE ME OF MY LEGAL AND PROFESSIONAL RESPONSIBILITY FOR THE DESIGN OF THE IMPROVEMENTS. AS THE ENGINEER OF RECORD, I AGREE TO DEFEND, INDEMNIFY, AND HOLD HARMLESS THE CITY, ITS ELECTED OFFICIALS, EMPLOYEES AND AGENTS FROM ANY AND ALL ACTUAL OR ALLEGED CLAIMS, DEMANDS, CAUSES OF ACTION, LIABILITY, LOSS, DAMAGE, OR INJURY TO PROPERTY OR PERSONS, INCLUDING WRONGFUL DEATH, WHETHER IMPOSED BY A COURT OF LAW OR BY ADMINISTRATIVE ACTION OF ANY FEDERAL, STATE, OR LOCAL GOVERNMENTAL AGENCY, ARISING OUT OF OR INCIDENT TO ANY NEGLIGENT ACTS, OMISSIONS, OR ERRORS BY THE ENGINEER OF RECORD, ITS EMPLOYEES, CONSULTANTS, OR AGENTS.

SIGNATURE OF ENGINEER OF RECORD _____ LICENSE NUMBER 53038 DATE _____

SAM AKBARPOUR
PRINT NAME

ENGINEER'S STATEMENT:

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY SUPERVISION AND THAT IT CONFORMS TO THE GRADING ORDINANCE OF THE CITY OF COACHELLA AND THE PRELIMINARY SOILS REPORT PREPARED FOR THIS PROJECT.

SAKE ENGINEERS, INC. logo and address: 400 S. RAMONA AVE., STE. 202, CORONA, CALIFORNIA 92879, (951) 279-4041

Table with columns: NO., REVISIONS BY, APPR., DATE, T.B.M. Includes rows for BENCH MARK and BASIS OF BEARING.

Table with columns: DRAWN, DATE, JOB NO. Includes row for DATE 4/12/2024 and JOB NO. GB-07-___

CITY OF COACHELLA PUBLIC WORKS logo and seal.

Table with columns: PREPARED UNDER THE DIRECT SUPERVISION OF: Includes SAM AKBARPOUR, RCE C 53038, EXP. 6/30/2025

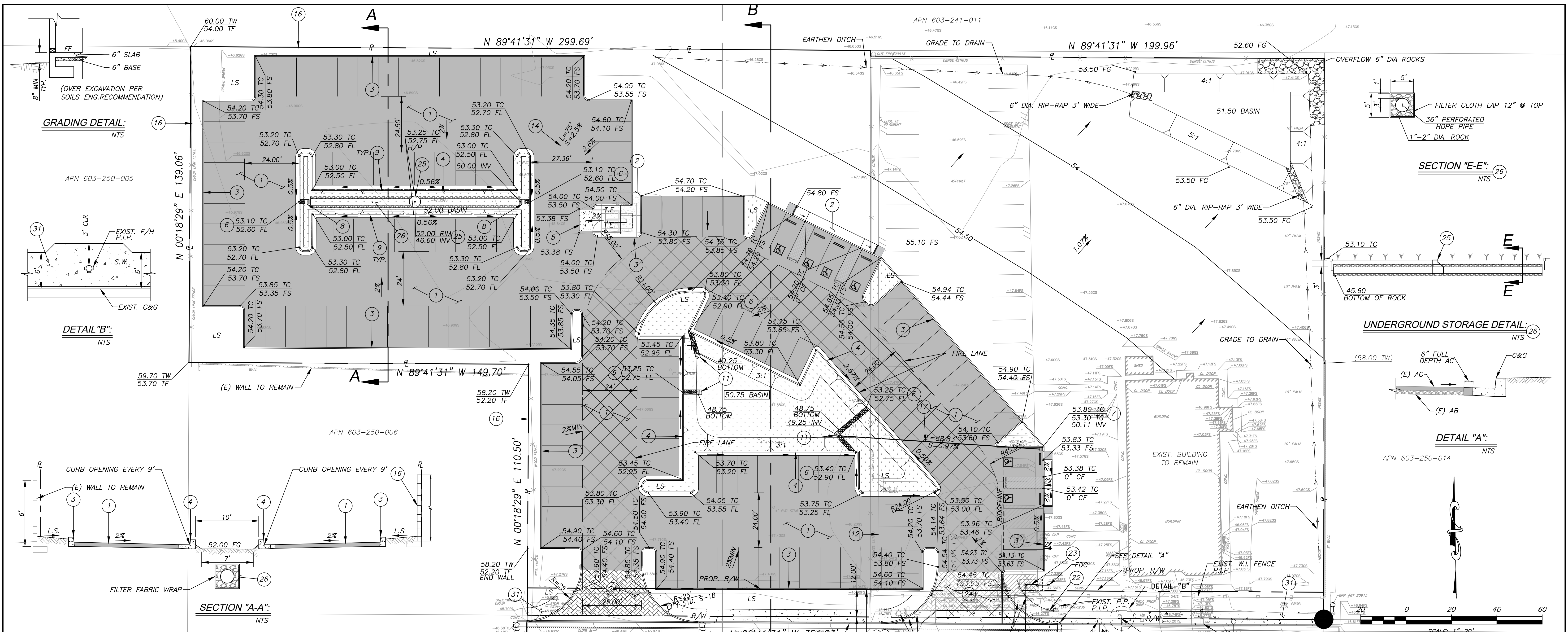
Professional Engineer Seal for Sam Akbarpour, No. C053038, State of California.

Table with columns: RECOMMENDED FOR APPROVAL BY: Includes NOEL OWSLEY, RCE NO. 39827, EXP. DATE: 12-31-25

Table with columns: CITY OF COACHELLA APPROVED FOR CONSTRUCTION: Includes JONATHAN D. HOY RCE NO. 63526 EXP. 9-30-24, J. LUIS LOPEZ - PLANNING DIRECTOR

Table with columns: CITY OF COACHELLA GRADING PLAN PROJECT DESCRIPTION: Includes 84650 49TH AVENUE COACHELLA, CA 92236, LEGAL DESCRIPTION: POR LOT D MB 005/126 SUB OF SEC 31 T5S R8E, SEC. 31 T. 5 S., R. 8 E., S.B.B. & M A.P.N. 603-250-014

G-1 OF 4 SHEETS logo



CONSTRUCTION NOTES:	QUANTITIES:
1 - CONST. 3" AC OVER 5.5" AB ADJUST PER SOIL ENG. RECOMMENDATION	42,190 S.F.
2 - CONST. 4" P.C.C. WALKWAY (W= PER PLAN)	3,620 S.F.
3 - CONST. 6" TYPE "D" CURB PER CITY STD. S-10	1,405 L.F.
4 - CONST. 6" CURB & MODIFIED 18" GUTTER PER CITY STD. S-7	870 L.F.
5 - CONST. 6" CONC. SLAB #4@16 O.C.E.W.	172 L.F.
6 - CONST. 18" CURB CUT	4 EA.
7 - INSTALL 12"x12" CATCH BASIN BROOKS PRODUCT WITH TRAFFIC GRATE	1 EA.
8 - INSTALL 18"x18" GRATE INLET AND CONNECT TO 36" PIPE	2 EA.
9 - CONST. 12" CURB CUT EVERY 9'	20 EA.
10 - INSTALL 12" AREA DRAIN (ADS N-12)	2 EA.
11 - INSTALL 24"x24" CATCH BASIN BROOKS PRODUCT WITH PARKWAY GRATE PER DETAIL HEREON	3 EA.
12 - REMOVE EXIST. CURB	600 L.F.
13 - CONST. COMMERCIAL DRIVEWAY PER CITY STD. S-18	1 EA.

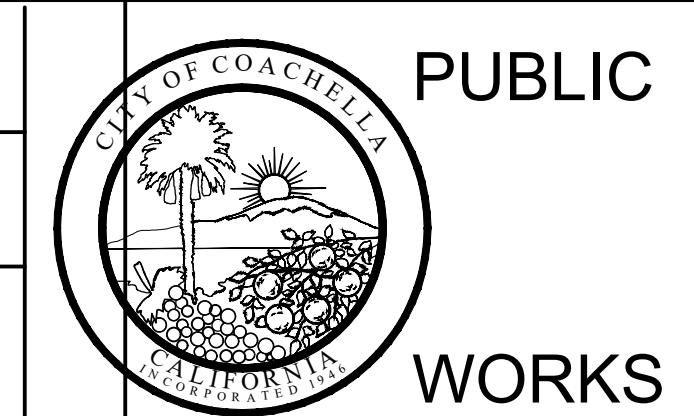
CONSTRUCTION NOTES:	QUANTITIES:
14 - INSTALL 4" PVC PIPE SCH. 40	182 L.F.
15 - INSTALL 6" AREA DRAIN (ADS N-12)	2 EA.
16 - CONST. WALL PER ARCH. PLAN	1,035 L.F.
17 - INSTALL 6" PVC PIPE SCH. 40	89 L.F.
18 - REMODEL EXIST. IRRIGATION LINE	LUMP SUM
19 - REMOVE EXIST. AC PAVING	16,025 S.F.
20 - REMOVE EXIST. CURB & GUTTER	50 L.F.
21 - FIELD VERIFY & UTILIZE EXIST. WATER METER FOR LANDSCAPING	1 EA.
22 - INSTALL 2" WATER MASTER METER 4G A.M.I.	1 EA.
23 - INSTALL 4" D.D.C. PER CITY STD. W-10	1 EA.
24 - CONST. PAVERS OR STAMPED CONC.	1,150 S.F.
25 - CONST. 48" DIA. ACCESS MANHOLE	1 EA.
26 - INSTALL 36" PERFORATED HDPE PIPE INSIDE 1"-2" DIA. ROCK PER DETAIL HEREON	92 L.F.
27 - SAWCUT & REMOVE (E) C&G	12 L.F.
28 - CONST. C&G PER CITY STD. S-7	6 L.F.
29 - SAWCUT & REMOVE EXIST. DRIVEWAY APPROACH	6 L.F.
30 - UTILITY TRENCH PAVEMENT REPLACEMENT PER CITY STD. S-30	240 S.F.
31 - CONST. 4" PCC SIDEWALK PER CITY STD. S-21	2132 S.F.
32 - RELOCATE EXIST. SIGN & LIGHTS	3 EA.

NOTE:
PROPOSED BUILDING PAD AREAS SHOULD BE OVER EXCAVATED AND COMPACTED TO SOILS ENGINEER RECOMMENDATION

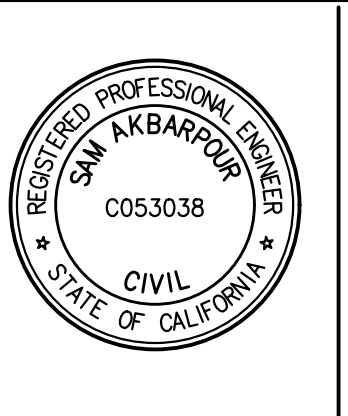
SAKE ENGINEERS, INC.
ENGINEERING • SURVEYING • LAND DEVELOPMENT
400 S. RAMONA AVE., STE. 202
CORONA, CALIFORNIA 92879
(951) 279-4041

NO.	REVISIONS BY	APPR. DATE	T.B.M.

DRAWN
IH
DATE
4/12/2024
JOB NO.
GB-07-___



PUBLIC WORKS
PREPARED UNDER THE DIRECT SUPERVISION OF:
SAM AKBARPOUR
RCE C 53038 EXP. 6/30/2025

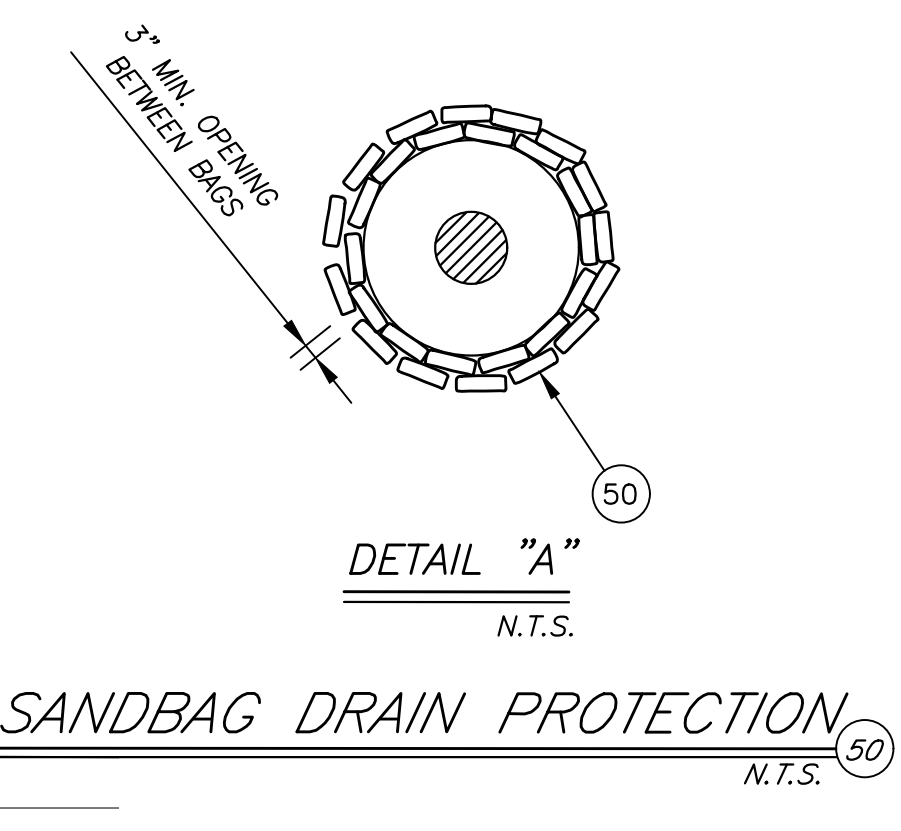
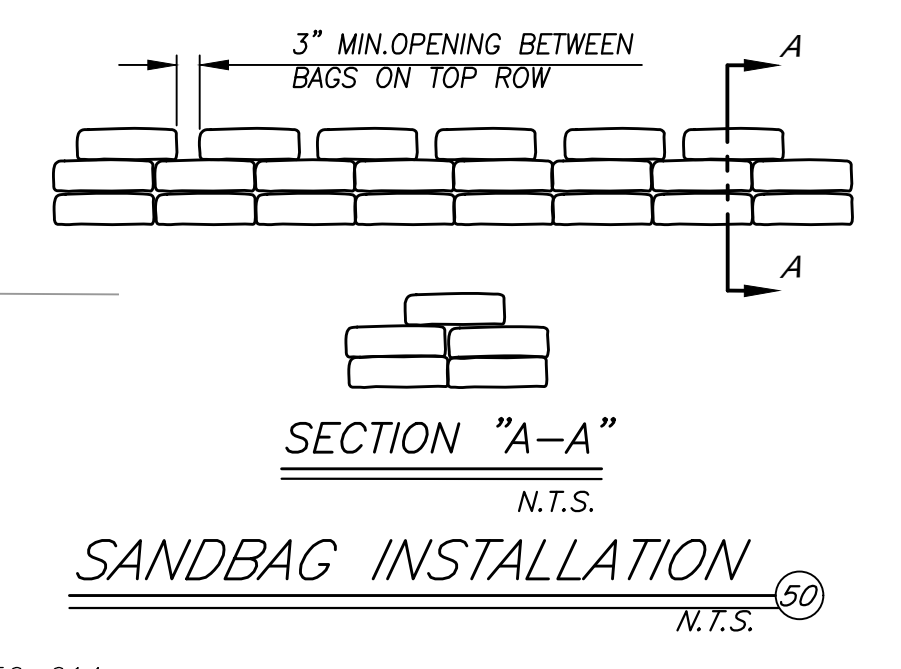
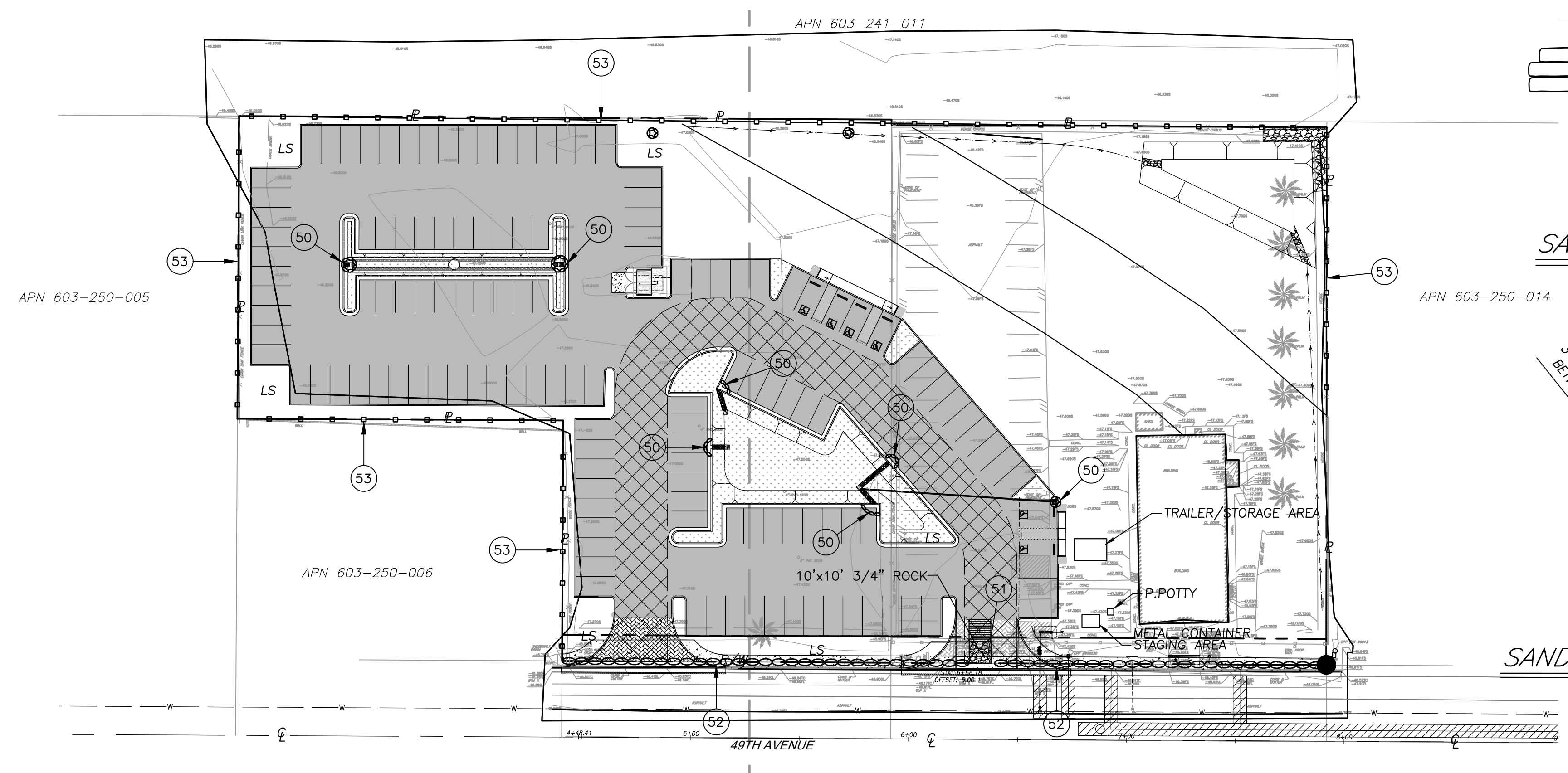


RECOMMENDED FOR APPROVAL BY:
NOEL OWSLEY
RCE NO. 39827
DATE EXP. DATE: 12-31-25

CITY OF COACHELLA
APPROVED FOR CONSTRUCTION:
DATE
JONATHAN D. HOY RCE NO. 63526 EXP. 9-30-24
APPROVED BY:
DATE
J. LUIS LOPEZ - PLANNING DIRECTOR

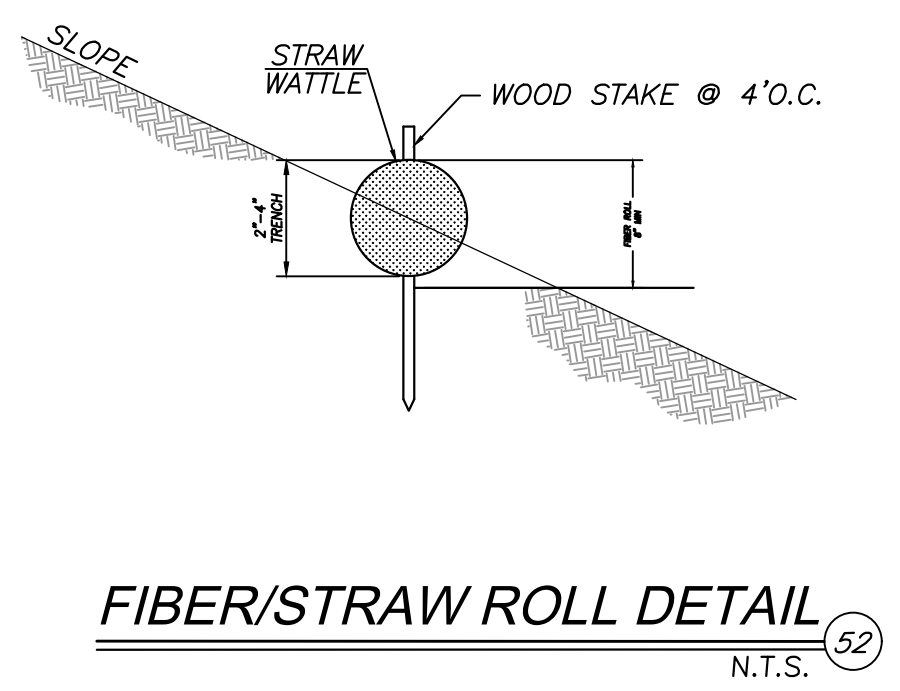
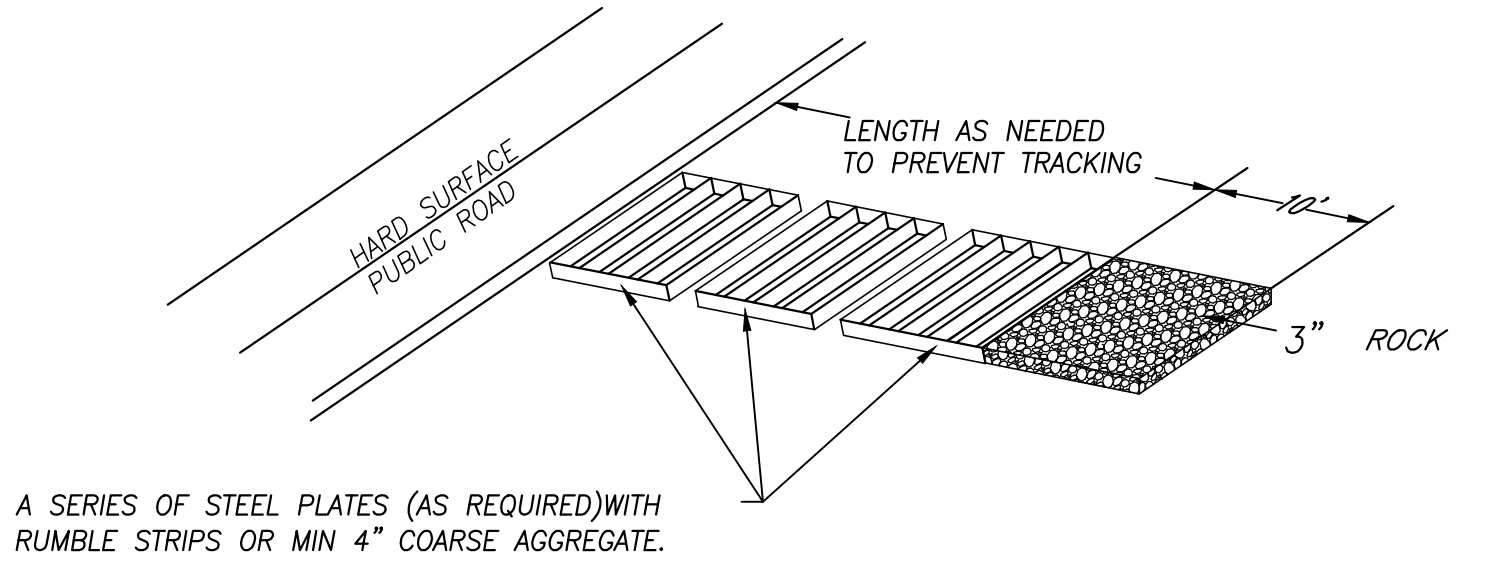
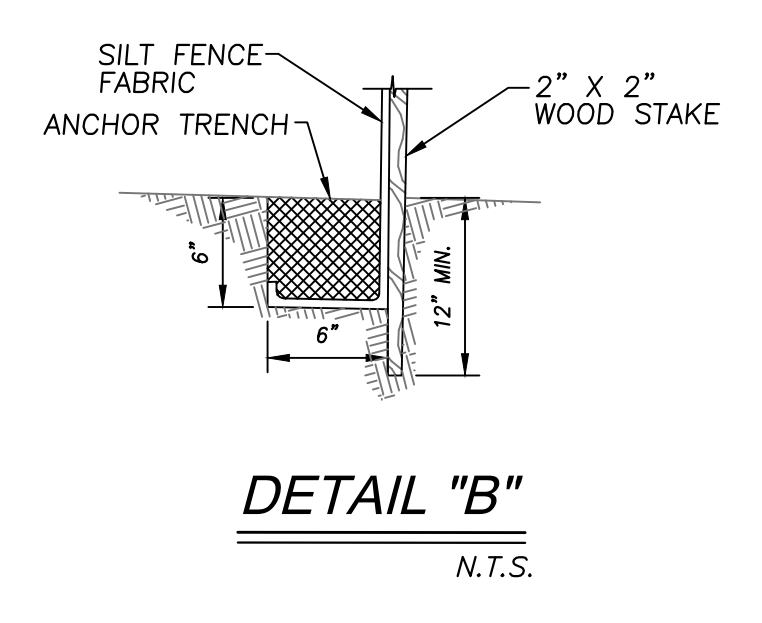
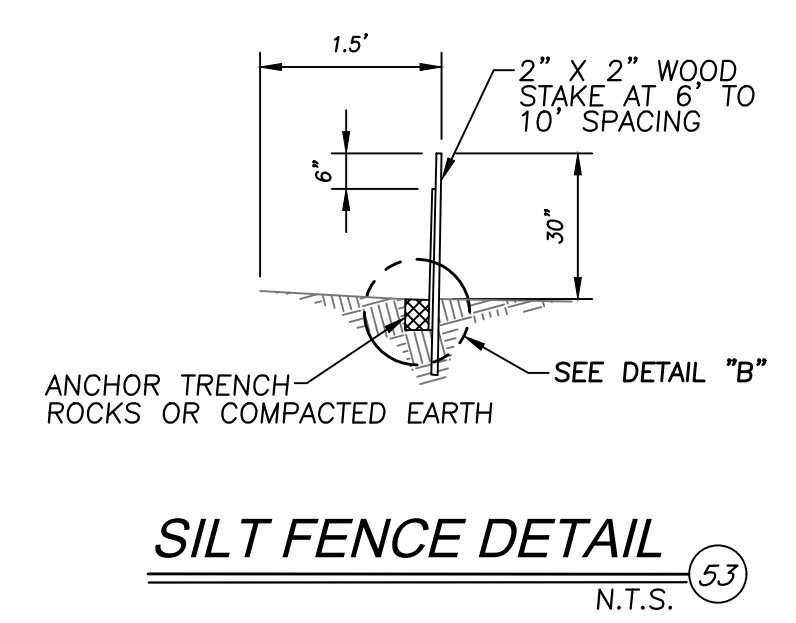
CITY OF COACHELLA
PROJECT DESCRIPTION:
GRADING PLAN
SITE ADDRESS: 84650 49TH AVENUE COACHELLA, CA 92236
LEGAL DESCRIPTION: POR LOT D MB 005/126 SUB OF SEC 31 T5S R8E.
SEC. 31 T. 5 S., R. 8 E., S.B.B. & M A.P.N. 603-250-014

G-2
OF
4
SHEETS



SITE PREPARATION:

- 1 THE EMBANKMENT FOUNDATION AREA SHALL BE CLEARED OF ALL TREES, ROOTS, BRUSH, BOULDERS, SOD, AND DEBRIS.
- 2 ALL TOPSOIL CONTAINING EXCESSIVE AMOUNTS OF ORGANIC MATTER SHALL BE REMOVED.
- 3 ALL STORM DRAIN INLETS SHALL BE CAPPED AND/OR CATCH BASINS SHALL BE PROTECTED W/FILTER FABRIC HELD DOWN BY SANDBAGS AROUND BASINS.



SEDIMENTS AND OTHER MATERIALS SHALL NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS SHALL BE STABILIZED SO AS TO PREVENT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC ROADS. DEPOSITIONS MUST BE SWEEP UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS INTO THE STORM DRAIN SYSTEM.

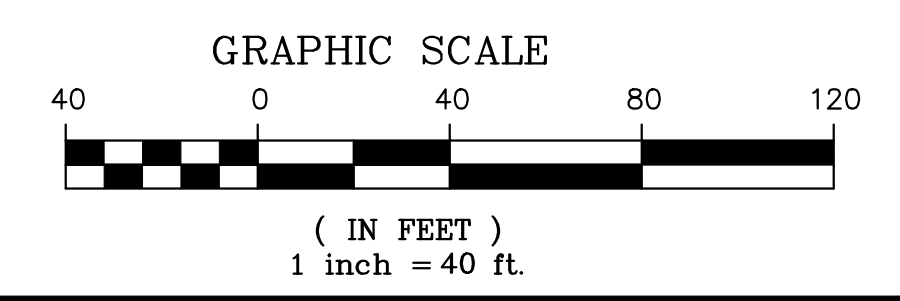
STABILIZED CONSTRUCTION ENTRANCE SHALL BE:
 LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT OF WAY, STREET, ALLEY, AND SIDEWALK OR PARKING AREA.
 A SERIES OF STEEL PLATES WITH "RUMBLE STRIPS", AND/OR MIN 4" COARSE AGGREGATE WITH LENGTH, WIDTH & THICKNESS AS NEEDED TO ADEQUATELY PREVENT ANY TRACKING ONTO PAVED SURFACES.
 ADDING A WASH RACK WITH A SEDIMENT TRAP LARGE ENOUGH TO COLLECT ALL WASH WATER CAN GREATLY IMPROVE EFFICIENCY.
 ALL VEHICLES ACCESSING THE CONSTRUCTION SITE SHALL UTILIZE THE STABILIZED CONSTRUCTION ENTRANCE SITES.

STREET MAINTENANCE:

REMOVE ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS IMMEDIATELY. SWEEP PAVED AREAS THAT RECEIVE CONSTRUCTION TRAFFIC WHENEVER SEDIMENT BECOMES VISIBLE. PAVEMENT WASHING WITH WATER IS PROHIBITED IF IT RESULTS IN A DISCHARGE TO THE STORM DRAIN SYSTEM.

STABILIZED CONSTRUCTION ENTRANCE

N.T.S.



THE FOLLOWING NOTES AND BMP'S AS OUTLINED IN, BUT NOT LIMITED TO, THE BEST MANAGEMENT PRACTICE HANDBOOK, CALIFORNIA STORMWATER QUALITY TASK FORCE, SACRAMENTO, CALIFORNIA 1993, OR THE LATEST REVISED EDITION, MAY APPLY DURING THE CONSTRUCTION OF THIS PROJECT (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY THE GRADING INSPECTOR):

EROSION CONTROL NOTES:

1. EROSION CONTROL IS REQUIRED FOR GRADING OPERATIONS ON A YEAR ROUND BASIS. APPROVED PLANS ARE REQUIRED FOR ALL WORK REQUIRING A GRADING PERMIT.
2. IN CASE OF EMERGENCY, CALL ISLAMIC SOCIETY OF PALM SPRINGS OF _____ AT 760-625-2578
3. THE ENGINEER OF RECORD WILL SUPERVISE EROSION CONTROL WORK AND ENSURE THAT WORK IS IN ACCORDANCE WITH APPROVED PLANS.
4. CITY APPROVAL OF PLANS DOES NOT RELIEVE THE DEVELOPER FROM RESPONSIBILITY FOR THE CORRECTION OF ERROR AND OMISSION DISCOVERED DURING CONSTRUCTION. UPON REQUEST, THE REQUIRED PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE PUBLIC WORKS DIRECTOR FOR APPROVAL.
5. THE PUBLIC WORKS DIRECTOR RESERVES THE RIGHT TO MAKE CHANGES OR MODIFICATIONS TO THIS PLAN AS DEEMED NECESSARY.
6. STANDBY CREW FOR EMERGENCY WORK SHALL BE MADE AVAILABLE AT ALL TIMES. NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF TEMPORARY EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMP'S) OR TO REPAIR ANY DAMAGED BMP'S WHEN RAIN IS IMMINENT.
7. AN EFFECTIVE COMBINATION OF EROSION AND SEDIMENT CONTROL BMP'S SHALL BE IMPLEMENTED AND MAINTAINED TO PREVENT AND/OR MINIMIZE THE TRANSPORT OF SOIL IN RUNOFF FROM DISTURBED SOIL AREAS ON THE CONSTRUCTION SITE AT ALL TIMES. IN ADDITION, BMP'S SHALL BE INSPECTED PRIOR TO PREDICTED STORM EVENTS AND FOLLOWING STORM EVENTS. BMP'S SHALL NOT BE MOVED OR MODIFIED WITHOUT THE APPROVAL OF THE CITY INSPECTOR.
8. ALL REMOVABLE PROTECTIVE DEVICES SHOWN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN THE FIVE-DAY RAIN PROBABILITY FORECAST EXCEEDS 40 PERCENT, AS FORECASTED BY THE NATIONAL WEATHER SERVICE.
9. AFTER A RAIN EVENT EXCEEDING ONE-QUARTER INCH IN ANY 12 HOUR PERIOD, OR UPON DIRECTION OF THE PUBLIC WORKS DIRECTOR, ALL SILT AND DEBRIS SHALL BE REMOVED FROM CHECK DAMS, SILT FENCES, AND DESILTING BASINS; AND THE BASINS SHALL BE PUMPED DRY AND RESTORED TO ORIGINAL DESIGN CONDITION. ANY EROSION CONTROL MEASURES DAMAGED DURING A RAIN EVENT SHALL ALSO BE IMMEDIATELY REPAIRED.
10. DESILTING BASINS ARE TO BE CONSTRUCTED AS GRADING OF INDIVIDUAL GRADING AREAS ARE COMPLETE PER ROUGH GRADING PLANS.
11. THE CONTRACTOR SHALL BE RESPONSIBLE AND SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT PUBLIC TRESPASS ONTO AREAS WHERE IMPOUNDED WATER CREATES A HAZARDOUS CONDITION.
12. AREAS SHALL BE MAINTAINED IN SUCH A STATE THAT FIRE ACCESS SHALL BE MAINTAINED AT ALL TIMES (INCLUDING ACCESS TO NEIGHBORING PROPERTIES).
13. GRADED AREAS AROUND THE SITE PERIMETER MUST DRAIN AWAY FROM THE FACE OF SLOPE AT THE CONCLUSION OF EACH WORKING DAY.
14. TEMPORARY EROSION PROTECTION IS REQUIRED FOR MANUFACTURED SLOPES PRIOR TO PERMANENT PLANTING.
15. ALL DISTURBED SLOPES SHALL BE PLANTED AND PROTECTED WITHIN 45 DAYS OF THE COMPLETION OF EACH STAGE OF GRADING. SUITABLE MEASURES TO PREVENT SLOPE EROSION INCLUDING, BUT NOT LIMITED TO, RAPID GROWTH VEGETATION SUFFICIENT TO STABILIZE THE SOIL, SHALL BE INSTALLED ON ALL DISTURBED AREAS UNTIL SUCH TIME AS THE PERMANENT VEGETATIVE COVER SUFFICIENTLY MATURES TO PROVIDE PERMANENT STABILITY.
16. NO OBSTRUCTION OR DISTURBANCE OF NATURAL DRAINAGE COURSES OR EXISTING STORM DRAIN INLETS SHALL OCCUR DURING GRADING OPERATIONS, UNLESS ADEQUATE TEMPORARY/PERMANENT DRAINAGE FACILITIES HAVE BEEN APPROVED AND INSTALLED TO CARRY SURFACE WATER TO THE NEAREST PRACTICAL STREET, STORM DRAIN OR NATURAL WATER COURSE. ALL EXISTING DRAINAGE COURSES ON THE PROJECT SITE MUST BE MAINTAINED IN A STATE TO ALLOW FOR CONTINUOUS FUNCTION.
17. THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER THAT STORM RUNOFF WILL BE CONTAINED WITHIN THE PROJECT OR CHANNELLED INTO THE STORM DRAIN SYSTEM WHICH SERVES THE RUNOFF AREA. STORM RUNOFF FROM ONE AREA SHALL NOT BE ALLOWED TO DIVERT TO ANOTHER RUNOFF AREA.
18. CONFORMANCE WITH THE REQUIREMENTS OF THESE PLANS SHALL IN NO WAY RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TO THIS SITE AND ADJACENT PROPERTIES. DURING GRADING OPERATIONS, TEMPORARY DRAINAGE CONTROL SHALL BE PROVIDED TO PREVENT PONDING WATER AND DAMAGE TO ADJACENT PROPERTIES. TEMPORARY DRAINAGE CONTROL SHALL CONSIST OF, BUT NOT BE LIMITED TO, CONSTRUCTING SUCH FACILITIES AND TAKING SUCH MEASURES AS ARE NECESSARY TO PREVENT, CONTROL AND ABATE WATER, MUD AND EROSION DAMAGE TO PUBLIC AND PRIVATE PROPERTY AS A RESULT OF THE CONSTRUCTION OF THIS PROJECT.
19. FILL AREAS WHILE BEING BROUGHT UP TO GRADE AND DURING PERIODS OF COMPLETION PRIOR TO FINAL GRADE, SHALL BE PROTECTED BY VARIOUS MEASURES TO ELIMINATE EROSION AND THE SILTATION OF DOWNSTREAM FACILITIES AND ADJACENT AREAS. THESE MEASURES MAY INCLUDE, BUT SHALL NOT BE LIMITED TO: TEMPORARY DOWN DRAINS, EITHER IN THE FORM OF PIPES OR DITCHES TO DESILT RUNOFF; PROTECTION SUCH AS SAND BAGS AROUND INLETS WHICH HAVE NOT BEEN BROUGHT UP TO GRADE; AND EARTH BERMS AND APPROPRIATE GRADING TO DIRECT DRAINAGE AWAY FROM THE EDGE OF THE TOP OF SLOPES SHALL BE CONSTRUCTED AND MAINTAINED ON THOSE FILL AREAS WHERE EARTHWORK OPERATIONS ARE NOT IN PROGRESS.
20. CLEARING AND GRUBBING SHOULD BE LIMITED TO AREAS THAT WILL RECEIVE IMMEDIATE GRADING. EROSION CONTROL MEASURES WILL BE REQUIRED TO PROTECT AREAS WHICH HAVE BEEN CLEARED AND GRUBBED PRIOR TO GRADING OPERATION, AND WHICH ARE SUBJECT TO RUNOFF DURING A RAIN EVENT. THESE MEASURES MAY INCLUDE BUT SHALL NOT BE LIMITED TO: GRADED DITCHES; BRUSH BARRIERS AND SILT FENCES. CARE SHALL BE EXERCISED TO PRESERVE VEGETATION BEYOND LIMITS OF GRADING.
21. CONSTRUCTION SITES SHALL BE MANAGED TO MINIMIZE THE EXPOSURE TIME OF DISTURBED SOIL AREAS THROUGH PHASING AND SCHEDULING OF GRADING TO THE EXTENT FEASIBLE AND THE USE OF TEMPORARY AND PERMANENT SOIL STABILIZATION.
22. STOCKPILES OF SOIL SHALL BE PROPERLY CONTAINED TO ELIMINATE OR REDUCE SEDIMENT TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES OR ADJACENT PROPERTIES VIA RUNOFF, VEHICLE TRACKING, OR WIND.
23. CONSTRUCTION SITES SHALL BE MAINTAINED IN SUCH A CONDITION THAT WIND OR RUNOFF DOES NOT CARRY WASTES OR POLLUTANTS OFF THE SITE TO STREETS, DRAINAGE FACILITIES OR ADJOINING PROPERTIES.
24. DISCHARGES OTHER THAN STORM WATER (NON-STORM WATER DISCHARGES) ARE PROHIBITED, EXCEPT AS AUTHORIZED BY AN INDIVIDUAL NPDES PERMIT. THE STATEWIDE GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY, OR OTHER APPLICABLE GENERAL NPDES PERMIT. POTENTIAL POLLUTANTS INCLUDE BUT ARE NOT LIMITED TO: SOLID OR LIQUID CHEMICAL SPILLS; WASTES FROM PAINTS, STAINS, SEALANTS, SOLVENTS, DETERGENTS, GLUES, LIME, PESTICIDES, HERBICIDES, FERTILIZERS, WOOD PRESERVATIVES, AND ASBESTOS FIBERS, PAINT FLAKES OR STUCCO FRAGMENTS; FUELS, OILS, LUBRICANTS, AND HYDRAULIC, RADIATOR OR BATTERY FLUIDS; CONCRETE AND RELATED CUTTING OR CURING RESIDUES; FLOATABLE WASTES; WASTES FROM STREET CLEANING; SUPER-CHLORINATED POTABLE WATER FROM LINE FLUSHING AND TESTING; AND RUNOFF FROM EQUIPMENT AND VEHICLE WASHING. DURING CONSTRUCTION, DISPOSAL OF SUCH MATERIALS SHOULD OCCUR IN A SPECIFIED AND CONTROLLED TEMPORARY AREA ON SITE PHYSICALLY SEPARATED FROM POTENTIAL STORM WATER RUNOFF, WITH ULTIMATE DISPOSAL IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS.
25. AT THE END OF EACH DAY OF CONSTRUCTION ACTIVITY ALL CONSTRUCTION DEBRIS AND WASTE MATERIALS SHALL BE COLLECTED AND PROPERLY DISPOSED IN TRASH OR RECYCLE BINS.
26. PAVED STREETS, SIDEWALKS AND OTHER IMPROVEMENTS SHALL BE MAINTAINED IN A NEAT AND CLEAN CONDITION, FREE OF LOOSE SOIL, CONSTRUCTION DEBRIS AND TRASH. STREET SWEEPING OR OTHER EQUALLY EFFECTIVE MEANS SHALL BE USED ON A REGULAR BASIS TO CONTROL SILT THAT HAS BEEN DEPOSITED ON STREETS OR SIDEWALKS. WATERING SHALL NOT BE USED TO CLEAN STREETS.
27. DISCHARGING CONTAMINATED GROUNDWATER PRODUCED BY DEWATERING GROUNDWATER THAT HAS INFILTRATED INTO THE CONSTRUCTION SITE IS PROHIBITED. DISCHARGING OF CONTAMINATED SOILS VIA SURFACE EROSION IS ALSO PROHIBITED. DISCHARGING NON-CONTAMINATED GROUNDWATER PRODUCED BY DEWATERING ACTIVITIES MAY REQUIRE A NPDES PERMIT FROM THE SANTA ANA REGIONAL BOARD.
28. ALL CONSTRUCTION CONTRACTOR AND SUBCONTRACTOR PERSONNEL ARE TO BE MADE AWARE OF THE REQUIRED BEST MANAGEMENT PRACTICES AND GOOD HOUSEKEEPING MEASURES FOR THE PROJECT SITE AND ANY ASSOCIATED CONSTRUCTION STAGING AREAS.



CONSTRUCTION NOTES:		QUANTITIES:	
50	INSTALL SANDBAG DRAIN PROTECTION PER DETAIL HEREON	142	L.F.
51	CONST. INGRESS/EGRESS WITH CORRESPONDING EROSION CONTROL BMP'S AS APPROVED BY PUBLIC WORKS INSPECTOR	1	EA.
52	INSTALL STRAW ROLL PER DETAIL HEREON	342	L.F.
53	PERIMETER SILT FENCE PER DETAIL HERE ON	1032	L.F.

SAKE ENGINEERS, INC.
 ENGINEERING • SURVEYING • LAND DEVELOPMENT

400 S. RAMONA AVE., STE. 202
 CORONA, CALIFORNIA 92879
 (951) 279-4041

NO.	REVISIONS BY	APPR. DATE	T.B.M.
			BENCH MARK:
			BASIS OF BEARING:

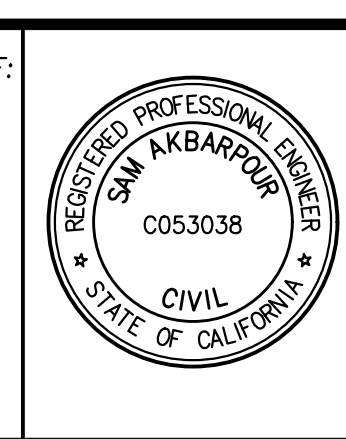
DRAWN	DATE
IH	4/12/2024
JOB NO.	GB-07-___

CITY OF COACHELLA PUBLIC WORKS

PREPARED UNDER THE DIRECT SUPERVISION OF:

SAM AKBARPOUR DATE _____

RCE C 53038 EXP. 6/30/2025



RECOMMENDED FOR APPROVAL BY:

NOEL OWSLEY RCE NO. 39827

DATE _____ EXP. DATE: 12-31-25

CITY OF COACHELLA

APPROVED FOR CONSTRUCTION:

JONATHAN D. HOY RCE NO. 63526 EXP. 9-30-24

APPROVED BY:

J. LUIS LOPEZ - PLANNING DIRECTOR

CITY OF COACHELLA

PROJECT DESCRIPTION:

GRADING PLAN

SITE ADDRESS: 84650 49TH AVENUE COACHELLA, CA 92236

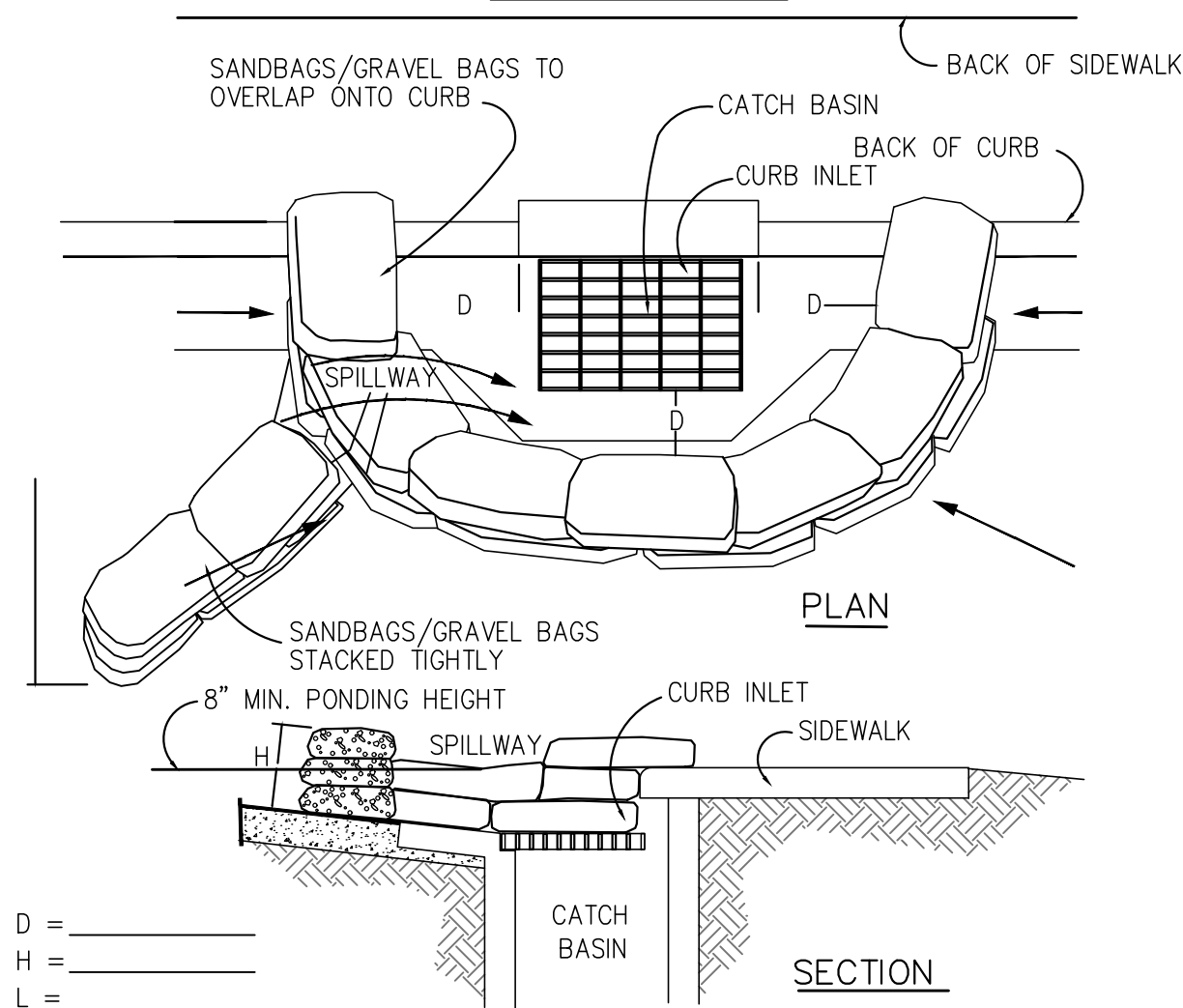
LEGAL DESCRIPTION: POR LOT D MB 005/126 SUB OF SEC 31 T5S R8E.

SEC. 31 T. 5 S., R. 8 E., S.B.B. &M A.P.N. 603-250-014

G-3

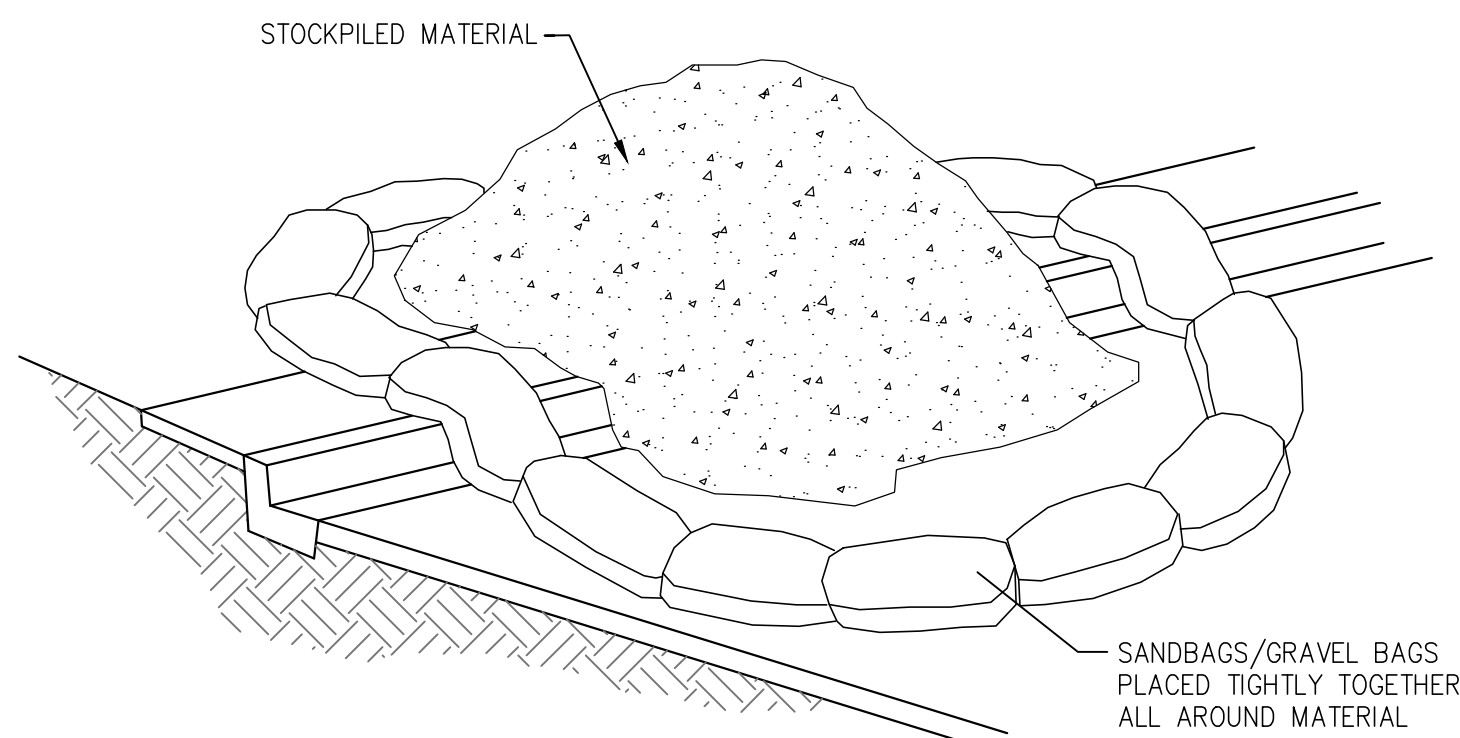
OF 4 SHEETS

A CATCH BASIN/INLET PROTECTION



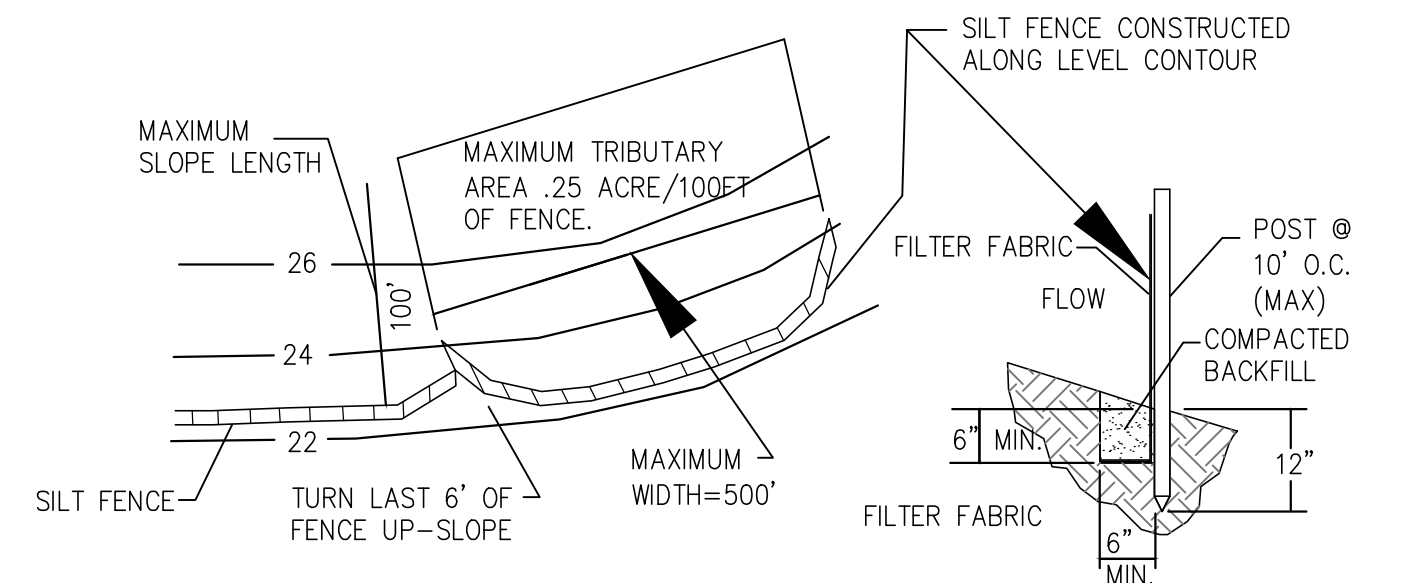
- NOTES:**
- CATCH BASIN/INLET PROTECTION SHALL BE INSTALLED WHEREVER THERE IS A POTENTIAL OF STORMWATER OR NON-STORMWATER BEING DISCHARGED INTO IT.
 - INLET PROTECTION IS REQUIRED ALONG WITH OTHER POLLUTION PREVENTION MEASURES SUCH AS; EROSION CONTROL, SOIL STABILIZATION, AND MEASURES TO PREVENT TRACKING ONTO PAVED SURFACES.
 - MODIFY INLET PROTECTION AS NEEDED TO AVOID CREATING TRAFFIC HAZARDS.
 - INCLUDE INLET PROTECTION MEASURES AT HILLSIDE V-DITCHES AND MISC. DRAINAGE SWALES.
 - INLET PROTECTION SHALL BE INSPECTED AND ACCUMULATED SEDIMENTS REMOVED. SEDIMENT SHALL BE DISPOSED OF PROPERLY AND IN A MANNER THAT ASSURES THAT THE SEDIMENT DOES NOT ENTER THE STORM DRAIN SYSTEM.
 - DAMAGED BAGS SHALL BE REPLACED IMMEDIATELY.
 - ADDITIONAL SANDBAG SEDIMENT TRAPS SHALL BE PLACED AT INTERVALS AS INDICATED ON SITE PLAN.

E MATERIAL STORAGE



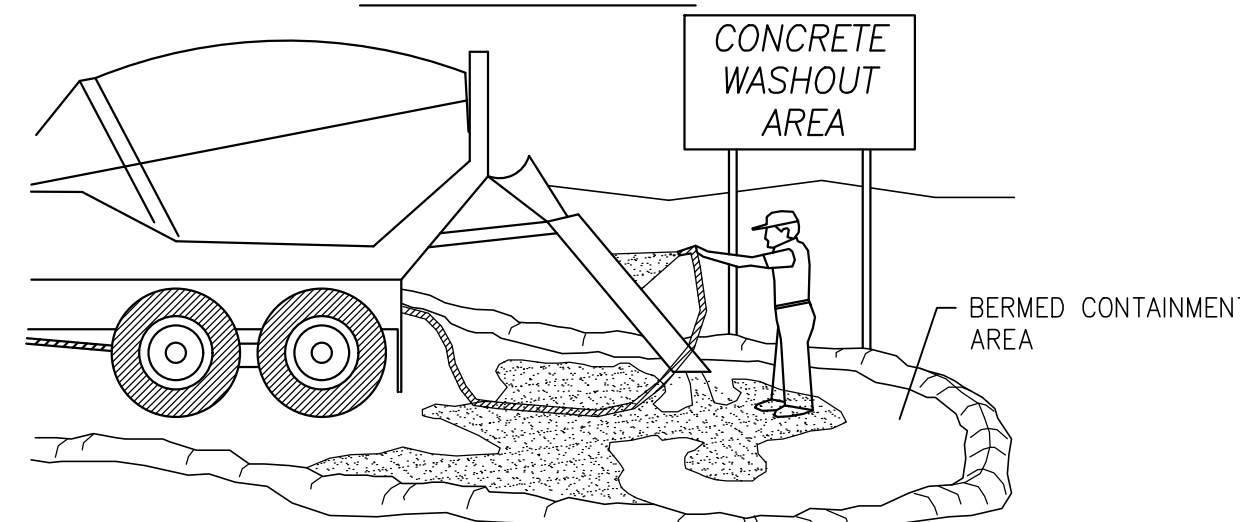
- NOTES:**
- DIRT AND OTHER CONSTRUCTION RELATED MATERIALS PLACED IN THE STREET OR ON OTHER IMPERVIOUS SURFACES MUST BE CONTAINED WITH SANDBAGS OR OTHER MEASURES TO PREVENT TRANSPORT TO THE STORM DRAIN SYSTEM.
 - ANY CONSTRUCTION MATERIAL STORED OR STOCKPILED ON-SITE SHALL BE PROTECTED FROM BEING TRANSPORTED BY THE FORCE OF WIND OR WATER.

B SILT FENCE



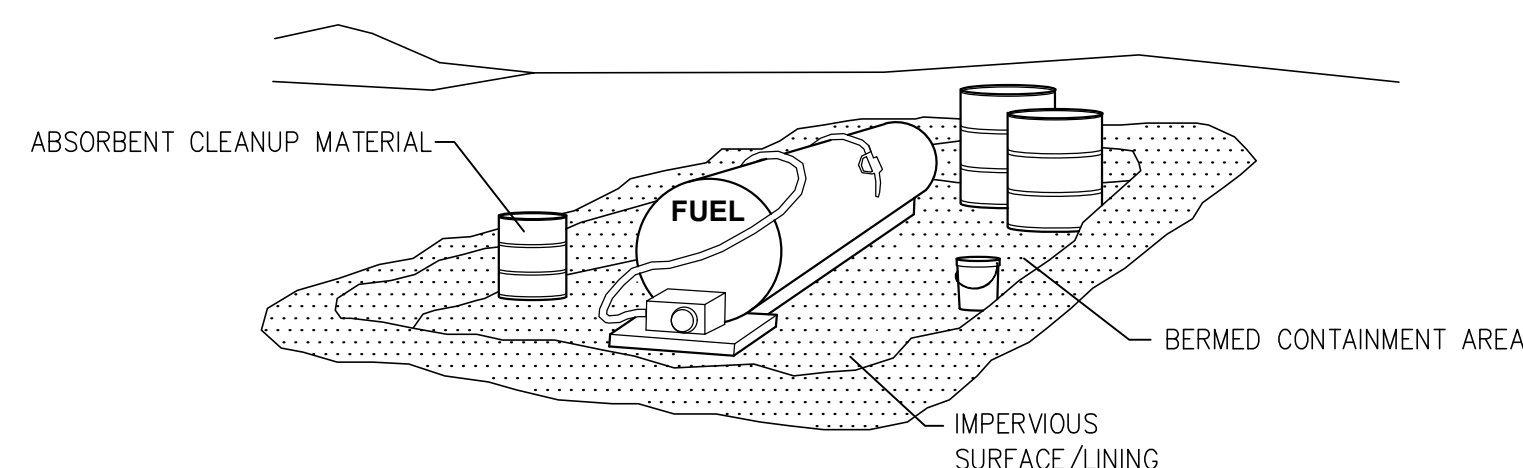
- NOTES:**
- CONSTRUCT THE SILT FENCE ALONG A LEVEL CONTOUR.
 - SILT FENCES SHALL REMAIN IN PLACE UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
 - PROVIDE SUFFICIENT ROOM FOR RUNOFF TO POND BEHIND THE FENCE AND ALLOW SEDIMENT REMOVAL EQUIPMENT TO PASS BETWEEN THE SILT FENCE AND TOE OF SLOPE OR OTHER OBSTRUCTIONS. ABOUT 1200 SQ. FT. OF PONDING AREA SHALL BE PROVIDED FOR EVERY ACRE DRAINING TO THE FENCE.
 - TURN THE ENDS OF THE FILTER FENCE UPHILL TO PREVENT STORMWATER FROM FLOWING AROUND THE FENCE.
 - LEAVE AN UNDISTURBED OR STABILIZED AREA IMMEDIATELY DOWNSLOPE FROM THE FENCE.
 - DO NOT PLACE IN LIVE STREAM OR INTERMITTENTLY FLOWING CHANNELS.
 - WHEN STANDARD FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY-DUTY WIRE STAPLES AT LEAST 1 INCH LONG, TIE WIRES OR HOG RINGS.

F CONCRETE WASTE MANAGEMENT



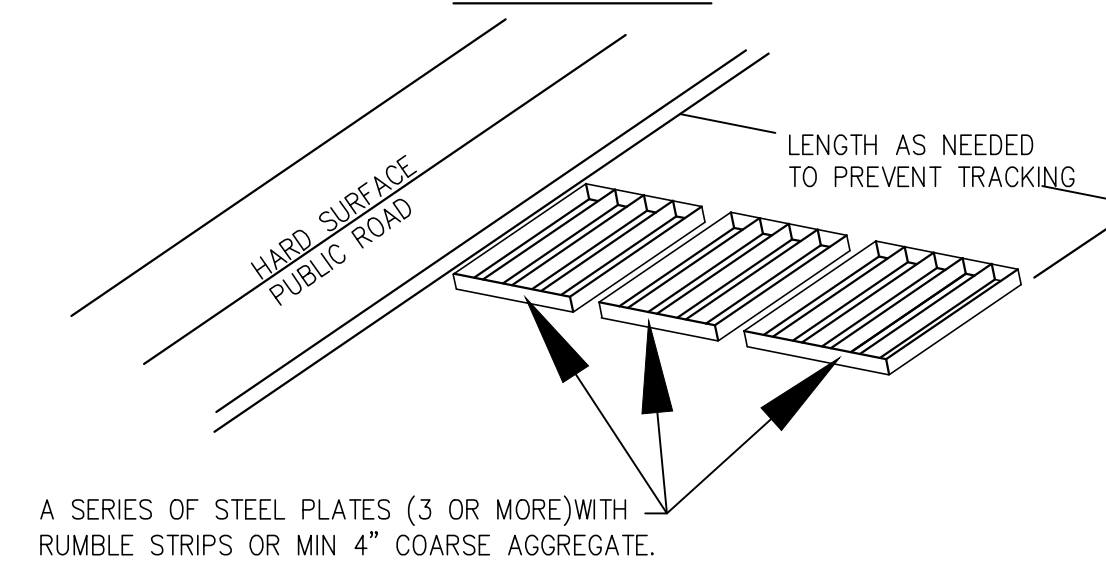
- USE METAL CONTAINER FOR CONCRETE WASHOUT**
- NOTES:**
- EXCESS AND WASTE CONCRETE SHALL NOT BE WASHED INTO THE STREET OR INTO A DRAINAGE SYSTEM.
 - FOR WASHOUT OF CONCRETE AND MORTAR PRODUCTS, A DESIGNATED CONTAINMENT FACILITY OF SUFFICIENT CAPACITY TO RETAIN LIQUID AND SOLID WASTE SHALL BE PROVIDED ON SITE.
 - SLURRY FROM CONCRETE AND ASPHALT SAW CUTTING SHALL BE VACUUMED OR CONTAINED, DRIED, PICKED UP AND DISPOSED OF PROPERLY.

G VEHICLE/EQUIPMENT FUELING



- NOTES:**
- FUELING SHALL BE PERFORMED IN A DESIGNATED AREA, AWAY FROM DRAINAGE COURSES.
 - ABSORBENT CLEANUP MATERIAL SHALL BE ON SITE AND USED IMMEDIATELY IN THE EVENT OF A SPILL.

C STABILIZED CONSTRUCTION ENTRANCE

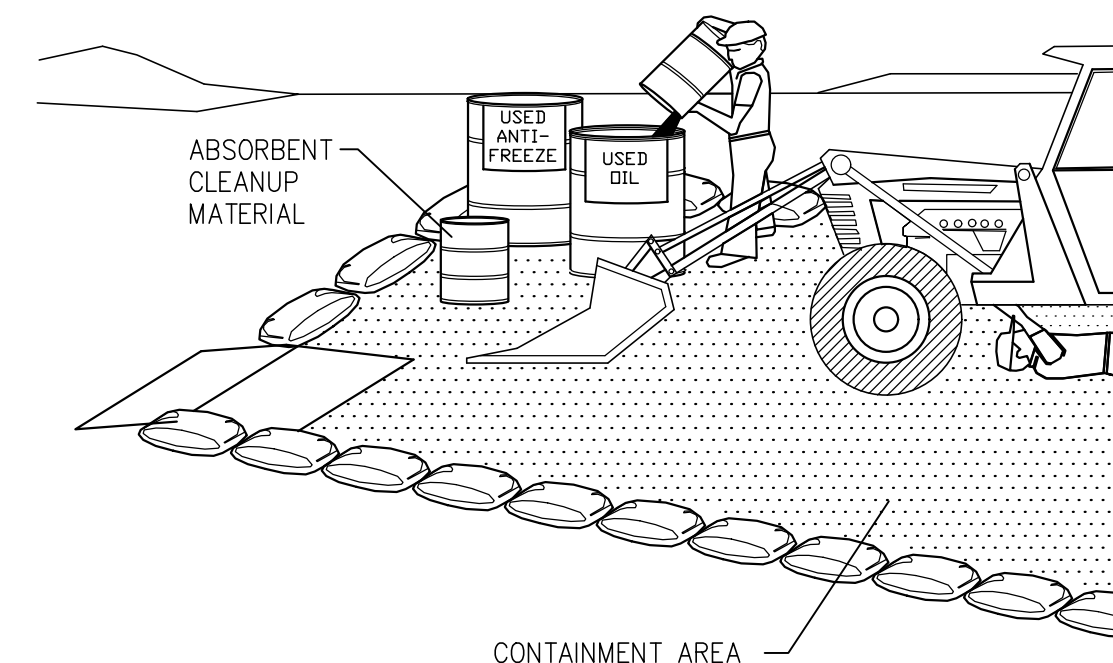


- NOTES:**
- SEDIMENTS AND OTHER MATERIALS SHALL NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS SHALL BE STABILIZED SO AS TO PREVENT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC ROADS. DEPOSITIONS MUST BE SWEEPED UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS INTO THE STORM DRAIN SYSTEM.
 - STABILIZED CONSTRUCTION ENTRANCE SHALL BE:
 - LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT OF WAY, STREET, ALLEY, AND SIDEWALK OR PARKING AREA.
 - A SERIES OF STEEL PLATES WITH "RUMBLE STRIPS", AND/OR MIN 4" COARSE AGGREGATE WITH LENGTH, WIDTH & THICKNESS AS NEEDED TO ADEQUATELY PREVENT ANY TRACKING ONTO PAVED SURFACES.
 - ADDING A WASH RACK WITH A SEDIMENT TRAP LARGE ENOUGH TO COLLECT ALL WASH WATER CAN GREATLY IMPROVE EFFICIENCY.
 - ALL VEHICLES ACCESSING THE CONSTRUCTION SITE SHALL UTILIZE THE STABILIZED CONSTRUCTION ENTRANCE SITES.

STREET MAINTENANCE

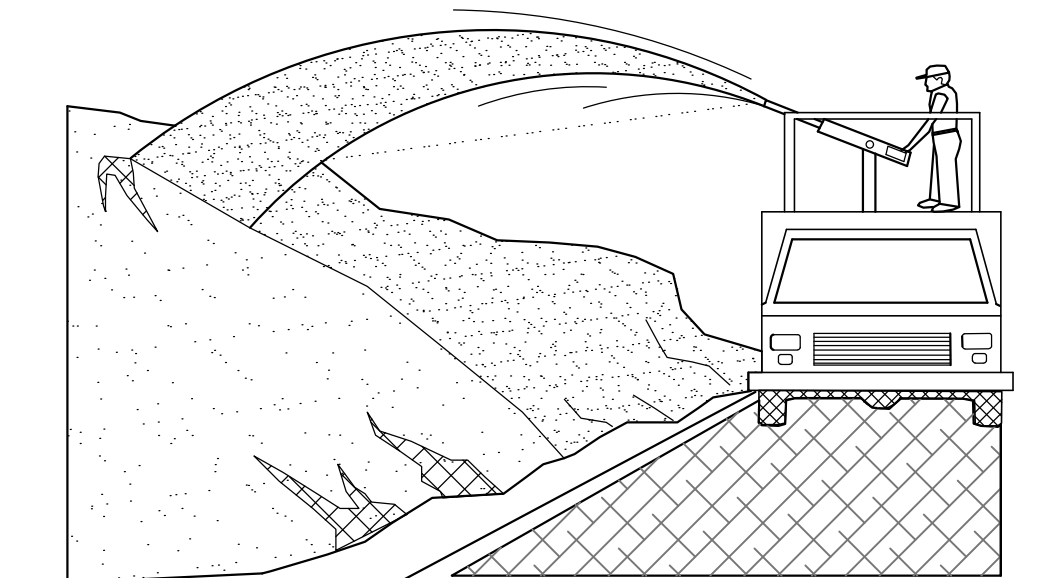
- REMOVE ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS IMMEDIATELY.
- SWEEP PAVED AREAS THAT RECEIVE CONSTRUCTION TRAFFIC WHENEVER SEDIMENT BECOMES VISIBLE.
- PAVEMENT WASHING WITH WATER IS PROHIBITED IF IT RESULTS IN A DISCHARGE TO THE STORM DRAIN SYSTEM.

H EQUIPMENT REPAIR/MAINTENANCE



- NOTES:**
- LEAKING VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED ON-SITE. EQUIPMENT AND VEHICLES SHALL BE INSPECTED FREQUENTLY FOR LEAKS AND SHALL BE REPAIRED IMMEDIATELY. CLEAN UP SPILLS AND LEAKS PROMPTLY WITH ABSORBENT MATERIALS; DO NOT FLUSH WITH WATER.
 - VEHICLES AND EQUIPMENT SHALL BE MAINTAINED, AND REPAIRED ON-SITE ONLY IN DESIGNATED AREAS. PREVENT RUN-ON AND RUN-OFF FROM DESIGNATED AREAS. CONTAINMENT DEVICES SHALL BE PROVIDED AND AREAS SHALL BE COVERED IF NECESSARY.
 - DESIGNATE ON-SITE VEHICLE AND EQUIPMENT MAINTENANCE AREAS, AWAY FROM STORM DRAIN INLETS AND WATERCOURSES.
 - ALWAYS USE SECONDARY CONTAINMENT, SUCH AS A DRAIN PAN OR DROP CLOTH, TO CATCH SPILLS AND LEAKS WHEN REMOVING OR CHANGING FLUIDS.
 - LEGALLY DISPOSE OF USED OILS, FLUIDS, AND LUBRICANTS.
 - PROVIDE SPILL CONTAINMENT DIKES OR SECONDARY CONTAINMENT AROUND STORED OIL, FUEL, AND CHEMICAL DRUMS.
 - MAINTAIN AN ADEQUATE SUPPLY OF ABSORBENT SPILL CLEANUP MATERIALS IN DESIGNATED AREA.

D EROSION CONTROL



- NOTES:**
- SOIL/SLOPE STABILIZATION PRACTICES SHALL BE DESIGNED TO PRESERVE EXISTING VEGETATION WHERE FEASIBLE AND TO REVEGETATE OPEN AREAS AS SOON AS FEASIBLE AFTER GRADING. THESE CONTROL PRACTICES SHALL INCLUDE TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOIL STABILIZATION, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, OR OTHER SOIL STABILIZATION PRACTICES.
 - SOIL STABILIZATION SHALL BE IMPLEMENTED ON ALL INACTIVE DISTURBED AREAS FROM NOVEMBER 1 THRU APRIL 15 AND ON ALL DISTURBED AREAS DURING A RAIN EVENT OR POTENTIAL RAIN.
 - STABILIZATION PRACTICES SHALL CONTROL/PREVENT EROSION FROM THE FORCES OF WIND AND WATER.
 - STABILIZATION PRACTICES SHALL BE IMPLEMENTED IN CONJUNCTION WITH SEDIMENT TRAPPING/FILTERING PRACTICES AND PRACTICES TO REDUCE THE TRACKING OF SEDIMENT ONTO PAVED ROADS.
 - WHEN USING STRAW MULCHING, THE MINIMUM APPLICATION SHALL BE 2 TONS/ACRE. MULCH MUST BE ANCHORED IMMEDIATELY TO MINIMIZE LOSS BY WIND OR WATER.
 - WHEN USING HYDROSEEDING/MULCHING, THE MINIMUM APPLICATION OF WOOD FIBER SHALL BE 1,500 LBS/ACRE. THAT DOES NOT CONTAIN MORE THAN 50 PERCENT NEWSPRINT.
 - FOR SEEDING RECOMMENDATIONS, CONTACT: USDA, NATURAL RESOURCES CONSERVATION SERVICE OR VENTURA COUNTY RCD.

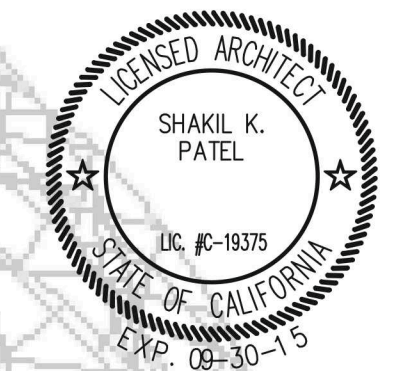
STORMWATER POLLUTION CONTROL PLAN

GENERAL NOTES

- BEST MANAGEMENT PRACTICES (BMP'S) CONTAINED HEREIN REFLECT MINIMUM REQUIREMENTS. FOR ADDITIONAL BMP'S REFER TO CALIFORNIA STORMWATER BMP HANDBOOKS.
- ALL CONSTRUCTION ACTIVITY SHALL BE PERFORMED IN ACCORDANCE WITH A STORMWATER POLLUTION CONTROL PLAN (SWPCP) DEVELOPED AND IMPLEMENTED IN COMPLIANCE WITH REQUIREMENTS OF THE ORANGE COUNTYWIDE STORMWATER QUALITY MANAGEMENT PROGRAM, NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT NO.
- THE SWPCP SHALL:
 - IDENTIFY POTENTIAL POLLUTANT SOURCES AND INCLUDE THE DESIGN AND PLACEMENT OF BMP'S TO EFFECTIVELY PROHIBIT THE ENTRY OF POLLUTANTS FROM THE CONSTRUCTION SITE INTO AND ONTO THE STREET AND STORM DRAIN SYSTEM DURING CONSTRUCTION.
 - BE KEPT ON SITE AND AMENDED TO REFLECT CHANGING CONDITIONS THROUGHOUT THE COURSE OF CONSTRUCTION.
 - BE KEPT UP TO DATE. ANY ADDITIONAL UPDATES REQUESTED BY AGENCY REPRESENTATIVES ARE TO BE MADE IMMEDIATELY.
- NON-STORMWATER DISCHARGES ARE PROHIBITED FROM ENTERING ANY STORM DRAIN SYSTEM AND/OR STREET.
- DISCHARGES OF PUMPED GROUND WATER REQUIRE A DISCHARGE PERMIT FROM THE STATE OF CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD (RWQCB).
- POLLUTANTS SHALL BE REMOVED FROM STORMWATER DISCHARGES TO THE MAXIMUM EXTENT PRACTICABLE (MEP) THROUGH DESIGN & IMPLEMENTATION OF THE SWPCP.
- A STANDBY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON (NOV. 1 TO APR. 15). NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF EMERGENCY DEVICES WHEN RAIN IS IMMINENT.
- PORTABLE SANITARY FACILITIES SHALL BE LOCATED ON RELATIVELY LEVEL GROUND AWAY FROM TRAFFIC AREAS, DRAINAGE COURSES, AND STORM DRAIN INLETS.
- EMPLOYEES, SUBCONTRACTORS AND SUPPLIERS SHALL BE EDUCATED ON ALL BMP'S INCLUDING CONCRETE WASTE STORAGE AND DISPOSAL PROCEDURES.
- SEDIMENT CONTROL PRACTICES SHALL EFFECTIVELY PREVENT A NET INCREASE OF SEDIMENT LOAD IN STORMWATER DISCHARGE.



SAKE ENGINEERS, INC. ENGINEERING • SURVEYING • LAND DEVELOPMENT 400 S. RAMONA AVE., STE. 202 CORONA, CALIFORNIA 92779 (951) 279-4041	NO.	REVISIONS BY	APPR.	DATE	T.B.M.	DRAWN IH	CITY OF COACHELLA PUBLIC WORKS	PREPARED UNDER THE DIRECT SUPERVISION OF:	REGISTERED PROFESSIONAL ENGINEER SAM AKBARPOUR 0053038 CIVIL STATE OF CALIFORNIA	RECOMMENDED FOR APPROVAL BY:	CITY OF COACHELLA APPROVED FOR CONSTRUCTION: JONATHAN D. HOY RCE NO. 63526 EXP. 9-30-24 APPROVED BY: J. LUIS LOPEZ - PLANNING DIRECTOR	CITY OF COACHELLA GRADING PLAN PROJECT DESCRIPTION: SITE ADDRESS: 84650 49TH AVENUE COACHELLA, CA 92236 LEGAL DESCRIPTION: POR LOT D MB 005/126 SUB OF SEC 31 T5S R8E. SEC. 31 T. 5 S., R. 8 E., S.B.B. &M A.P.N. 603-250-014	G-4 OF 4 SHEETS
					BENCH MARK:	DATE 4/12/2024		SAM AKBARPOUR		NOEL OWSLEY			
					BASIS OF BEARING:	JOB NO. GB-07-___		RCE C 53038 EXP. 6/30/2025		DATE 12-31-25			

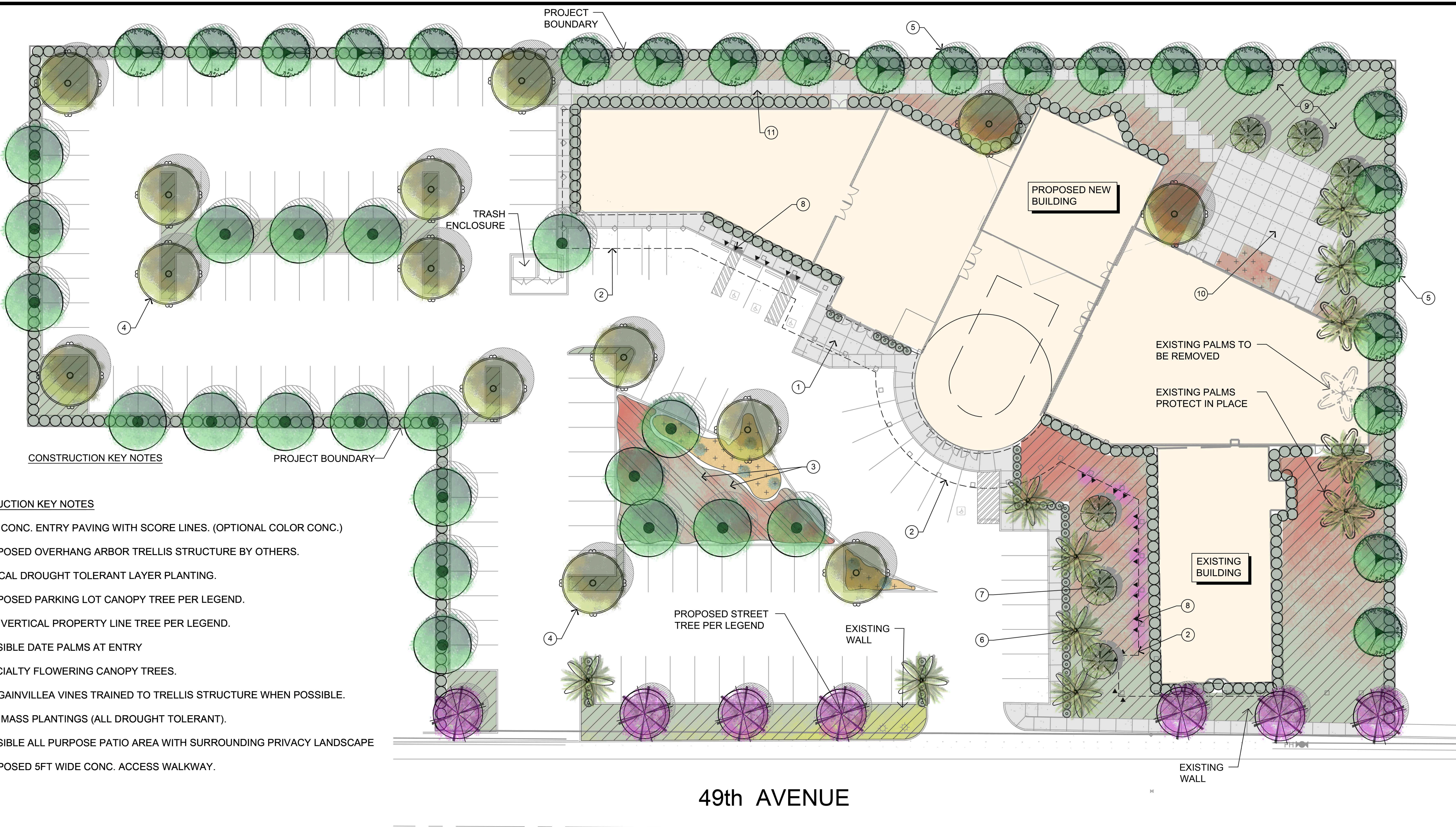


CONSULTANTS

5256 S. MISSION RD. SUITE NO. 121
 BONSALL, CA 92003
 PH: 760-842-8993

OWNER

ISLAMIC SOCIETY OF PALM SPRINGS
 84650 49th AVENUE,
 COACHELLA CA
 APN 603-250-008-8 AND
 603-241-005-7



- CONSTRUCTION KEY NOTES**
1. TYP. CONC. ENTRY PAVING WITH SCORE LINES. (OPTIONAL COLOR CONC.)
 2. PROPOSED OVERHANG ARBOR TRELLIS STRUCTURE BY OTHERS.
 3. TYPICAL DROUGHT TOLERANT LAYER PLANTING.
 4. PROPOSED PARKING LOT CANOPY TREE PER LEGEND.
 5. TYP. VERTICAL PROPERTY LINE TREE PER LEGEND.
 6. POSSIBLE DATE PALMS AT ENTRY
 7. SPECIALTY FLOWERING CANOPY TREES.
 8. BOUGAINVILLEA VINES TRAINED TO TRELLIS STRUCTURE WHEN POSSIBLE.
 9. TYP. MASS PLANTINGS (ALL DROUGHT TOLERANT).
 10. POSSIBLE ALL PURPOSE PATIO AREA WITH SURROUNDING PRIVACY LANDSCAPE
 11. PROPOSED 5FT WIDE CONC. ACCESS WALKWAY.

PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE	14	L
	POSSIBLE ACCENT PALM TREE PHENIX DACTYLIFERA, DATE PALM	6	M
	GELIERA PARVIFLORA, AUSTRALIAN WILLOW 24" BOX SIZE	20	L
	ACACIA SALICINA, WILLOW ACACIA MIN 15 GAL SIZE	24	L
	PROPOSED NEW STREET TREE LAGERSTROEMIA INDICA, GRAPE MYRTLE 24" BOX	7	L
	SPECIALTY ENTRY FLOWERING CANOPY TREE CHITALPA 'PINK DAWN' 24" BOX SIZE	6	L

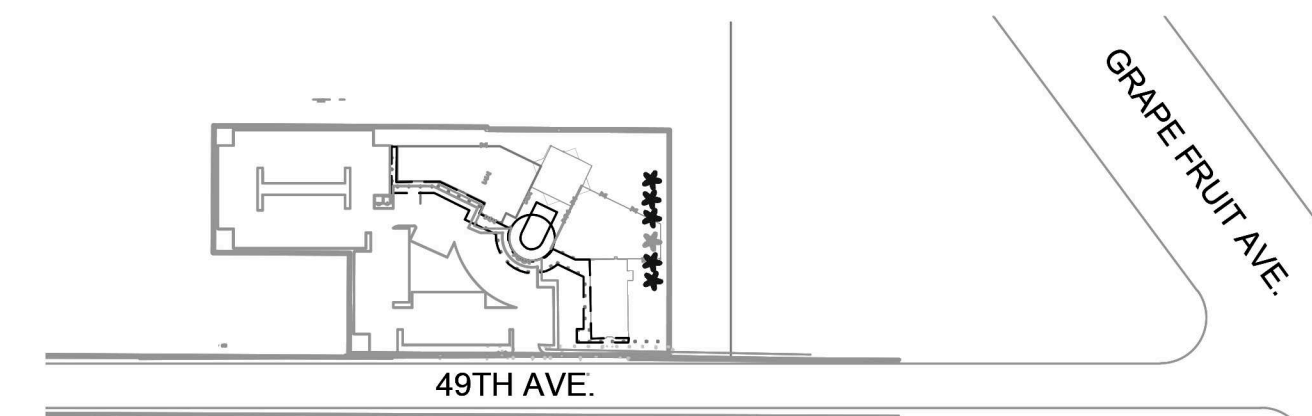
SHRUB & ACCENT PLANTS	
ALL PROPOSED SHRUB & ACCENT PLANTS WILL CONSIST OF THE FOLLOWING:	WUCOLS
DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	L
LEUCOPHYLLUM F. 'GREEN CLOUD', TEXAS RANGER 5 GAL. SIZE	L
ROSMARINUS 'TUSCAN BLUE', ROSEMARY 5 GAL. SIZE	L
CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE	L
HETEROMELES ARBUTIFOLIA, TOYON 5 GAL. SIZE	L

GROUND COVER AND SHRUB MASSES	
ALL PROPOSED GROUND COVER AND SHRUB MASSES WILL CONSIST OF THE FOLLOWING:	WUCOLS
SENECIO MANDRALISCAE, BLUE SENECIO 1 GAL. SIZE @ 24" O.C.	L
ROSMARINUS O. 'PROSTRATUS', PROSTRATE ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
SALVIA GREGGII, AUTUMN SAGE 1 GAL. SIZE @ 36" O.C.	L
MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 42" O.C.	L
MYOPORUM PARVIFLORA, MYOPORUM 1 GAL. SIZE @ 24" O.C.	L
SALVIA 'BEES BLISS', BEES BLISS SAGE 1 GAL. SIZE @ 42" O.C.	L

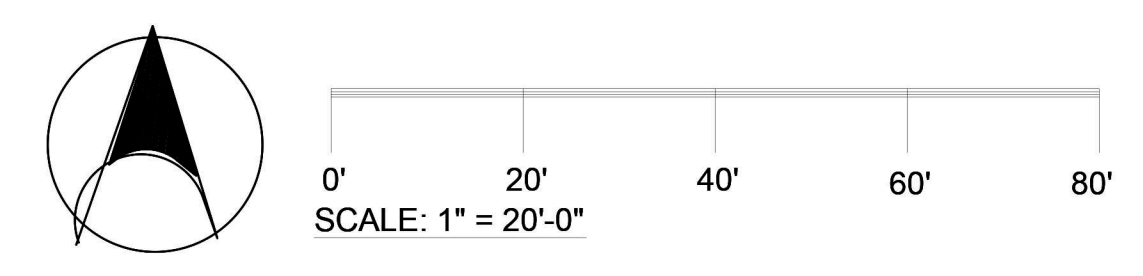
GROUND COVER AND SHRUB MASSES

TYP. LAYERED DROUGHT TOLERANT ACCENT PLANTING TO COMPLY WITH THE CITY OF COACHELLA STANDARDS.

- NOTES:**
- ALL PLANTING AREAS SHALL RECEIVE A D.G. TOP DRESSING.
 - REFER TO ARCHITECTURAL SITE PLAN FOR ADDITIONAL INFORMATION.

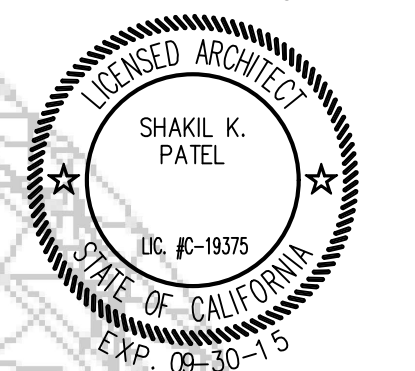


VICINITY MAP
NTS



CUP PRE APPLICATION # 16-02

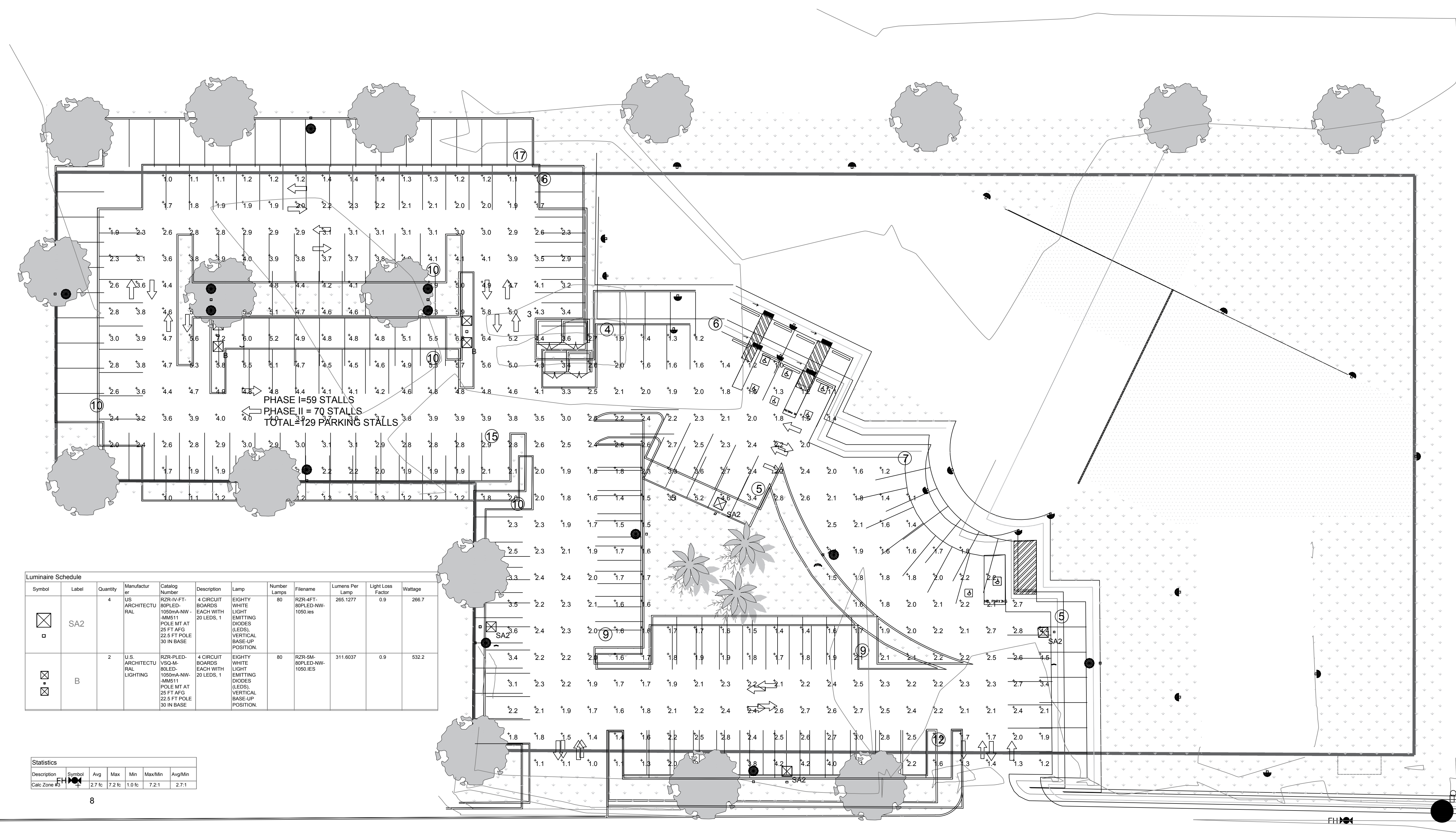
MARK	DATE	DESCRIPTION
	4/7/16	
PROJECT NO.	100713	
DRAWN BY:	SP	
CHK'D BY:	SP	
SHEET TITLE		
CONCEPTUAL LANDSCAPE PLAN		



CONSULTANTS

OWNER

**ISLAMIC SOCIETY
OF PALM SPRINGS**
84650 49th AVENUE,
COACHELLA CA
APN 603-250-008-8 AND
603-241-005-7



Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
⊠	SA2	4	US ARCHITECTURAL LIGHTING	RZR-IV-FT-80LED-1050MA-NW-MM511	4 CIRCUIT BOARD EACH WITH 20 LEDS. 1 POLE MT AT 25 FT AFG 22.5 FT POLE 30 IN BASE	EIGHTY WHITE LIGHT EMITTING DIODES (LEDS). VERTICAL BASE-UP POSITION.	80	RZR-4FT-80LED-NW-1050IES	265.1277	0.9	266.7
⊠	B	2	US ARCHITECTURAL LIGHTING	RZR-PLD-VISCA-80LED-1050MA-NW-MM511	4 CIRCUIT BOARD EACH WITH 20 LEDS. 1 POLE MT AT 25 FT AFG 22.5 FT POLE 30 IN BASE	EIGHTY WHITE LIGHT EMITTING DIODES (LEDS). VERTICAL BASE-UP POSITION.	80	RZR-SM-80LED-NW-1050IES	311.6037	0.9	532.2

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	⊠	2.7 fc	7.2 fc	1.0 fc	7.2:1	2.7:1

Plan View
Scale - 1" = 20'

B
LI
PI
S

**CUP
PRE APPLICATION # 16-02**

MARK	DATE	DESCRIPTION
PROJECT NO:	100713	
DRAWN BY:	SP	
CHK'D BY:	SP	
SHEET TITLE		

**SITE PLAN
LIGHTING**

C:\Users\sana\Desktop\projects\SP\ARCHITECTURE\SPS SITE LIGHTING.dwg, 9/21/2016 8:49:06 PM, DWG To PDF.pc3





Existing Mosque Front View



Existing Mosque Western Elevation



Existing Mosque Eastern Elevation



Site Photo



Existing Driveway Fence Entrance



Proposed Second Entrance Location



Existing Avenue 49 Landscaping



Existing Avenue 49 Landscaping



Existing Avenue 49 Landscaping

From: Cynthia Avalos <cavalos@burrtecdesert.com>
Sent: December 07 23 3:51 PM
To: Adrian Moreno
Subject: Re: RAC - CUP 375 AR 23-14 - Coachella Islamic Center Parking Lot

Hello,

On behalf of Burrtec Waste and Recycling Services there are no comments at this time.

Once construction is scheduled to begin, please have the construction company reach out to me for a Diversion Plan and scheduling of equipment.

Thank you,

Cynthia Avalos, BA
District Environmental Coordinator
Burrtec Waste and Recycling Services
Direct Number (760) 674-1034
Cell Number (760) 851-8930



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From: Adrian Moreno <amoreno@coachella.org>
Sent: Wednesday, December 6, 2023 3:34 PM
To: Gabriel Perez <gperez@coachella.org>; Maritza Martinez <mmartinez@coachella.org>; Castulo Estrada <cestrada@coachella.org>; Abraham Vega <avega@coachella.org>; Gabriel Martin <gmartin@coachella.org>; Lizzandro Diaz <ldiaz@coachella.org>; Andrew Simmons <asimmons@coachella.org>; Efrain Rodriguez <erodriguez@coachella.org>; Celina Jimenez <cjimenez@coachella.org>; ron@rgplanningconsultants.com <ron@rgplanningconsultants.com>; MAbbott@RIVCO.ORG <MAbbott@RIVCO.ORG>; DVargas@IID.com <DVargas@IID.com>; GBarraza@IID.com <GBarraza@IID.com>; jlgerardo@iid.com <jlgerardo@iid.com>; sbliss@29palmsbomi-nsn.gov <sbliss@29palmsbomi-nsn.gov>; abecerra@tmdci.org <abecerra@tmdci.org>; ltorres@cvusd.us <ltorres@cvusd.us>; rvasquez@riversidesheriff.org <rvasquez@riversidesheriff.org>; IC-EnvironmentalServ@cvwd.org <IC-EnvironmentalServ@cvwd.org>; IC-Engineering@cvwd.org <IC-Engineering@cvwd.org>; rruofmplanningeast@fire.ca.gov <rruofmplanningeast@fire.ca.gov>; kohl.hetrick@fire.ca.gov <kohl.hetrick@fire.ca.gov>; Cynthia Avalos <cavalos@burrtecdesert.com>; jguidry@sunline.org <jguidry@sunline.org>; malcala@sunline.org <malcala@sunline.org>
Subject: FW: RAC - CUP 375 AR 23-14 - Coachella Islamic Center Parking Lot

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Hello Everyone,

I just wanted to provide a friendly reminder that if your department has any comments for the **CUP 375 AR 23-14 - Coachella Islamic Center Parking Lot project**, please provide by the end of the day tomorrow **Thursday, 12/7/23**.

Thanks,

Adrian Moreno | Associate Planner
City of Coachella ° Development Services Department
 53990 Enterprise Way ° Coachella, CA 92236
 Phone: 760-398-3502 Ext: 118
 Email: amoreno@coachella.org



Office Hours: Monday - Thursday 7:00 AM to 6:00 PM

Closed Fridays

[Website](#) | [Map](#)  

From: Adrian Moreno

Sent: November 22 23 9:07 AM

To: Gabriel Perez <gperez@coachella.org>; Maritza Martinez <mmartinez@coachella.org>; Castulo Estrada <cestrada@coachella.org>; Abraham Vega <avega@coachella.org>; Gabriel Martin <gmartin@coachella.org>; Lizzandro Diaz <ldiaz@coachella.org>; 'andrew Simmons (<asimmons@coachella.org>' <asimmons@coachella.org>; Efrain Rodriguez <erodriguez@coachella.org>; Celina Jimenez <cjimenez@coachella.org>; 'ron@rgplanningconsultants.com' <ron@rgplanningconsultants.com>; 'MAbbott@RIVCO.ORG' <MAbbott@RIVCO.ORG>; 'DVargas@IID.com' <DVargas@IID.com>; 'GBarraza@IID.com' <GBarraza@IID.com>; 'jlggerardo@iid.com' <jlggerardo@iid.com>; 'sbliss@29palmsbomi-nsn.gov' <sbliss@29palmsbomi-nsn.gov>; 'abecerra@tmdci.org' <abecerra@tmdci.org>; 'ltorres@cvusd.us' <ltorres@cvusd.us>; 'rvasquez@riversidesheriff.org' <rvasquez@riversidesheriff.org>; 'IC-EnvironmentalServ@cvwd.org' <IC-EnvironmentalServ@cvwd.org>; 'IC-Engineering@cvwd.org' <IC-Engineering@cvwd.org>; 'rruofmplanningeast@fire.ca.gov' <rruofmplanningeast@fire.ca.gov>; 'kohl.hetrick@fire.ca.gov' <kohl.hetrick@fire.ca.gov>; 'cavalos@burrtecdesert.com' <cavalos@burrtecdesert.com>; 'jguidry@sunline.org' <jguidry@sunline.org>; 'malcala@sunline.org' <malcala@sunline.org>

Subject: RAC - CUP 375 AR 23-14 - Coachella Islamic Center Parking Lot

Hello Everyone,

For your review, please find the attached Request for Agency Comments for the **Conditional Use Permit (CUP) 375 and Architectural Review (AR) 23-14: Coachella Islamic Center Parking Lot** project.

This is a submittal is for a Conditional Use Permit and Architectural Review for a parking lot to serve the existing Coachella Islamic Society of Palm Springs building at 84650 49th Avenue. The plan set depicts an expansion to the existing building, however that building expansion is not part of the scope of work of this project. This project is only the parking lot. Enclosed is the plan set for the project. Prior to approval, the applicant will be required to remove the building expansion from the plan set prior to approval for this parking lot project.

You may also access the files via Bluebeam Session ID: 574-072-404

Session URL: <https://studio.bluebeam.com/hyperlink.html?link=studio.bluebeam.com/sessions/574-072-404>

If possible, please return comments by **Thursday, December 7, 2023**

Feel free to reach out with any questions.

Thanks,

Adrian Moreno | Associate Planner

City of Coachella ° Development Services Department

53990 Enterprise Way ° Coachella, CA 92236

Phone: 760-398-3502 Ext: 118

Email: amoreno@coachella.org



Office Hours: Monday - Thursday 7:00 AM to 6:00 PM

Closed Fridays

[Website](#) | [Map](#)  



CAL FIRE – RIVERSIDE UNIT RIVERSIDE COUNTY FIRE DEPARTMENT

Item 3.

BILL WEISER – FIRE CHIEF

Office of the County Fire Marshal (East)
77-933 Las Montañas Rd., Ste. #201, Palm Desert, CA 92211-4131
Phone (760) 863-8886 Fax (760) 863-7072
www.rvcfire.org

PROUDLY SERVING THE UNINCORPORATED AREAS OF RIVERSIDE COUNTY AND THE CITIES OF:

- BANNING
- BEAUMONT
- COACHELLA
- DESERT HOT SPRINGS
- EASTVALE
- INDIAN WELLS
- INDIO
- JURUPA VALLEY
- LAKE ELSINORE
- LA QUINTA
- MENIFEE
- MORENO VALLEY
- NORCO
- PALM DESERT
- PERRIS
- RANCHO MIRAGE
- RUBIDOUX CSD
- SAN JACINTO
- TEMECULA
- WILDOMAR

BOARD OF SUPERVISORS:

- KEVIN JEFFRIES
DISTRICT 1
- KAREN SPEIGEL
DISTRICT 2
- CHARLES WASHINGTON
DISTRICT 3
- V. MANUEL PEREZ
DISTRICT 4
- YXSTIAN GUTIERREZ
DISTRICT 5

Planning Case Conditions

Date: 12/12/2023
City Case Number: CUP 375 / AR 23-14
Project Name: Coachella Islamic Society of Palm Springs – Parking Lot
Planner: Adrian Moreno
Reviewed By: Kohl Hetrick (Supervising Fire Marshal)
Fire Department Permit Number: FPCUP2300017

It is the responsibility of the recipient of these Fire Department comments to forward them to all interested parties. The permit number (**as it is noted above**) is required on all correspondence.

Additional information is available at our website: www.rvcfire.org

Questions should be directed to the Riverside County Fire Department, Office of the Fire Marshal at 77933 Las Montañas Suite 201, Palm Desert, CA 92211 (760) 863-8886.

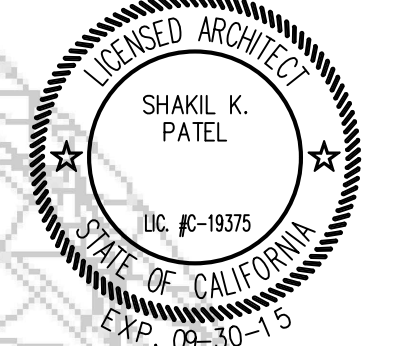
Riverside County Fire Department – Office of the Fire Marshal has completed the review of the submitted documents and has determined a need for correction in the level of detail provided.

- 1) Grading, Architectural Site Plan and Landscape plans shall have consistent and identical details of site work installations. Several areas were observed as not being of the same shape/orientation.
- 2) Depending on the detail, Fire Access appears to have a slight impact. It shall be provided that Fire Access dimensions are complied with:
 - a. Minimum 24-feet clear width
 - b. Minimum 38-feet outside turning radius
 - c. Minimum 14-feet inside turning radius
- 3) Grading plans speculate the routing of the Private Fire Main service to the new building fire sprinkler riser. The POC is shown at the wall of the wash room. Identify the speculated location of the building Fire Riser. The room/space shall comply with RVC Fire Technical Policy #14-001.
- 4) Landscape plans shall include details/notes that advise that no obstructive landscaping shall be placed within 3-foot radius of fire protection equipment (PIV/FDC/FH) and shall not obstruct the path to access this equipment. Consideration of mature growth shall be used when planting near this clearance requirement.
- 5) Landscape plans identify shrub and accent plants that appear to be surrounding all elements of the existing building. There is concern on affecting required exits. Consult with Architect on required egress elements (if any) affecting this building area.

- 6) *Informational Note: Retro-active fire sprinkler installation in the existing building is likely due to perceived openings/penetrations to/from the new building area.

Should you have any questions, or if some items are unclear, please phone our office at 760-863-8886 and speak with Supervising Fire Marshal Kohl Hetrick to assist you with these conditions.

Kohl Hetrick
Supervising Fire Marshal / Office of the County Fire Marshal
Riverside County Fire Department

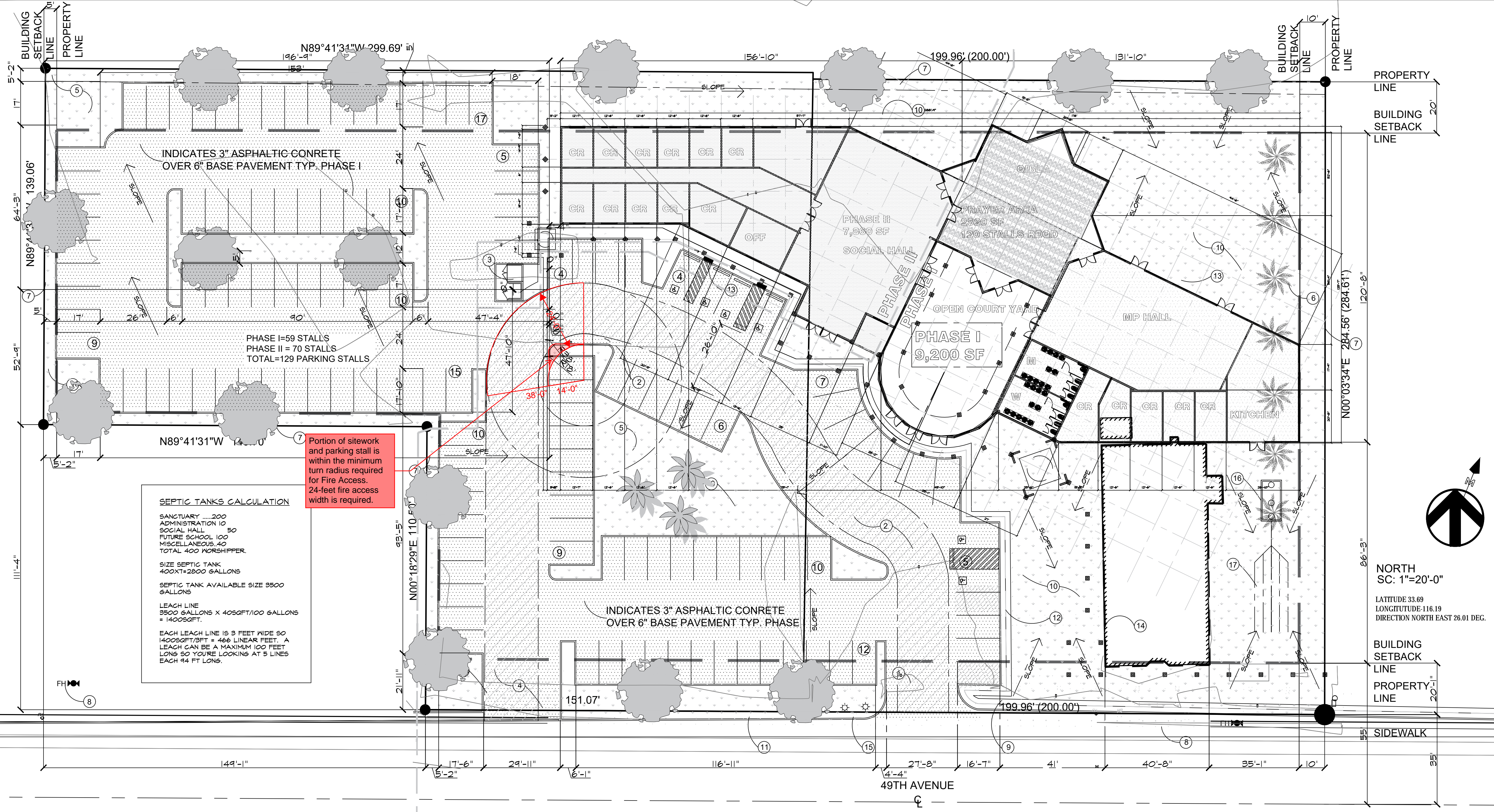
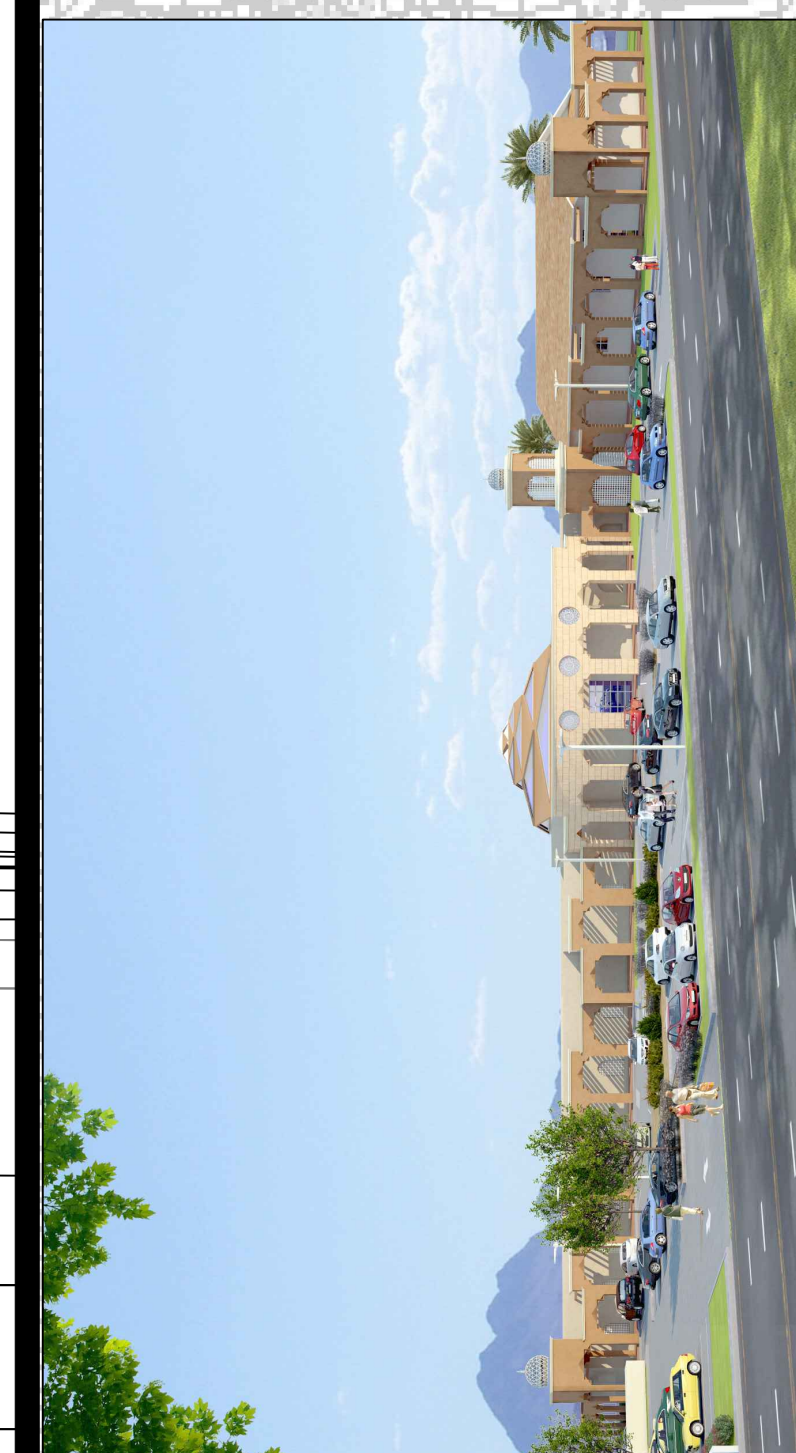


CONSULTANTS



OWNER

ISLAMIC SOCIETY OF PALM SPRINGS
84650 49th AVENUE,
COACHELLA CA
APN 603-250-008-8 AND
603-241-005-7



SEPTIC TANKS CALCULATION
SANCTUARY200
ADMINISTRATION 10
SOCIAL HALL 50
FUTURE SCHOOL 100
MISCELLANEOUS 40
TOTAL 400 MORSHIPPER.
SIZE SEPTIC TANK
400XT=2800 GALLONS
SEPTIC TANK AVAILABLE SIZE 3500 GALLONS
LEACH LINE
3500 GALLONS X 40SQFT/100 GALLONS = 1400SQFT.
EACH LEACH LINE IS 3 FEET WIDE SO 1400SQFT/SFT = 466 LINEAR FEET, A LEACH CAN BE A MAXIMUM 100 FEET LONG SO YOU'RE LOOKING AT 5 LINES EACH 94 FT LONG.

Portion of sitework and parking stall is within the minimum turn radius required for Fire Access. 24-foot fire access width is required.

NORTH
SC: 1"=20'-0"
LATITUDE 33.69
LONGITUDE -116.19
DIRECTION NORTH EAST 26.01 DEG.

SITE PLAN

20



VICINITY MAP

OWNER
ISLAMIC SOCIETY OF PALM SPRINGS
84650 49 TH AVE COACHELLA CA
PROJECT ADDRESS
84650 49 TH AVE COACHELLA CA
APPLICANT
SHAKIL PATEL AND ASSOCIATES AIA
25982 HINCKLEY ST, LOMA LINDA CA 92354
TELEPHONE: 909-796-0300
patelshakil@gmail.com
LEGAL DESCRIPTION
PARCEL 1: 603-250-008-8
BEGINNING AT A POINT ON THE SOUTHERLY LINE OF SAID 10 ACRES A DISTANCE OF 150 FEET EASTERLY FROM THE SOUTHWEST CORNER OF SAID 10 ACRES BEING THE POINT OF BEGINNING; THENCE CONTINUING EAST A DISTANCE OF 200 FEET; THENCE AT RIGHT ANGLES NORTH PARALLEL WITH THE WEST LINE OF SAID 10 ACRES A DISTANCE OF 282 FEET; THENCE AT RIGHT ANGLES WEST PARALLEL WITH THE SOUTHERLY LINE OF SAID 10 ACRES 200 FEET; THENCE SOUTH 282 FEET TO THE POINT OF BEGINNING.
EXCEPTING THEREFROM THE SOUTHERLY 95 FEET THEREOF DEEDED TO THE COUNTY FOR ROAD PURPOSES.
PARCEL 2: 603-241-005-7
BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 02A; THENCE NORTHERLY 134.00 FT ON THE EASTERLY LINE OF SAID RAVEN PARCEL TO A POINT ON THE NORTH LINE OF THE SOUTH 10 ACRES OF SAID LOT 02A; THENCE EASTERLY 244.63 FEET TO THE INTERSECTION WITH THE NORTHERLY EXTENSION OF THE WESTERLY LINE OF THE LAND DESCRIBED IN DEED TO THE FIRST SOUTHERN BAPTIST CHURCH OF COACHELLA VALLEY, RECORDED AUGUST 14, 1954 AS INSTRUMENT NO. 12081, OFFICIAL RECORDS; THENCE SOUTHERLY 244.50 FEET ON SAID EXTENSION AND SAID WESTERLY LINE TO A POINT ON THE NORTHERLY LINE OF SAID LAND DESCRIBED IN DEED TO THE COUNTY OF RIVERSIDE

ZONING
ZONING R-S
FRONT SETBACK 20'-0"
SIDE SETBACK 10'
REAR SETBACK 20'-0"

SITE DATA
LOT AREA 108,138 SF 2.48 AC
BUILDING OCCUPANCY: A-3
TYPE OF CONSTRUCTION: VB FULLY SPRINKLERED SUBSTITUTE FOR IHR CONSTRUCTION

BUILDING AREA:
EXISTING BUILDING 3,200 SF
PROPOSED PHASE I 9,200 SF
PHASE II 7,860 SF
TOTAL 20,260 SF

LANDSCAPE AREA 42,557 sf 10%
AC PAVING AREA 24,629 SF 23%
DG PAVING AREA 19,782 SF 19%
TOTAL PAVING AREA: 45,912 SF 42%
BUILDING COVERAGE: 20,260 sf 18 %
NO. OF STORIES: ONE

PROJECT DATA

PARKING CALCULATION
REGULAR STALLS 9'-0"X19'-0" - 134 STALLS
HANDICAPPED STALLS: 17'-0"X19'-0" - 5 STALLS
RELIGIOUS FACILITY ASSEMBLY AREA 2520/21 SF = 120 STALLS
REQUIRED STALLS 120 STALLS
PROVIDED STALLS: 127 STALLS

UTILITIES:
SEWER: PRIVATE
WATER: CITY OF COACHELLA
ELECTRICAL: IID
GAS: SCG
WASTE: CITY OF COACHELLA
SCHOOL DISTRICT: COACHELLA UNIFIED SCHOOL DISTRICT

FIRE DEPARTMENT NOTES:
OCCUPANCY A3
BUILDING TYPE V-B (V-A SUB. FIRE SPRINKLER)
TOTAL BUILDING AREA 20,260 SF
FIRE FLOW REQUIRED 2250 GPM / 2 HOURS
CFC APPENDIX 'C' TWO FIRE HYDRANT REQUIRED
TWO EXISTING PUBLIC HYDRANT APPROX. 400 FT APART

- 1. EXISTING CONCRETE DRIVEWAY
- 2. INDICATES FIRE TRUCK ROUTE
- 3. TRASH ENCLOSURE PER CITY OF COACHELLA STD
- 4. NEW DRIVER PER CITY STANDARDS
- 5. WATER RETENTION BASIN
- 6. EXISTING SCREEN TREE TO REMAIN
- 7. EXISTING CHAIN LINK FENCE TO REMAIN
- 8. EXISTING PUBLIC FIRE HYDRANT
- 9. FIRE DEPARTMENT CONNECTION
- 10. LANDSCAPED AREA
- 11. EXISTING DECOMPOSED GRANITE SIDEWALK.
- 12. ADA A PATH OF TRAVEL
- 13. 5 FEET WIDE CONCRETE SIDEWALK AROUND THE BUILDING
- 14. EXISTING CONCRETE SIDEWALK TO REMAIN
- 15. EXISTING SIGN TO REMAIN
- 16. 3500 GALLONS SEPTIC TANK
- 17. LEACH LINE

KEYNOTES

CUP PRE APPLICATION # 16-02

MARK	DATE	DESCRIPTION
		PROJECT NO: 100713
		DRAWN BY: SP
		CHK'D BY: SP
		SHEET TITLE

SITE PLAN PHASE I

SHEET **A100**

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CONSULTANTS

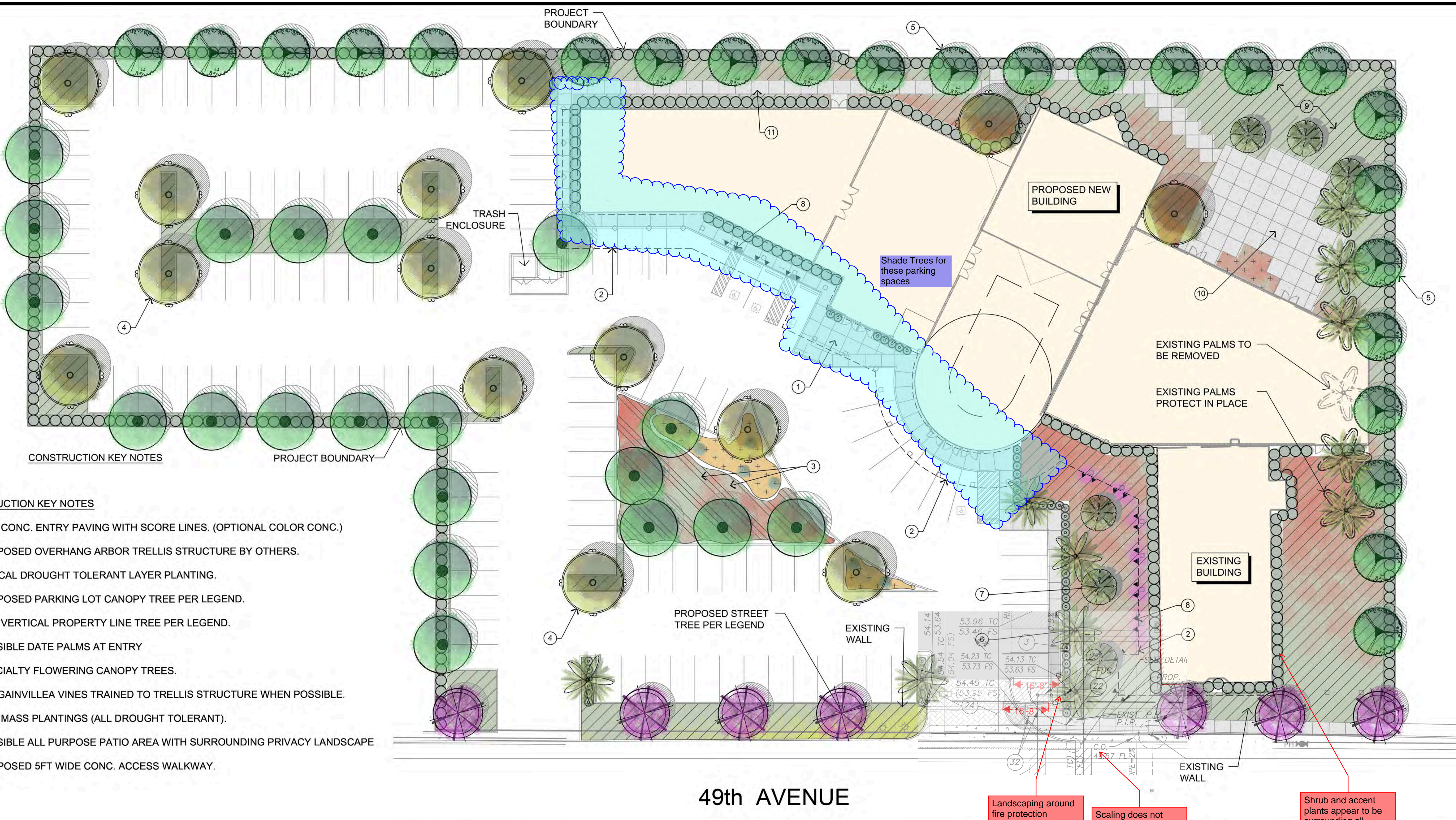
5256 S. MISSION RD. SUITE NO. 121
 BONSALL, CA 92003
 PH: 760-842-8993

OWNER

ISLAMIC SOCIETY OF PALM SPRINGS

84650 49th AVENUE,
 COACHELLA CA

APN 603-250-008-8 AND
 603-241-005-7



- CONSTRUCTION KEY NOTES**
1. TYP. CONC. ENTRY PAVING WITH SCORE LINES. (OPTIONAL COLOR CONC.)
 2. PROPOSED OVERHANG ARBOR TRELLIS STRUCTURE BY OTHERS.
 3. TYPICAL DROUGHT TOLERANT LAYER PLANTING.
 4. PROPOSED PARKING LOT CANOPY TREE PER LEGEND.
 5. TYP. VERTICAL PROPERTY LINE TREE PER LEGEND.
 6. POSSIBLE DATE PALMS AT ENTRY
 7. SPECIALTY FLOWERING CANOPY TREES.
 8. BOUGAINVILLEA VINES TRAINED TO TRELLIS STRUCTURE WHEN POSSIBLE.
 9. TYP. MASS PLANTINGS (ALL DROUGHT TOLERANT).
 10. POSSIBLE ALL PURPOSE PATIO AREA WITH SURROUNDING PRIVACY LANDSCAPE
 11. PROPOSED 5FT WIDE CONC. ACCESS WALKWAY.

Landscaping around fire protection equipment (FDC, PIV, FH) shall be maintained 3-feet clear radius.

Scaling does not appear to be accurate and consistent with Site Plan/Grading details.

Shrub and accent plants appear to be surrounding all elements of the existing building. Concern on affecting required exits. Consult with Architect on required egress elements (if any) affecting this building area.

PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE	14	L
	POSSIBLE ACCENT PALM TREE PHENIX DACTYLIFERA, DATE PALM	6	M
	GELERA PARVIFLORA, AUSTRALIAN WILLOW 24" BOX SIZE	20	L
	ACACIA SALICINA, WILLOW ACACIA MIN 15 GAL SIZE	24	L
	PROPOSED NEW STREET TREE LAGERSTROEMIA INDICA, GRAPE MYRTLE 24" BOX	7	L
	SPECIALTY ENTRY FLOWERING CANOPY TREE CHITALPA 'PINK DAWN' 24" BOX SIZE	6	L

SHRUB & ACCENT PLANTS

SYMBOL	SHRUB & ACCENT PLANTS WILL CONSIST OF THE FOLLOWING:	WUCOLS
	DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	L
	LEUCOPHYLLUM F. 'GREEN CLOUD', TEXAS RANGER 5 GAL. SIZE	L
	ROSMARINUS 'TUSCAN BLUE', ROSEMARY 5 GAL. SIZE	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE	L
	HETEROMELES ARBUTIFOLIA, TOYON 5 GAL. SIZE	L

GROUND COVER AND SHRUB MASSES

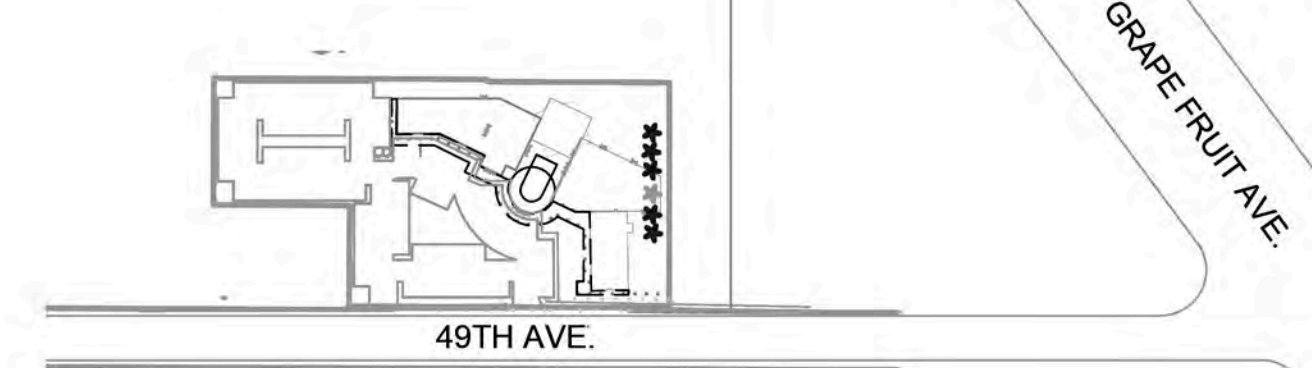
SYMBOL	GROUND COVER AND SHRUB MASSES WILL CONSIST OF THE FOLLOWING:	WUCOLS
	SENECIO MANDRALISCAE, BLUE SENECIO 1 GAL. SIZE @ 24" O.C.	L
	ROSMARINUS O. 'PROSTRATUS', PROSTRATE ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
	SALVIA GREGGII, AUTUMN SAGE 1 GAL. SIZE @ 36" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 42" O.C.	L
	MYOPORUM PARVIFLORA, MYOPORUM 1 GAL. SIZE @ 24" O.C.	L
	SALVIA 'BEES BLISS', BEES BLISS SAGE 1 GAL. SIZE @ 42" O.C.	L

GROUND COVER AND SHRUB MASSES

TYP. LAYERED DROUGHT TOLERANT ACCENT PLANTING TO COMPLY WITH THE CITY OF COACHELLA STANDARDS.

NOTES:

- ALL PLANTING AREAS SHALL RECEIVE A D.G. TOP DRESSING.
- REFER TO ARCHITECTURAL SITE PLAN FOR ADDITIONAL INFORMATION.



VICINITY MAP

NTS

SCALE: 1" = 20'-0"

CUP PRE APPLICATION # 16-02

MARK	DATE	DESCRIPTION
4/7/16		
PROJECT NO.	100713	
DRAWN BY:	SP	
CHK'D BY:	SP	
SHEET TITLE		
CONCEPTUAL LANDSCAPE PLAN		
SHEET L-1 OF		

GRADING PLAN GENERAL NOTES:

- 1. ALL CONSTRUCTION ON-SITE SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF COACHELLA, TITLE 24 OF THE CALIFORNIA ADMINISTRATIVE CODE, CHAPTER 2 AND THE CALIFORNIA BUILDING CODE.
2. ALL GRADING SHALL BE DONE IN CONFORMANCE WITH THE CALIFORNIA BUILDING CODE, APPENDIX CHAPTER 33, REGULATING THE EXCAVATION AND GRADING OF LAND AND AMENDMENTS THERETO...
3. CARE SHALL BE TAKEN TO PROTECT ALL CONSTRUCTION STAKES. RESURVEYING RESULTING FROM CARELESS OPERATION SHALL BE BACK-CHARGED TO THE CONTRACTOR.
4. NO GRADING WORK SHALL BE ACCOMPLISHED WITHOUT A CITY PERMIT.
5. THE ENGINEERING DEPARTMENT SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF ANY GRADING OPERATION TO SCHEDULE A PRE-GRADING MEETING AT THE SITE.
6. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE ENGINEERING DEPARTMENT WHEN GRADING IS READY FOR EACH OF THE FOLLOWING INSPECTIONS:
a. INITIAL INSPECTION. WHEN THE PERMITTEE IS READY TO BEGIN WORK, BUT NOT LESS THAN TWO (2) DAYS BEFORE ANY GRADING OR CLEARING/SHRUBBING IS STARTED.
b. ROUGH GRADING. WHEN ALL ROUGH GRADING HAS BEEN COMPLETED. THIS INSPECTION MAY BE CALLED FOR AT THE COMPLETION OF ROUGH GRADING.
c. FINAL INSPECTION. WHEN ALL WORK, INCLUDING INSTALLATION OF PROTECTIVE DEVICES HAS BEEN COMPLETED AND THE AS-GRADED PLAN, PROFESSIONAL CERTIFICATIONS, AND THE REQUIRED REPORTS HAVE BEEN SUBMITTED.
7. FILLS SHALL BE COMPLETED THROUGHOUT TO 90% RELATIVE COMPACTION AS DETERMINED BY ASTM STD NO. D-1557, LATEST EDITION, 5 LAYER METHOD AND CERTIFIED BY THE SOILS ENGINEER.
8. AREAS TO BE GRADED SHALL BE PROPERLY PREPARED IN ACCORDANCE WITH THE PRELIMINARY SOILS REPORT AND APPROVED BY THE CITY ENGINEER AND THE SOILS ENGINEER PRIOR TO PLACING OF FILL.
9. THE EXISTING IRRIGATION LINES AND CISTERNS SHALL BE REMOVED OR CRUSHED IN PLACE AND BACKFILLED, AND APPROVED BY THE CITY ENGINEER AND SOILS ENGINEER.
10. THE SOILS ENGINEER SHALL BE RESPONSIBLE FOR THE QUALITY OF THE WORK PERFORMED BY THE GRADING CONTRACTOR, AND EXERCISE SUFFICIENT SUPERVISORY CONTROL DURING GRADING TO INSURE COMPLIANCE WITH THE PLANS, SPECIFICATIONS, AND CODES WITHIN HIS PURVIEW.
11. THE DESIGN CIVIL ENGINEER SHALL EXERCISE SUFFICIENT SUPERVISORY CONTROL DURING GRADING AND CONSTRUCTION TO INSURE COMPLIANCE WITH THE PLANS, SPECIFICATIONS, AND THE CODES WITHIN HIS PURVIEW.
12. DUST SHALL BE CONTROLLED BY WATERING AND OTHER BEST MANAGEMENT PRACTICES PER APPROVED FUGITIVE DUST CONTROL PLAN (PM-10).
13. APPROVED PROTECTION MEASURES AND TEMPORARY DRAINAGE PROVISIONS MUST BE USED TO PROTECT ADJOINING PROPERTIES DURING GRADING OF THE PROJECT.
14. PRIOR TO FINAL APPROVAL, THE DESIGN CIVIL ENGINEER SHALL CERTIFY TO THE CITY ENGINEER THAT THE SITE HAS BEEN GRADED TO THE LINE AND GRADE SHOWN ON THE APPROVED GRADING PLANS.
15. THE DESIGN CIVIL ENGINEER SHALL CERTIFY THAT THE GRADES SHOWN ON THE PLANS MEET THE FEMA FLOOD INSURANCE RATE MAP REQUIREMENTS AND THE CITY OF COACHELLA FLOOD PROTECTION ORDINANCE.
16. THE CONTRACTOR SHALL NOT DISTURB EXISTING SURVEY MONUMENTS OR BENCHMARKS NOTED ON THE PLANS OR DISCOVERED IN THE FIELD. REMOVAL AND REPLACEMENT SHALL BE DONE BY A REGISTERED CIVIL ENGINEER OR LICENSED SURVEYOR ONLY.
17. THE LOCATION AND PROTECTION OF ALL UTILITIES IS THE RESPONSIBILITY OF THE PERMITTEE AND THE PERMITTEE SHALL NOTIFY ALL AFFECTED UTILITIES 48 HOURS IN ADVANCE OF ANY WORK.

GENERAL CONSTRUCTION NOTES:

- 1. ALL DESIGN, MATERIALS, AND CONSTRUCTION WORK SHALL CONFORM TO THE CITY OF COACHELLA STANDARD SPECIFICATIONS AND PROCEDURES AND THE CITY OF COACHELLA STANDARD DRAWINGS AND TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK), MOST CURRENT EDITIONS AND THESE APPROVED PLANS.
2. THE CONTRACTOR SHALL, AT NO EXPENSE TO THE CITY, PROVIDE ALL NECESSARY SAMPLES AND TESTS REQUIRED BY THE CITY TO ASSURE THAT THE QUALITY OF THE MATERIALS AND WORKMANSHIP ARE IN ACCORDANCE WITH THESE PLANS AND SAID SPECIFICATIONS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND SHALL MAINTAIN ALL FACILITIES COMPLETE AND UNCOMPLETED UNTIL ACCEPTED BY THE CITY.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CLEAR THE RIGHT-OF-WAY IN ACCORDANCE WITH THE PROVISIONS OF LAW AS IT AFFECTS EACH UTILITY INCLUDING IRRIGATION LINES AND APPURTENANCES AT NO COST TO THE CITY.
5. THE CONTRACTOR SHALL OBTAIN AND REVIEW ALL NECESSARY STANDARDS, PLANS, AND SPECIFICATIONS IN DETAIL PRIOR TO START OF CONSTRUCTION. ALL DOCUMENTS, INCLUDING APPROVED PLANS AND REFERENCED STANDARDS SHALL BE ON-SITE AT ALL TIMES. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE CITY INSPECTOR PRIOR TO WORK IN THAT AREA.
6. ALL ELEVATIONS SHOWN TO BE EXISTING ARE FROM A RECENT SURVEY OF THE ENGINEER AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
7. PRIOR TO BEGINNING ANY WORK, CONTRACTOR SHALL SECURE A CITY OF COACHELLA PERMIT FOR CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE CITY OF COACHELLA (760) 398-5744, 72 HOURS PRIOR TO STARTING ANY WORK. A PRE-CONSTRUCTION MEETING SHALL BE SET UP WITH THE CITY OF COACHELLA ENGINEERING DEPARTMENT AND ALL AFFECTED UTILITY COMPANIES SHALL BE PRESENT.
8. CONTRACTOR SHALL CALL U.S.A., UNDERGROUND SERVICE ALERT, AT 1-800-227-2600 AND SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES 24 HOURS IN ADVANCE OF THE COMMENCEMENT OF CONSTRUCTION.
9. OSHA SAFETY ORDERS AND OSHA CONFINED SPACE ENTRY REQUIREMENTS SHALL BE FOLLOWED AT ALL TIMES WITHOUT EXCEPTION.
10. THE CONTRACTOR SHALL GUARANTEE ALL WORK FOR A PERIOD OF ONE YEAR AFTER THE DATE OF FINAL ACCEPTANCE BY CITY OF COACHELLA IN ACCORDANCE WITH THE CITY OF COACHELLA STANDARD SPECIFICATIONS.
11. QUANTITIES SHOWN HEREON ARE FOR ESTIMATE PURPOSES ONLY. NEITHER THE DESIGN ENGINEER NOR THE CITY OF COACHELLA GUARANTEE THE ACCURACY OR COMPLETENESS OF THE CONSTRUCTION QUANTITIES.
12. CONTRACTOR SHALL CONFORM TO LABOR CODE SECTION 6705 BY SUBMITTING A DETAIL PLAN TO THE CITY ENGINEER SHOWING THE DESIGN OF SHORING, BRACING, SLOPING, OR OTHER PROVISIONS TO BE MADE FOR PROTECTION OF WORKERS FROM THE HAZARD OF CAVING GROUND DURING TRENCH EXCAVATION AND PIPE INSTALLATION THEREIN. THIS PLAN MUST BE PREPARED FOR ALL TRENCHES FIVE FEET OR MORE IN DEPTH. IF THE PLAN VARIES FROM THE SHORING SYSTEM STANDARDS ESTABLISHED BY THE CONSTRUCTION SAFETY ORDERS, TITLE 8, CALIFORNIA ADMINISTRATIVE CODE, THE PLAN SHALL BE PREPARED BY A REGISTERED ENGINEER. A COPY OF THE OSHA EXCAVATION PERMIT MUST BE SUBMITTED TO THE CITY OF COACHELLA INSPECTOR PRIOR TO EXCAVATION.
13. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES SHOWN ON THESE PLANS WAS OBTAINED BY AVAILABLE RECORDS SEARCH BY THE DESIGN ENGINEER. TO THE BEST OF THE DESIGN ENGINEER'S KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. ATTENTION IS CALLED TO THE POSSIBLE EXISTENCE OF OTHER UTILITIES OR STRUCTURES NOT SHOWN, OR IN A DIFFERENT LOCATION FROM THAT SHOWN ON THE PLANS. THE CONTRACTOR SHALL TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN ON THE PLANS AND OTHER EXISTING FACILITIES OR STRUCTURES NOT SHOWN.
14. APPROVAL OF THIS PLAN BY THE CITY OF COACHELLA DOES NOT CONSTITUTE A REPRESENTATION OF THE ACCURACY OF THE LOCATION OF, OR THE EXISTENCE OR NON-EXISTENCE OF, ANY UNDERGROUND UTILITY, PIPE, OR STRUCTURE WITHIN THE LIMITS OF THIS PROJECT.
15. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS INCLUDING, BUT NOT LIMITED TO, TRENCH SAFETY AND CONFINED SPACE ENTRY.
16. SOILS REPORTS SHALL BE SUBMITTED TO THE CITY OF COACHELLA BY A QUALIFIED SOILS ENGINEER WHICH CERTIFIES THAT TRENCH BACKFILL WAS COMPACTED AS DIRECTED BY THE SOILS ENGINEER IN ACCORDANCE WITH ON SITE EARTHWORK SPECIFICATIONS AND THE CITY OF COACHELLA STANDARD SPECIFICATIONS.
17. ALL REVISIONS TO DRAWINGS SHALL BE APPROVED BY THE CITY ENGINEER IN WRITING PRIOR TO CONSTRUCTION.
18. CONTRACTOR IS RESPONSIBLE FOR KEEPING COMPLETE RECORD OF CHANGES AND SHALL MAKE SUCH RECORD AVAILABLE TO THE DESIGN ENGINEER. THE PRIVATE ENGINEER SHALL PROVIDE AS-BUILT DRAWINGS TO THE CITY OF COACHELLA FOR REVIEW AND APPROVAL PRIOR TO FINAL ACCEPTANCE OF THE PROJECT. APPROVED AS-BUILT PLANS SHALL BE SUBMITTED TO THE CITY OF COACHELLA ENGINEERING DEPARTMENT IN AUTOCAD FORMAT.
19. THE CONTRACTOR SHALL PROTECT ALL SURVEY MONUMENTATION. IF ANY SURVEY MONUMENTS ARE DISTURBED OR DESTROYED, THE CONTRACTOR SHALL RETAIN A LICENSED SURVEYOR TO RE-ESTABLISH AND RECORD THE MONUMENT CHANGE PER STATE LAW. CONTRACTOR SHALL NOT INTERRUPT OR DISTURB ANY UTILITY FACILITY WITHOUT AUTHORITY FROM THE UTILITY COMPANIES. WHERE PROTECTION IS REQUIRED TO ENSURE INTEGRITY OF UTILITY FACILITIES (INCLUDING CITY-OWNED UTILITIES), CONTRACTOR SHALL FURNISH AND PLACE ALL NECESSARY PROTECTION.

UTILITY CONTACTS:

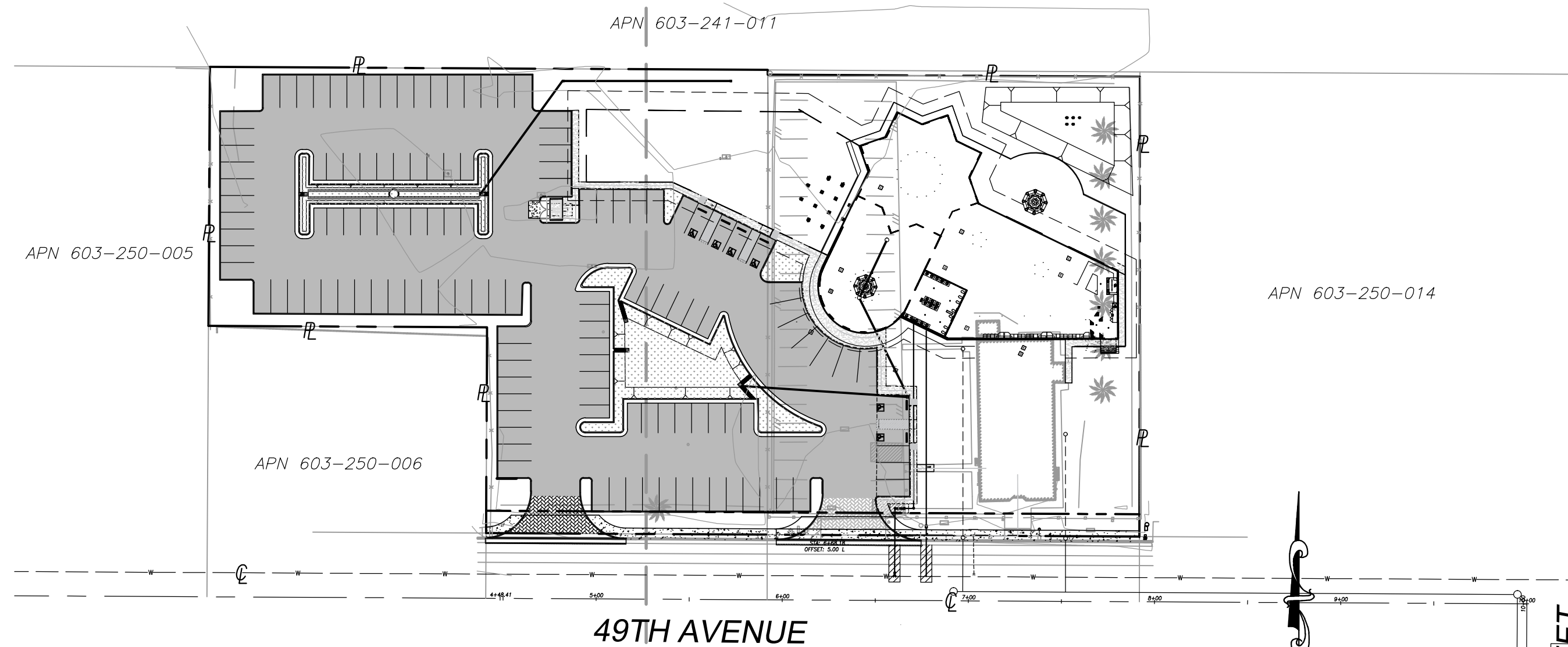
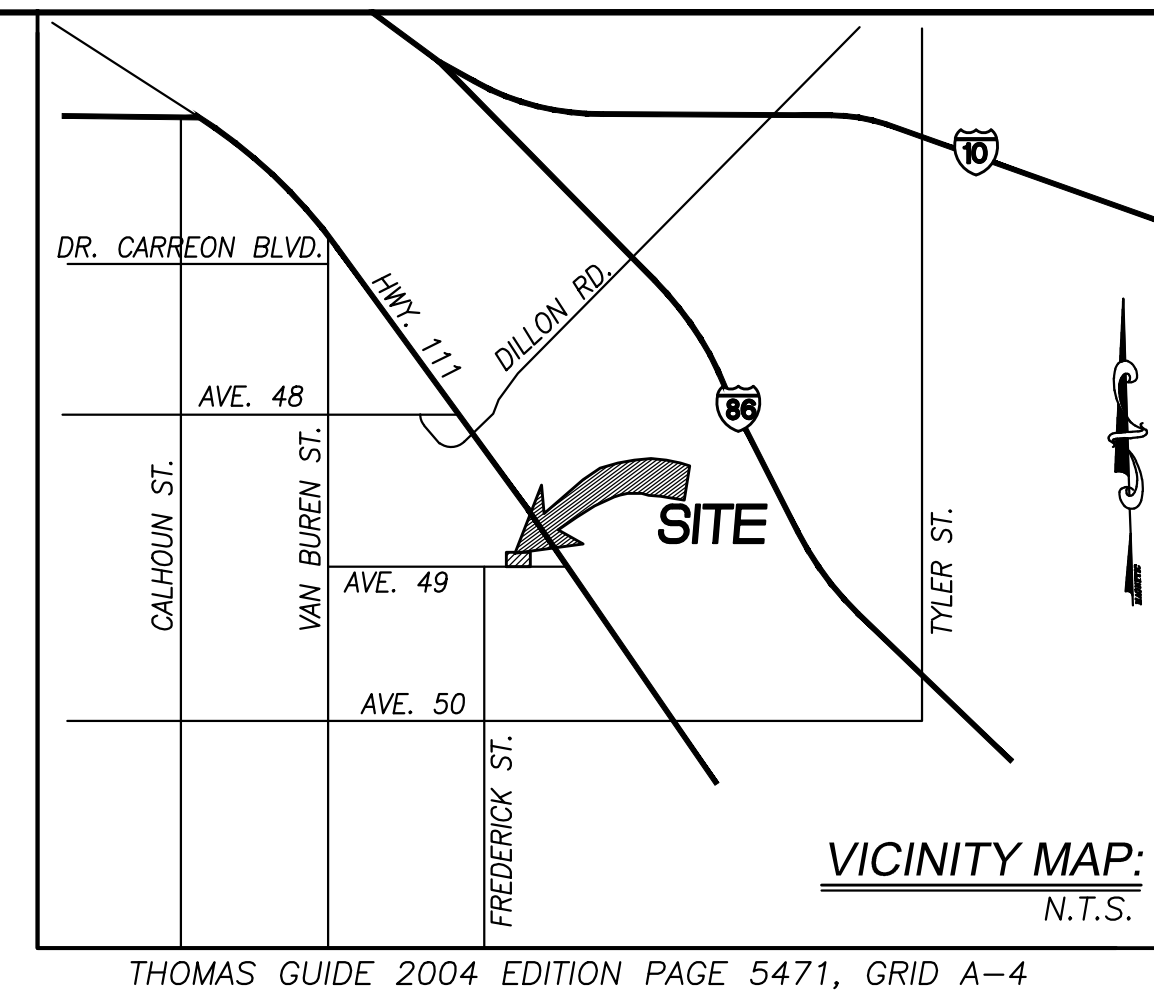
ELECTRIC IMPERIAL IRRIGATION DISTRICT (800)303-7756 PH.
PHONE AT&T (800)222-0300 PH.
GAS SEMPRAS GAS (800)427-2200 PH.
CABLE&INTERNET SPECTRUM (760)540-2225 PH.
CABLE&INTERNET FRONTIER 855/925-9100 PH.
WATER COACHELLA WATER AUTHORITY (760)398-2702 PH.
SEWER COACHELLA SANITATION AUTHORITY (760)501-8100 PH.



CITY OF COACHELLA
PRECISE GRADING PLAN
FOR
84650 49TH AVENUE
COACHELLA, CA 92236

SHEET INDEX:

Table with 2 columns: SHEET, SHEET TITLE. Rows include: 1 TITLE SHEET, 2 PRECISE GRADING PLAN, 3 EROSION CONTROL PLAN, 4 BEST MANAGEMENT PRACTICES



INDEX MAP
1"=60'

ENGINEER'S NOTICE TO CONTRACTORS:

- 1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THESE LOCATIONS ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE IN ALIGNMENT AND/OR GRADE OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF RECORD OR NOT SHOWN ON THESE PLANS.
2. CARE SHOULD BE TAKEN TO PREVENT GRADED DITCHES AND SWALES FROM UNDERMINING STREET IMPROVEMENTS. UPON INSPECTION OF THE SITES, THE CITY ENGINEER MAY REQUIRE TEMPORARY GUNITE SWALES, ENTERING OR LEAVING IMPROVEMENTS.
3. ALL AREAS SHALL SLOPE A MINIMUM OF 1.0% TO STREETS, DRIVE OR SWALE UNLESS OTHERWISE NOTED.
4. QUANTITIES SHOWN HERE ARE FOR PLAN CHECKING PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE TO PERFORM HIS OWN QUANTITIES TAKEOFF.
5. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS; DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT. INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THE REQUIREMENTS SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY OF COACHELLA AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE CITY OF COACHELLA OR THE ENGINEER.
6. CONTRACTOR TO OBTAIN AND COMPLY WITH CURRENT CITY STANDARD DRAWINGS AND SPECIFICATIONS FROM THE CITY PRIOR TO BIDDING.

DECLARATION OF ENGINEER OF RECORD:

I HEREBY DECLARE THAT THE DESIGN OF THE IMPROVEMENTS SHOWN ON THESE PLANS COMPLIES WITH ALL PROFESSIONAL ENGINEERING STANDARDS AND PRACTICES. AS THE ENGINEER OF RECORD FOR THE PLANS, I ASSUME FULL RESPONSIBILITY FOR THE DESIGN OF THE IMPROVEMENTS. WITH RESPECT TO THE PLAN CHECK PERFORMED BY THE CITY OF COACHELLA, I UNDERSTAND AND ACKNOWLEDGE THE FOLLOWING: (1) THE PLAN CHECK IS A REVIEW FOR THE LIMITED PURPOSE OF ENSURING THE PLANS COMPLY WITH THE CITY'S STANDARDS, PROCEDURES, POLICIES, AND ORDINANCES, (2) THE PLAN CHECK IS NOT A DETERMINATION OF THE TECHNICAL ADEQUACY OF THE DESIGN OF THE IMPROVEMENTS, AND (3) THE PLAN CHECK DOES NOT RELIEVE ME OF MY LEGAL AND PROFESSIONAL RESPONSIBILITY FOR THE DESIGN OF THE IMPROVEMENTS. AS THE ENGINEER OF RECORD, I AGREE TO DEFEND, INDEMNIFY, AND HOLD HARMLESS THE CITY, ITS ELECTED OFFICIALS, EMPLOYEES AND AGENTS FROM ANY AND ALL ACTUAL OR ALLEGED CLAIMS, DEMANDS, CAUSES OF ACTION, LIABILITY, LOSS, DAMAGE, OR INJURY TO PROPERTY OR PERSONS, INCLUDING WRONGFUL DEATH, WHETHER IMPOSED BY A COURT OF LAW OR BY ADMINISTRATIVE ACTION OF ANY FEDERAL, STATE, OR LOCAL GOVERNMENTAL AGENCY, ARISING OUT OF OR INCIDENT TO ANY NEGLIGENT ACTS, OMISSIONS, OR ERRORS BY THE ENGINEER OF RECORD, ITS EMPLOYEES, CONSULTANTS, OR AGENTS.

ENGINEER'S STATEMENT:

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY SUPERVISION AND THAT IT CONFORMS TO THE GRADING ORDINANCE OF THE CITY OF COACHELLA AND THE PRELIMINARY SOILS REPORT PREPARED FOR THIS PROJECT.

LEGEND:

- FLOW LINE
PROPERTY LINE
CENTER LINE
EXISTING WATER LINE
PROPOSED SEWER LINE
EXISTING CONTOUR
PROPOSED CONTOUR
BUILDING SETBACK LINE
EXISTING BLOCK WALL
EXISTING WROUGHT IRON FENCE

ABBREVIATIONS:

- A.D. = AREA DRAIN
G.F.F. = GARAGE FINISH FLOOR
E.P. = EDGE OF PAVEMENT
G.B. = GRADE BREAK
H.P. = HIGH POINT
D.L. = DAYLIGHT
G.S. = GROUND SHOT
W.V. = WATER VALVE
W. = WATER MAIN
W.M. = WATER METER
FL. = FLOW LINE
C.L. = CENTER LINE
B.M. = BENCH MARK
L.S. = LANDSCAPING
T.G. = TOP OF GRADE
INV. = INVERT ELEVATION
A.C. = ASPHALT CONCRETE
P.L. = PROPERTY LINE
B.F. = BACKFLOW
W.I. = WROUGHT IRON
D.P. = DRAIN PIPE
R/W = RIGHT OF WAY
C.C. = CLEAVOUT
T.O. = TOP OF WALL
R. = RADIUS
TF. = TOP OF FOOTING
(106.02) = EXIST. ELEVATION
106.02 = PROPOSED ELEVATION
FG. = FINISHED GROUND
FS. = FINISHED SURFACE
CJ. = CONTROL JOINT
TOE = TOE OF SLOPE
TOP = TOP OF SLOPE
TOP/D.L. = TOP OF SLOPE/DAYLIGHT
TOC = TOP OF CURB
FF. = FINISHED FLOOR
D.F. = DEEPEN FOOTING
CONC. = CONCRETE
P.I.P. = PROTECT IN PLACE

SOILS ENGINEER:

I, _____ (NAME) CERTIFY THAT I AM THE SOILS/GEOTECHNICAL ENGINEER LICENSE (NO. _____) FOR THIS PROJECT AND THAT I HAVE REVIEWED THESE PLANS, AND APPROVE ALL GRADING AND EARTHWORKS SHOWN ON THESE PLANS, AND THAT THESE PLANS CONFORM TO THE SOILS REPORT (REPORT PREPARED BY _____, REPORT NUMBER _____, DATE _____) PREPARED FOR THIS PROJECT. I WILL SUPERVISE THE EARTHWORKS AND GRADING OPERATIONS.



SIGNATURE AND STAMP _____

OWNER/DEVELOPER:

ISLAMIC SOCIETY OF PALM SPRINGS
84650 49TH AVENUE
COACHELLA, CA 92236
(760) 831-4247 PH.

ENGINEER:

SAKE ENGINEERS, INC.
400 S. RAMONA AVE. STE. 202
CORONA, CA 92879
(951) 279-4041 PH.
(951) 279-2830 FAX

SURVEYOR:

ON POINT LAND SURVEYING, INC.
370 ALABAMA ST. STE. A
REDLANDS, CA 92373
(909) 792-2221 PH.
(909) 784-1836 FAX

SOILS ENGINEER:

GEOMAT TESTING LABORATORIES, INC.
9980 INDIANA AVE. STE. 14
RIVERSIDE, CA 92503
(951) 888-5400 PH.
(951) 888-5200 FAX

BENCH MARK:

ELEV. : 441.53' NAVD 88 + 500' AT THE INTERSECTION OF AVENUE 50 AND STATE HIGHWAY 111, 136.8' NE OF CL. HIGHWAY, 41.7' SW OF THE NEAR RAIL OF THE UNION PACIFIC RAILROAD, 16.7' SE OF THE AVENUE CL, 1.0' W OF A RAILROAD CROSSING SIGNAL, 1.0' W OF A WITNESS POST. MARKER IS A STEEL ROD. ELEVATION = -58.47' (NAVD88)

ASSESSORS PARCEL NO.:

603-250-014

LEGAL DESCRIPTION:

1.13 ACRES M/L IN POR LOT D MB 005/126 SUB OF SEC 31 T5S R8E.

NOTE:

EARTH QUANTITIES SHOWN HERE ARE FOR RAW ESTIMATING PLAN CHECK FEES ONLY. GRADING CONTRACTOR IS RESPONSIBLE TO PERFORM THEIR OWN CALCULATIONS FOR EARTH VOLUME WITH THE SOIL'S ENGINEER'S RECOMMENDATION.

NOTE:

IMPORT DIRT SHALL BE VERIFY BASED ON SOIL'S ENGINEER RECOMMENDATION.

EARTHWORK QUANTITIES table with columns: RAW CUT, TOTAL CUT, RAW FILL, SUBSIDENCE, SHRINKAGE, OVER-X, TOTAL FILL, NET FILL. Values include 626 C.Y., 2.40 ACRES, 0.2 FEET, 17.5%, 12,980 S.F., 3' 0"/X, 6,042 C.Y.

SAKE ENGINEERS, INC. logo and contact information: 400 S. RAMONA AVE., STE. 202, CORONA, CALIFORNIA 92879, (951) 279-4041 FAX: (951) 279-2830

Table with columns: NO., REVISIONS BY, APPR., DATE, T.B.M., BENCH MARK, BASIS OF BEARING. Includes revision 1 on 11/13/17.

Table with columns: DRAWN, DATE, JOB NO., GB-07-____. Includes drawing by IH on 11/13/17.

CITY OF COACHELLA PUBLIC WORKS logo and seal.

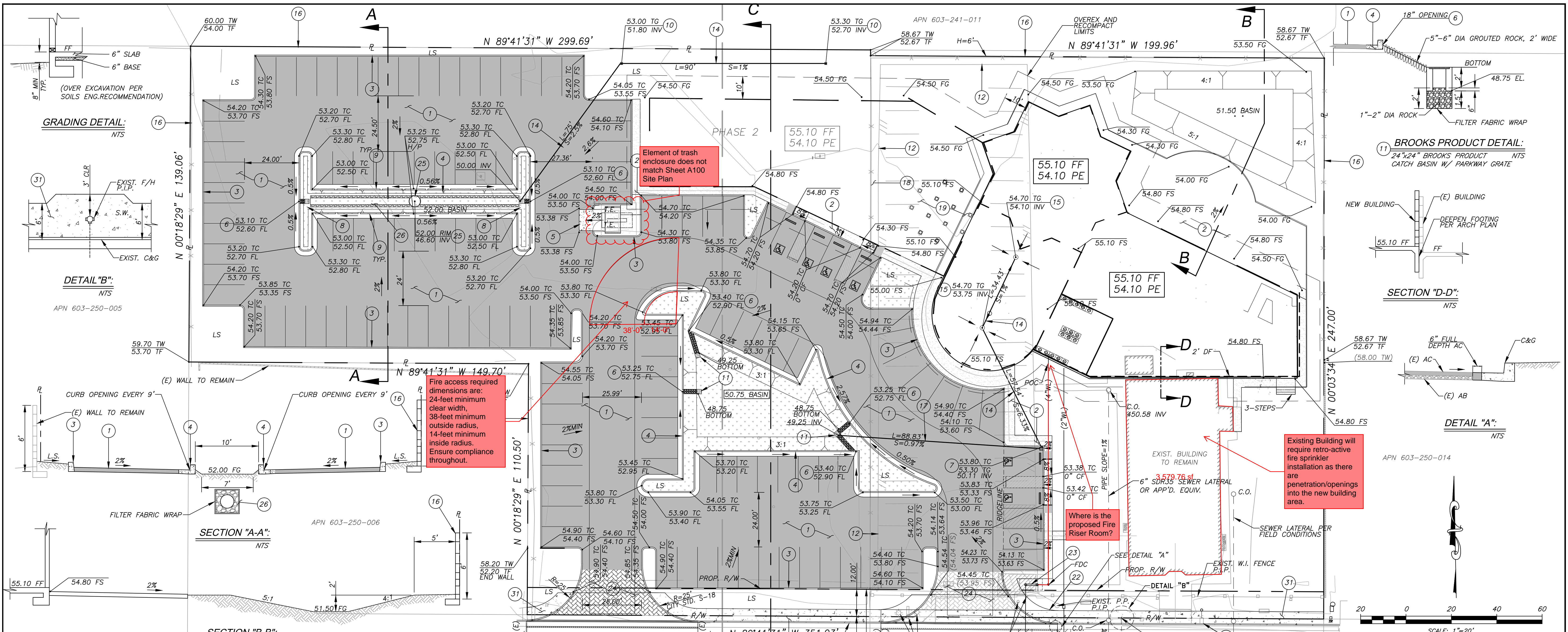
Table for PREPARED UNDER THE DIRECT SUPERVISION OF: SAM AKBARPOUR, RCE C 53038, EXP. 6/30/2021.

Table for RECOMMENDED FOR APPROVAL BY: NOEL OWSLEY, RCE NO. 39827, EXP. DATE: 12-31-19.

Table for CITY OF COACHELLA APPROVED FOR CONSTRUCTION: JONATHAN D. HOY RCE NO. 63526 EXP. 9-30-18, APPROVED BY: J. LUIS LOPEZ - PLANNING DIRECTOR.

Table for CITY OF COACHELLA GRADING PLAN: PROJECT DESCRIPTION, SITE ADDRESS: 84650 49TH AVENUE COACHELLA, CA 92236, LEGAL DESCRIPTION: POR LOT D MB 005/126 SUB OF SEC 31 T5S R8E, SEC. 31, T. 5 S., R. 8 E., S.B.B. &M A.P.N. 603-250-014.

G-1 OF 4 SHEETS logo.



CONSTRUCTION NOTES:	QUANTITIES:
14 - INSTALL 4" PVC PIPE SCH. 40	182 L.F.
15 - INSTALL 6" AREA DRAIN (ADS N-12)	2 EA.
16 - CONST. WALL PER ARCH. PLAN	1,035 L.F.
17 - INSTALL 6" PVC PIPE SCH. 40	89 L.F.
18 - REMODEL EXIST. IRRIGATION LINE	LUMP SUM
19 - REMOVE EXIST. AC PAVING	16,025 S.F.
20 - REMOVE EXIST. CURB & GUTTER	50 L.F.
21 - FIELD VERIFY & UTILIZE EXIST. WATER METER FOR LANDSCAPING	1 EA.
22 - INSTALL 2" WATER MASTER METER 4G A.M.I.	1 EA.
23 - INSTALL 4" D.D.C. PER CITY STD. W-10	1 EA.
24 - CONST. PAVERS OR SCORED COLORED CONC.	1,150 S.F.
25 - CONST. 48" DIA. ACCESS MANHOLE	1 EA.
26 - INSTALL 36" PERFORATED HDPE PIPE INSIDE 1"-2" DIA. ROCK PER DETAIL HEREON	92 L.F.
27 - SAWCUT & REMOVE (E) C&G	12 L.F.
28 - CONST. C&G PER CITY STD. S-7	6 L.F.
29 - SAWCUT & REMOVE EXIST. DRIVEWAY APPROACH	6 L.F.
30 - UTILITY TRENCH PAVEMENT REPLACEMENT PER CITY STD. S-30	240 S.F.
31 - CONST. 4" PCC SIDEWALK PER CITY STD. S-21	2132 S.F.
32 - RELOCATE EXIST. SIGN & LIGHTS	3 EA.

SAKE ENGINEERS, INC.
ENGINEERING • SURVEYING • LAND DEVELOPMENT
400 S. RAMONA AVE., STE. 202
CORONA, CALIFORNIA 92879
(951) 279-4041 FAX: (951) 279-2830

NO.	REVISIONS BY	APPR.	DATE	T.B.M.

DRAWN IH	DATE 11/13/17
JOB NO. GB-07-___	

CITY OF COACHELLA
PUBLIC WORKS

PREPARED UNDER THE DIRECT SUPERVISION OF:
SAM AKBARPOUR DATE
RCE C 53038 EXP. 6/30/2021

REGISTERED PROFESSIONAL ENGINEER
SAM AKBARPOUR
0053038
CIVIL
STATE OF CALIFORNIA

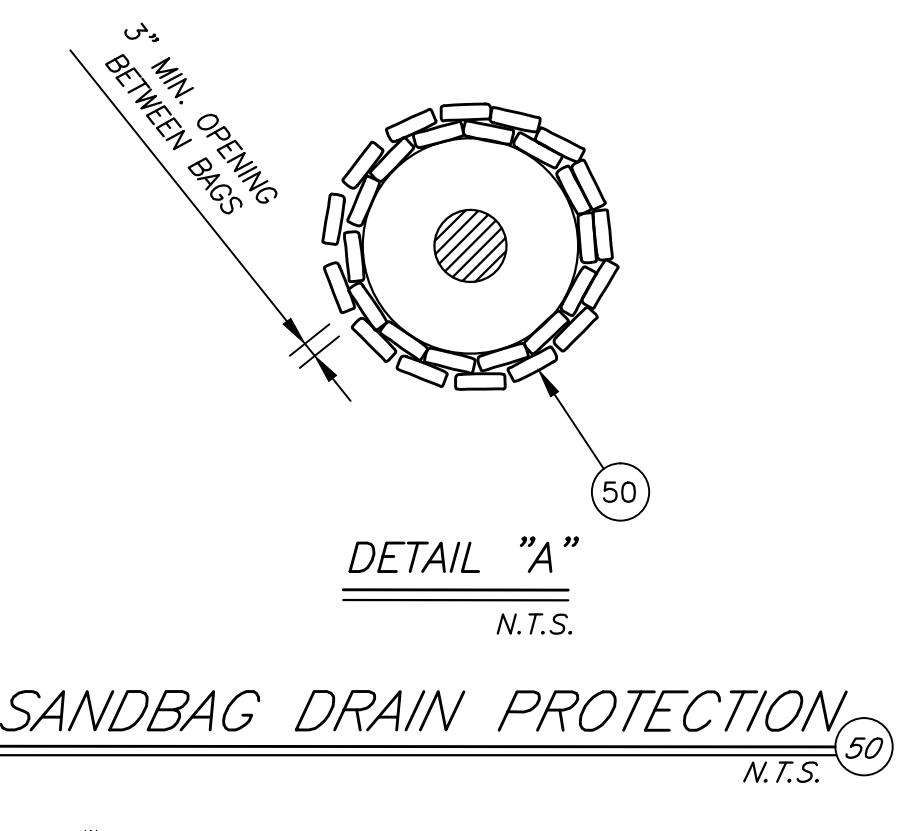
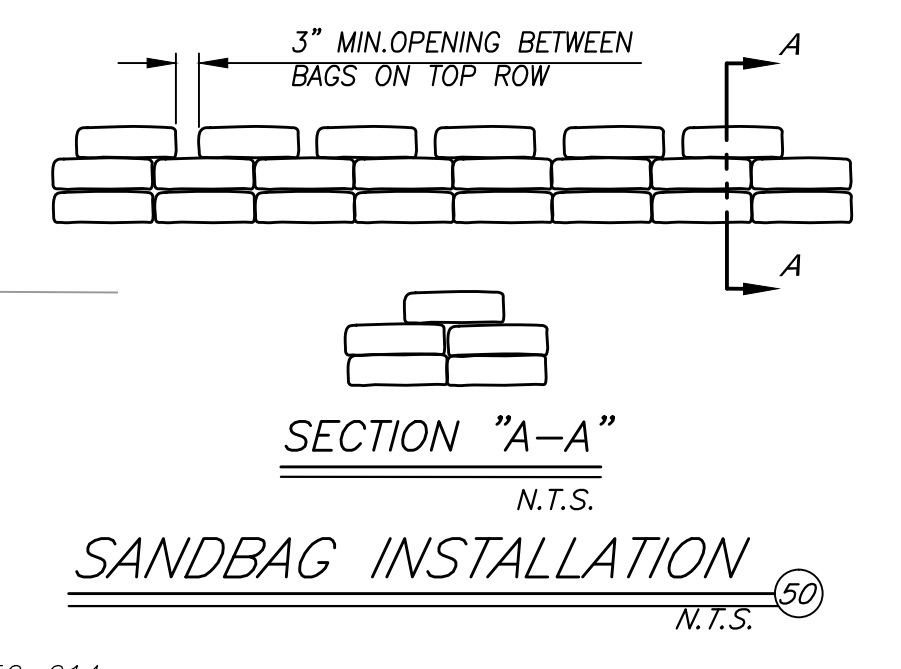
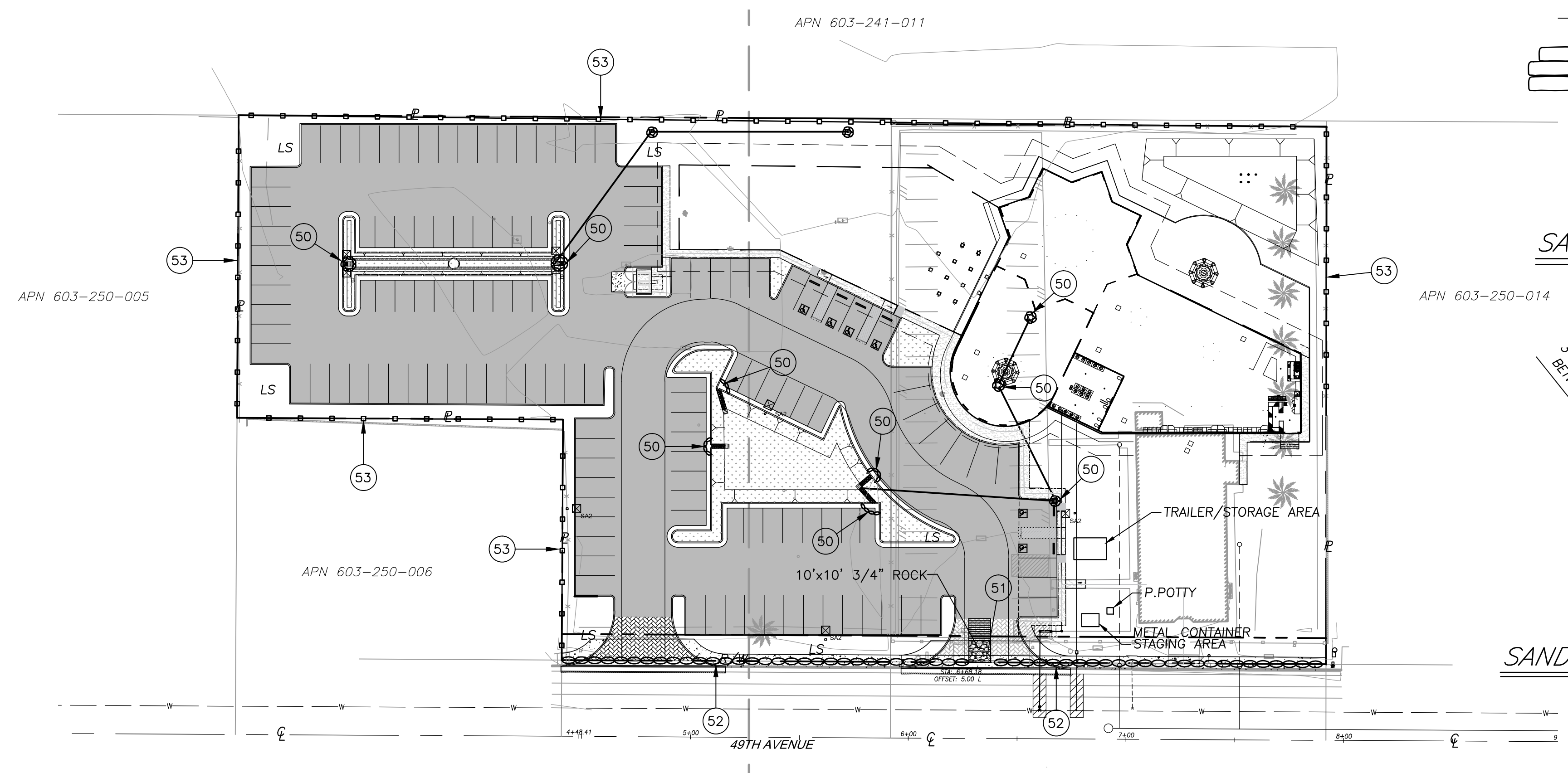
RECOMMENDED FOR APPROVAL BY:
NOEL OWSLEY
RCE NO. 39827
DATE EXP. DATE: 12-31-19

CITY OF COACHELLA
APPROVED FOR CONSTRUCTION:
DATE
JONATHAN D. HOY RCE NO. 63526 EXP. 9-30-18
APPROVED BY:
DATE
J. LUIS LOPEZ - PLANNING DIRECTOR

CITY OF COACHELLA
PROJECT DESCRIPTION:
GRADING PLAN
SITE ADDRESS: 84650 49TH AVENUE COACHELLA, CA 92236
LEGAL DESCRIPTION: POR LOT D MB 005/126 SUB OF SEC 31 T5S R8E.
SEC. 31 T. 5 S., R. 8 E., S.B.B. & M A.P.N. 603-250-014

G-2
OF
4
SHEETS

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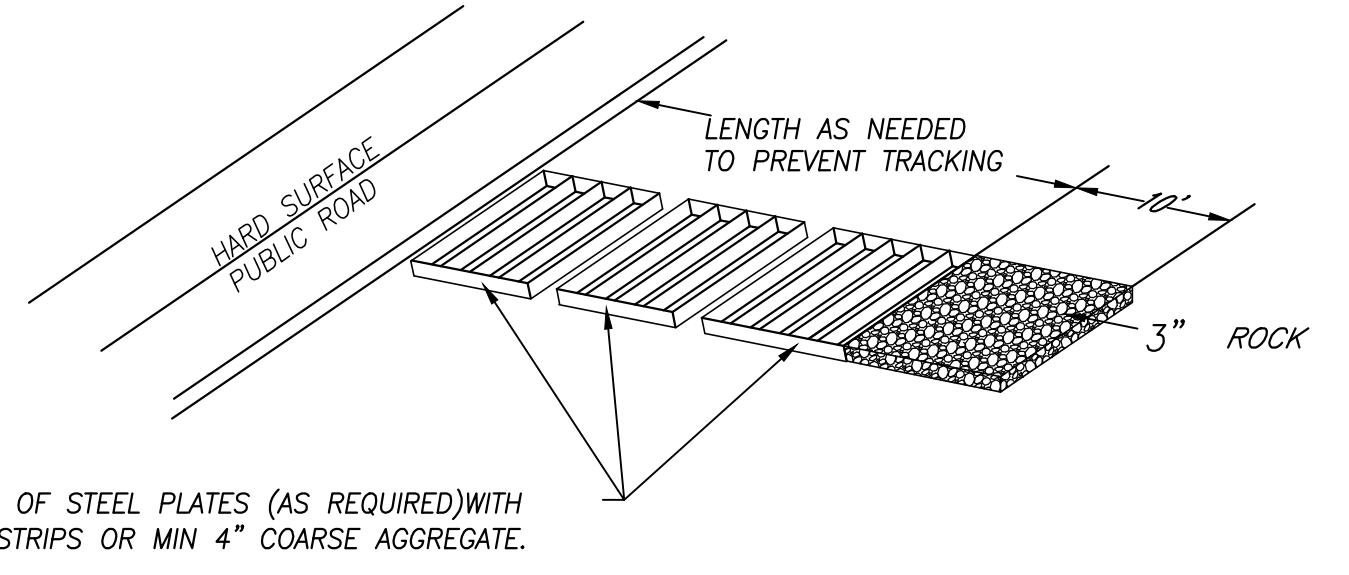
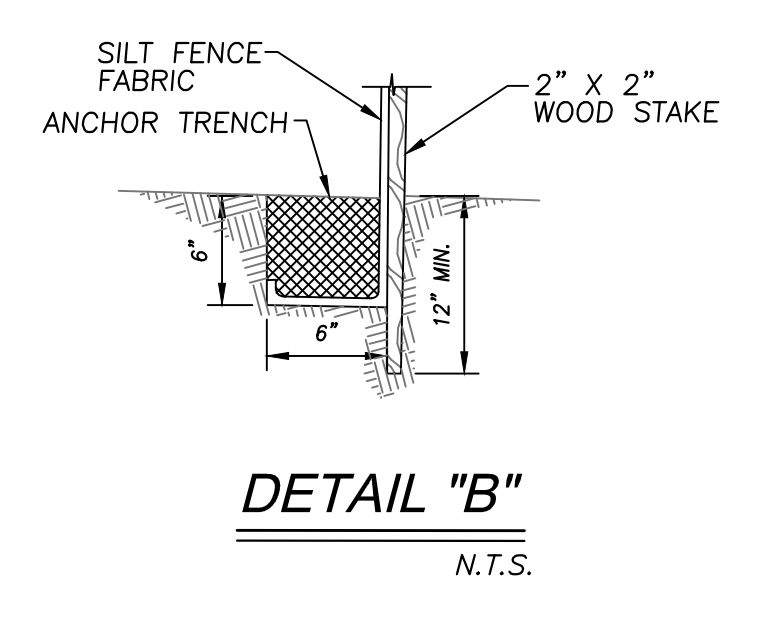
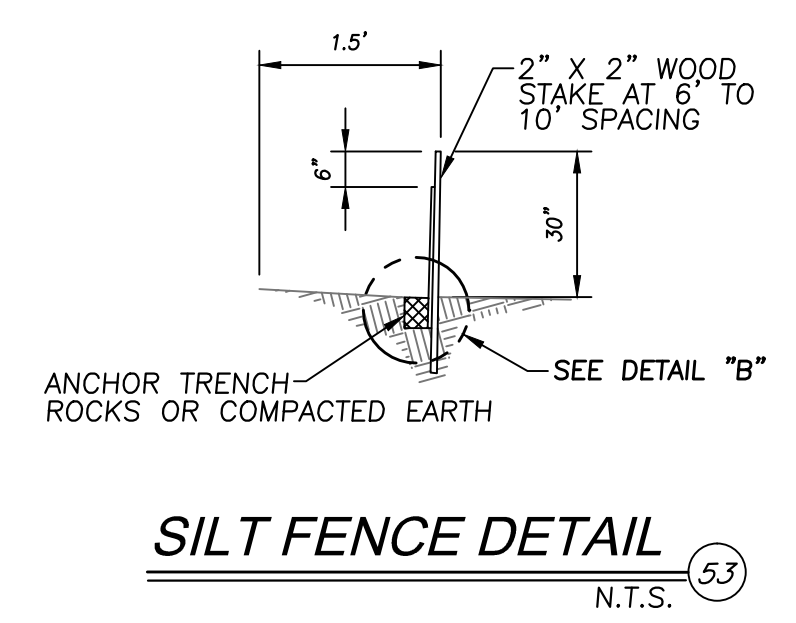
THE FOLLOWING NOTES AND BMPs AS OUTLINED IN, BUT NOT LIMITED TO, THE BEST MANAGEMENT PRACTICE HANDBOOK, CALIFORNIA STORMWATER QUALITY TASK FORCE, SACRAMENTO, CALIFORNIA 1993, OR THE LATEST REVISED EDITION, MAY APPLY DURING THE CONSTRUCTION OF THIS PROJECT (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY THE GRADING INSPECTOR):

EROSION CONTROL NOTES:

1. EROSION CONTROL IS REQUIRED FOR GRADING OPERATIONS ON A YEAR ROUND BASIS. APPROVED PLANS ARE REQUIRED FOR ALL WORK REQUIRING A GRADING PERMIT.
2. IN CASE OF EMERGENCY, CALL ISLAMIC SOCIETY OF PALM SPRINGS OF _____ AT (914) 282-0357
3. THE ENGINEER OF RECORD WILL SUPERVISE EROSION CONTROL WORK AND ENSURE THAT WORK IS IN ACCORDANCE WITH APPROVED PLANS.
4. CITY APPROVAL OF PLANS DOES NOT RELIEVE THE DEVELOPER FROM RESPONSIBILITY FOR THE CORRECTION OF ERROR AND OMISSION DISCOVERED DURING CONSTRUCTION. UPON REQUEST, THE REQUIRED PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE PUBLIC WORKS DIRECTOR FOR APPROVAL.
5. THE PUBLIC WORKS DIRECTOR RESERVES THE RIGHT TO MAKE CHANGES OR MODIFICATIONS TO THIS PLAN AS DEEMED NECESSARY.
6. STANDBY CREW FOR EMERGENCY WORK SHALL BE MADE AVAILABLE AT ALL TIMES. NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF TEMPORARY EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs) OR TO REPAIR ANY DAMAGED BMPs WHEN RAIN IS IMMINENT.
7. AN EFFECTIVE COMBINATION OF EROSION AND SEDIMENT CONTROL BMPs SHALL BE IMPLEMENTED AND MAINTAINED TO PREVENT AND/OR MINIMIZE THE TRANSPORT OF SOIL IN RUNOFF FROM DISTURBED SOIL AREAS ON THE CONSTRUCTION SITE AT ALL TIMES. IN ADDITION, BMPs SHALL BE INSPECTED PRIOR TO PREDICTED STORM EVENTS AND FOLLOWING STORM EVENTS. BMPs SHALL NOT BE MOVED OR MODIFIED WITHOUT THE APPROVAL OF THE CITY INSPECTOR.
8. ALL REMOVABLE PROTECTIVE DEVICES SHOWN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN THE FIVE-DAY RAIN PROBABILITY FORECAST EXCEEDS 40 PERCENT, AS FORECASTED BY THE NATIONAL WEATHER SERVICE.
9. AFTER A RAIN EVENT EXCEEDING ONE-QUARTER INCH IN ANY 12 HOUR PERIOD, OR UPON DIRECTION OF THE PUBLIC WORKS DIRECTOR, ALL SILT AND DEBRIS SHALL BE REMOVED FROM CHECK DAMS, SILT FENCES, AND DESILTING BASINS; AND THE BASINS SHALL BE PUMPED DRY AND RESTORED TO ORIGINAL DESIGN CONDITION. ANY EROSION CONTROL MEASURES DAMAGED DURING A RAIN EVENT SHALL ALSO BE IMMEDIATELY REPAIRED.
10. DESILTING BASINS ARE TO BE CONSTRUCTED AS GRADING OF INDIVIDUAL GRADING AREAS ARE COMPLETE PER ROUGH GRADING PLANS.
11. THE CONTRACTOR SHALL BE RESPONSIBLE AND SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT PUBLIC TRESPASS ONTO AREAS WHERE IMPOUNDED WATER CREATES A HAZARDOUS CONDITION.
12. AREAS SHALL BE MAINTAINED IN SUCH A STATE THAT FIRE ACCESS SHALL BE MAINTAINED AT ALL TIMES (INCLUDING ACCESS TO NEIGHBORING PROPERTIES).
13. GRADED AREAS AROUND THE SITE PERIMETER MUST DRAIN AWAY FROM THE FACE OF SLOPE AT THE CONCLUSION OF EACH WORKING DAY.
14. TEMPORARY EROSION PROTECTION IS REQUIRED FOR MANUFACTURED SLOPES PRIOR TO PERMANENT PLANTING.
15. ALL DISTURBED SLOPES SHALL BE PLANTED AND PROTECTED WITHIN 45 DAYS OF THE COMPLETION OF EACH STAGE OF GRADING. SUITABLE MEASURES TO PREVENT SLOPE EROSION INCLUDING, BUT NOT LIMITED TO, RAPID GROWTH VEGETATION SUFFICIENT TO STABILIZE THE SOIL, SHALL BE INSTALLED ON ALL DISTURBED AREAS UNTIL SUCH TIME AS THE PERMANENT VEGETATIVE COVER SUFFICIENTLY MATURES TO PROVIDE PERMANENT STABILITY.

SITE PREPARATION:

1. THE EMBANKMENT FOUNDATION AREA SHALL BE CLEARED OF ALL TREES, ROOTS, BRUSH, BOULDERS, SOD, AND DEBRIS.
2. ALL TOPSOIL CONTAINING EXCESSIVE AMOUNTS OF ORGANIC MATTER SHALL BE REMOVED.
3. ALL STORM DRAIN INLETS SHALL BE CAPPED AND/OR CATCH BASINS SHALL BE PROTECTED W/FILTER FABRIC HELD DOWN BY SANDBAGS AROUND BASINS.



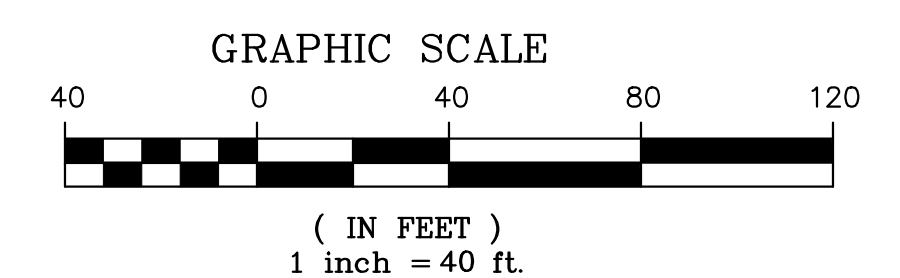
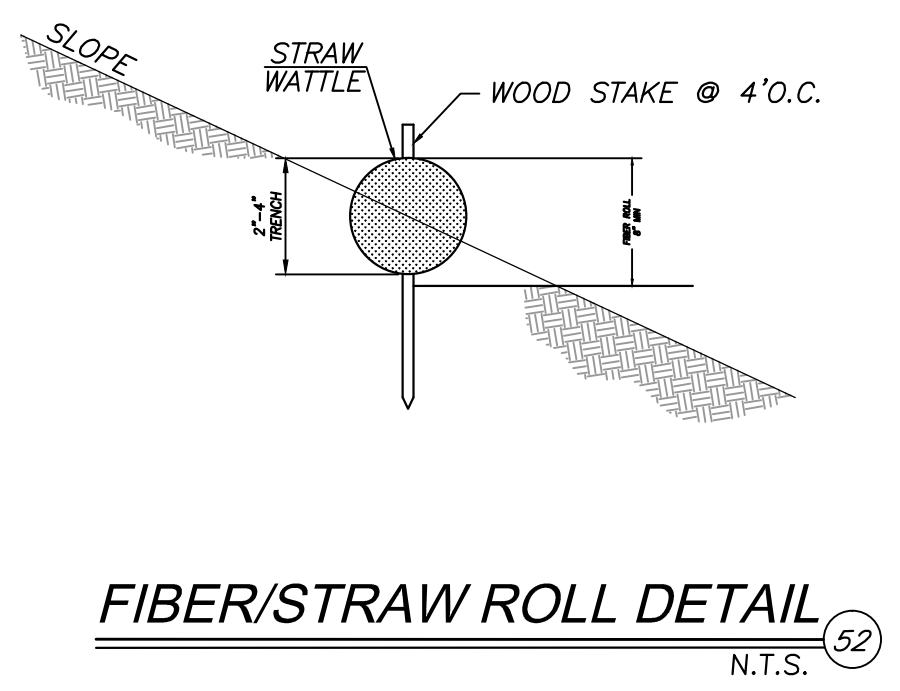
A SERIES OF STEEL PLATES (AS REQUIRED) WITH RUMBLE STRIPS OR MIN 4" COARSE AGGREGATE.

SEDIMENTS AND OTHER MATERIALS SHALL NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS SHALL BE STABILIZED SO AS TO PREVENT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC ROADS. DEPOSITIONS MUST BE SWEEP UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS INTO THE STORM DRAIN SYSTEM.

STABILIZED CONSTRUCTION ENTRANCE SHALL BE:
 LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT OF WAY, STREET, ALLEY, AND SIDEWALK OR PARKING AREA.
 A SERIES OF STEEL PLATES WITH "RUMBLE STRIPS", AND/OR MIN 4" COARSE AGGREGATE WITH LENGTH, WIDTH & THICKNESS AS NEEDED TO ADEQUATELY PREVENT ANY TRACKING ONTO PAVED SURFACES.
 ADDING A WASH RACK WITH A SEDIMENT TRAP LARGE ENOUGH TO COLLECT ALL WASH WATER CAN GREATLY IMPROVE EFFICIENCY.
 ALL VEHICLES ACCESSING THE CONSTRUCTION SITE SHALL UTILIZE THE STABILIZED CONSTRUCTION ENTRANCE SITES.

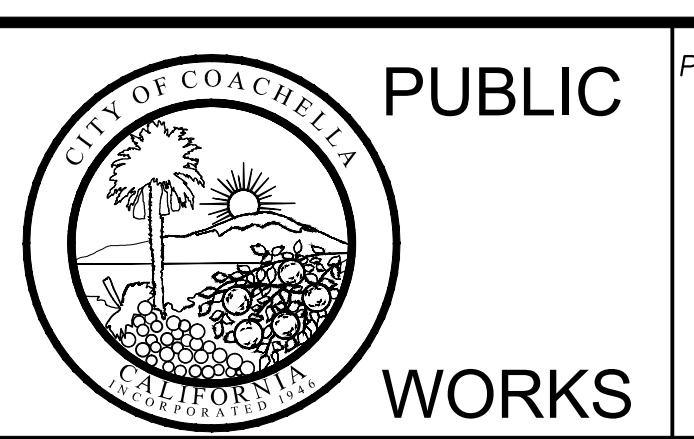
STREET MAINTENANCE:

REMOVE ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS IMMEDIATELY. SWEEP PAVED AREAS THAT RECEIVE CONSTRUCTION TRAFFIC WHENEVER SEDIMENT BECOMES VISIBLE. PAVEMENT WASHING WITH WATER IS PROHIBITED IF IT RESULTS IN A DISCHARGE TO THE STORM DRAIN SYSTEM.

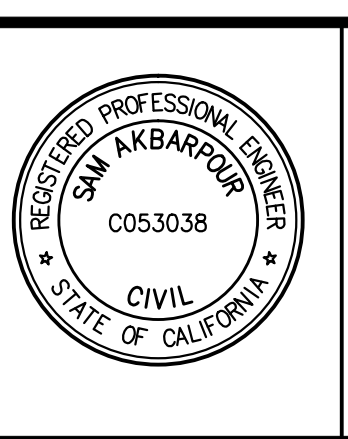


CONSTRUCTION NOTES:		QUANTITIES:	
50	INSTALL SANDBAG DRAIN PROTECTION PER DETAIL HEREON	142	L.F.
51	CONST. INGRESS/EGRESS WITH CORRESPONDING EROSION CONTROL BMP'S AS APPROVED BY PUBLIC WORKS INSPECTOR	1	EA.
52	INSTALL STRAW ROLL PER DETAIL HEREON	342	L.F.
53	PERIMETER SILT FENCE PER DETAIL HERE ON	1032	L.F.

NO.	REVISIONS BY	APPR.	DATE	T.B.M.	DRAWN
					IH
					DATE
					11/13/17
					JOB NO.
					GB-07-__
					BASIS OF BEARING:



PREPARED UNDER THE DIRECT SUPERVISION OF:
 SAM AKBARPOUR
 RCE C 53038 EXP. 6/30/2021



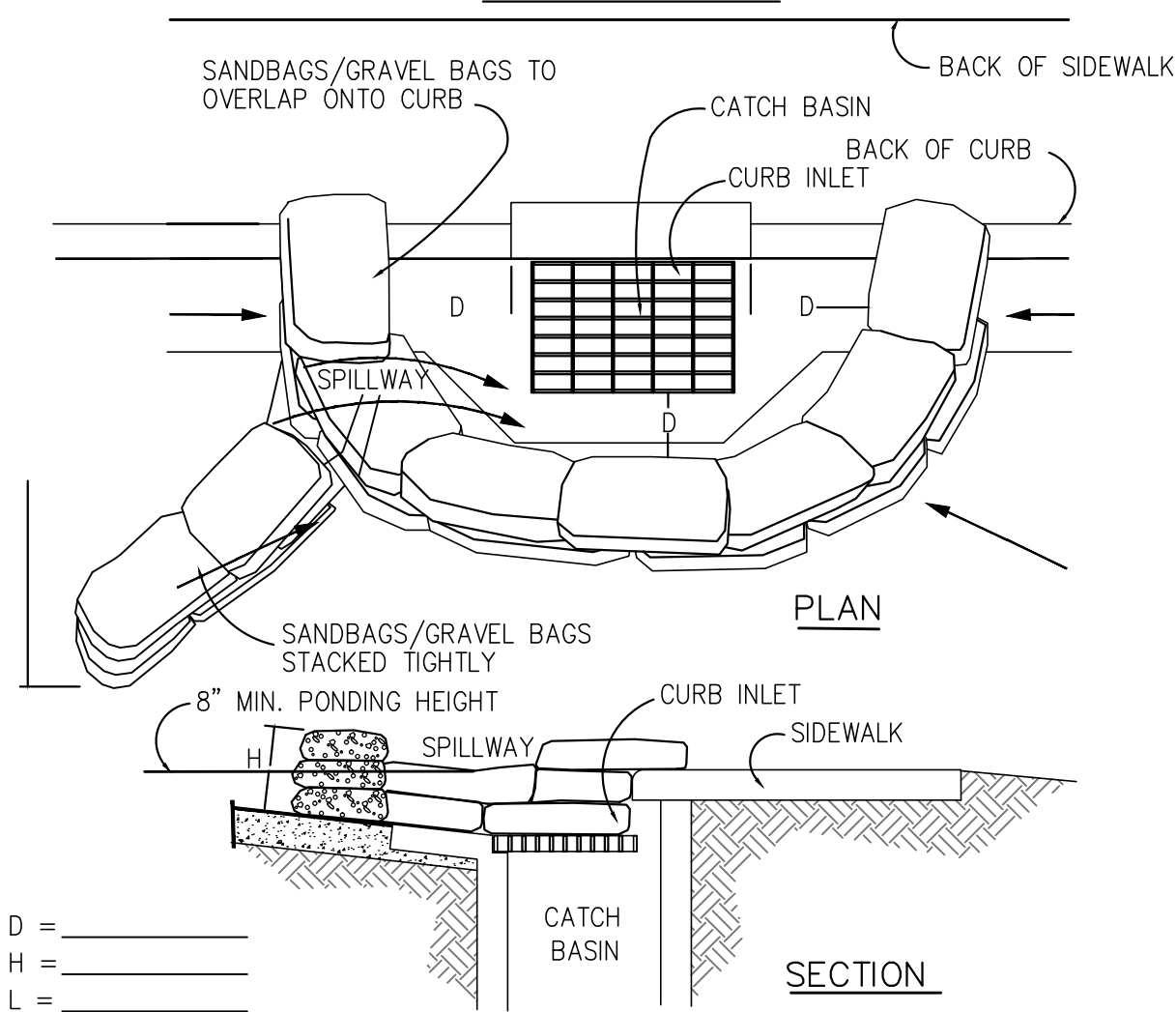
RECOMMENDED FOR APPROVAL BY:
 NOEL OWSLEY
 RCE NO. 39827
 DATE EXP. DATE: 12-31-19

CITY OF COACHELLA
 APPROVED FOR CONSTRUCTION:
 JONATHAN D. HOY RCE NO. 63526 EXP. 9-30-18
 APPROVED BY:
 J. LUIS LOPEZ - PLANNING DIRECTOR

CITY OF COACHELLA
 PROJECT DESCRIPTION:
 GRADING PLAN
 SITE ADDRESS: 84650 49TH AVENUE COACHELLA, CA 92236
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 SEC. 31 T. 5 S., R. 8 E., S.B.B. &M A.P.N. 603-250-014

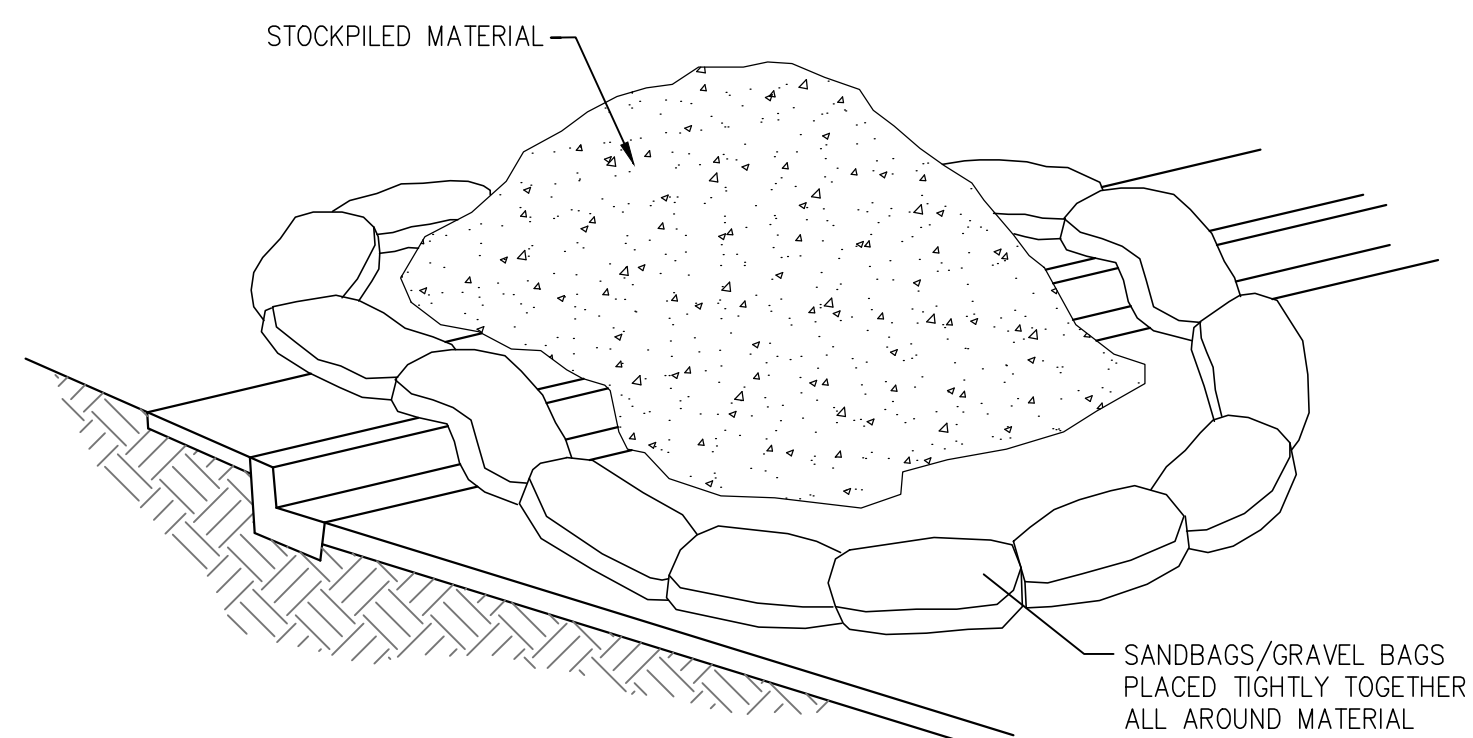
G-3
 OF 4 SHEETS

A CATCH BASIN/INLET PROTECTION



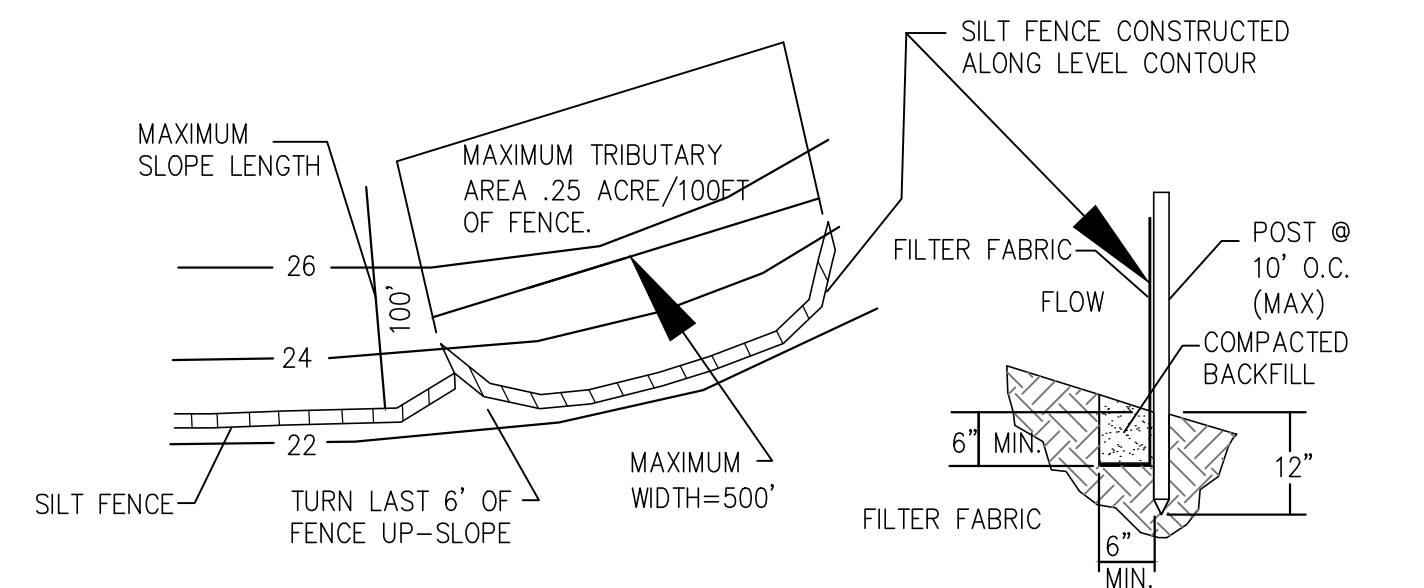
- NOTES:**
- CATCH BASIN/INLET PROTECTION SHALL BE INSTALLED WHEREVER THERE IS A POTENTIAL OF STORMWATER OR NON-STORMWATER BEING DISCHARGED INTO IT.
 - INLET PROTECTION IS REQUIRED ALONG WITH OTHER POLLUTION PREVENTION MEASURES SUCH AS; EROSION CONTROL, SOIL STABILIZATION, AND MEASURES TO PREVENT TRACKING ONTO PAVED SURFACES.
 - MODIFY INLET PROTECTION AS NEEDED TO AVOID CREATING TRAFFIC HAZARDS.
 - INCLUDE INLET PROTECTION MEASURES AT HILLSIDE V-DITCHES AND MISC. DRAINAGE SWALES.
 - INLET PROTECTION SHALL BE INSPECTED AND ACCUMULATED SEDIMENTS REMOVED. SEDIMENT SHALL BE DISPOSED OF PROPERLY AND IN A MANNER THAT ASSURES THAT THE SEDIMENT DOES NOT ENTER THE STORM DRAIN SYSTEM.
 - DAMAGED BAGS SHALL BE REPLACED IMMEDIATELY.
 - ADDITIONAL SANDBAG SEDIMENT TRAPS SHALL BE PLACED AT INTERVALS AS INDICATED ON SITE PLAN.

E MATERIAL STORAGE



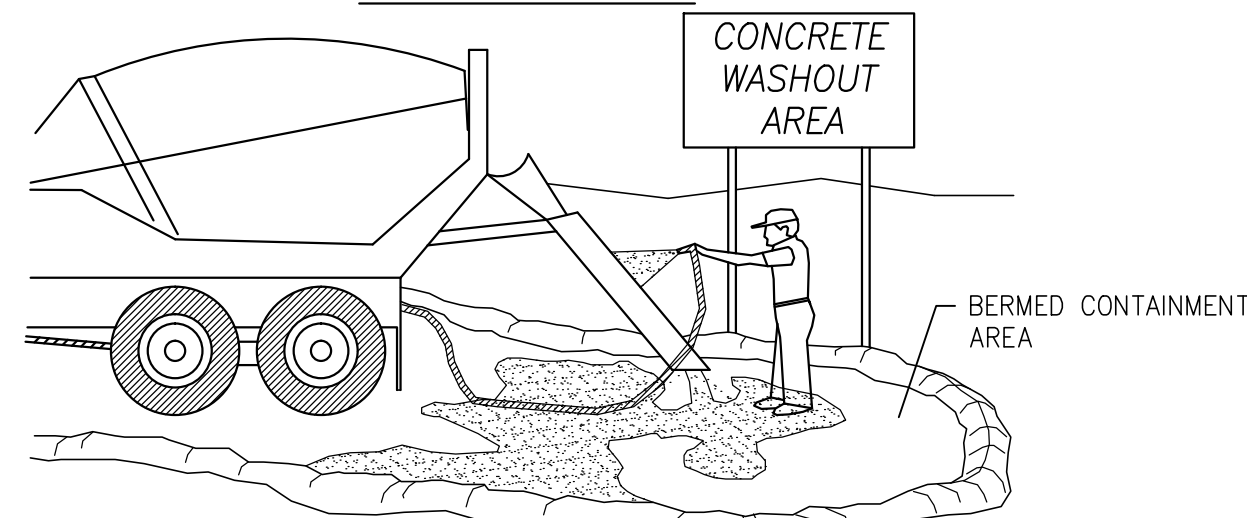
- NOTES:**
- DIRT AND OTHER CONSTRUCTION RELATED MATERIALS PLACED IN THE STREET OR ON OTHER IMPERVIOUS SURFACES MUST BE CONTAINED WITH SANDBAGS OR OTHER MEASURES TO PREVENT TRANSPORT TO THE STORMDRAIN SYSTEM.
 - ANY CONSTRUCTION MATERIAL STORED OR STOCKPILED ON-SITE SHALL BE PROTECTED FROM BEING TRANSPORTED BY THE FORCE OF WIND OR WATER.

B SILT FENCE



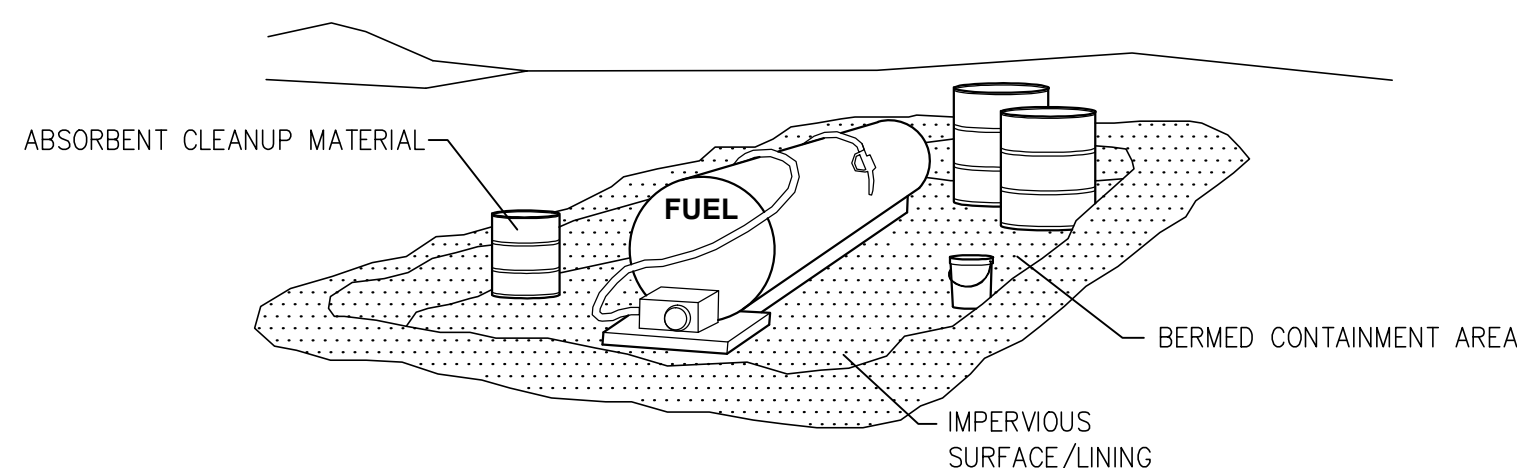
- NOTES:**
- CONSTRUCT THE SILT FENCE ALONG A LEVEL CONTOUR.
 - SILT FENCES SHALL REMAIN IN PLACE UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
 - PROVIDE SUFFICIENT ROOM FOR RUNOFF TO POND BEHIND THE FENCE AND ALLOW SEDIMENT REMOVAL EQUIPMENT TO PASS BETWEEN THE SILT FENCE AND TOE OF SLOPE OR OTHER OBSTRUCTIONS. ABOUT 1200 SQ. FT. OF PONDING AREA SHALL BE PROVIDED FOR EVERY ACRE DRAINING TO THE FENCE.
 - TURN THE ENDS OF THE FILTER FENCE UPHILL TO PREVENT STORMWATER FROM FLOWING AROUND THE FENCE.
 - LEAVE AN UNDISTURBED OR STABILIZED AREA IMMEDIATELY DOWNSLOPE FROM THE FENCE.
 - DO NOT PLACE IN LIVE STREAM OR INTERMITTENTLY FLOWING CHANNELS.
 - WHEN STANDARD FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY-DUTY WIRE STAPLES AT LEAST 1 INCH LONG, TIE WIRES OR HOG RINGS.

F CONCRETE WASTE MANAGEMENT



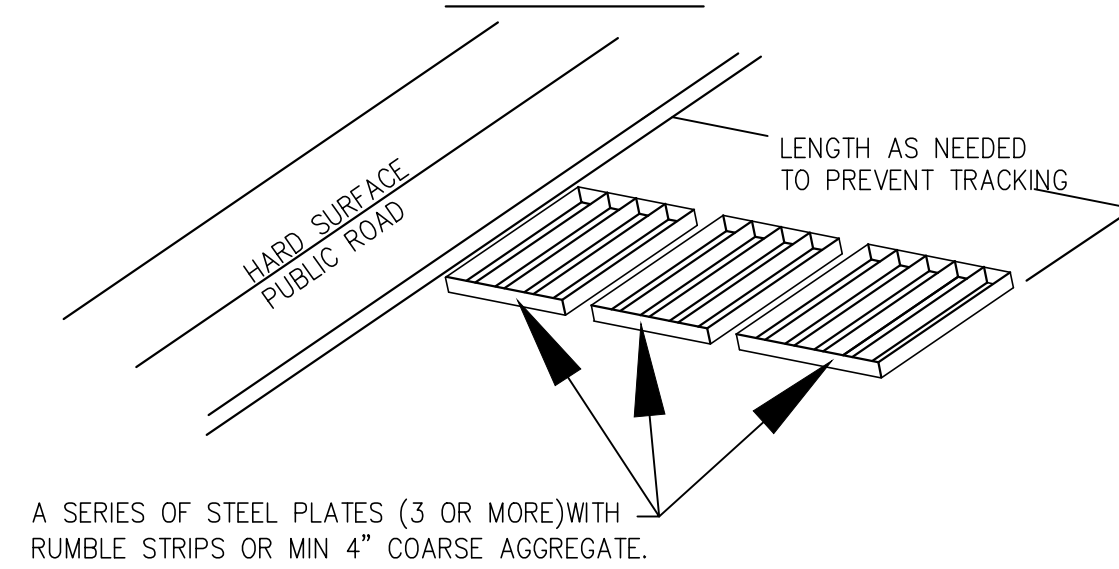
- NOTES:**
- EXCESS AND WASTE CONCRETE SHALL NOT BE WASHED INTO THE STREET OR INTO A DRAINAGE SYSTEM.
 - FOR WASHOUT OF CONCRETE AND MORTAR PRODUCTS, A DESIGNATED CONTAINMENT FACILITY OF SUFFICIENT CAPACITY TO RETAIN LIQUID AND SOLID WASTE SHALL BE PROVIDED ON SITE.
 - SLURRY FROM CONCRETE AND ASPHALT SAW CUTTING SHALL BE VACUUMED OR CONTAINED, DRIED, PICKED UP AND DISPOSED OF PROPERLY.

G VEHICLE/EQUIPMENT FUELING



- NOTES:**
- FUELING SHALL BE PERFORMED IN A DESIGNATED AREA, AWAY FROM DRAINAGE COURSES.
 - ABSORBENT CLEANUP MATERIAL SHALL BE ON SITE AND USED IMMEDIATELY IN THE EVENT OF A SPILL.

C STABILIZED CONSTRUCTION ENTRANCE

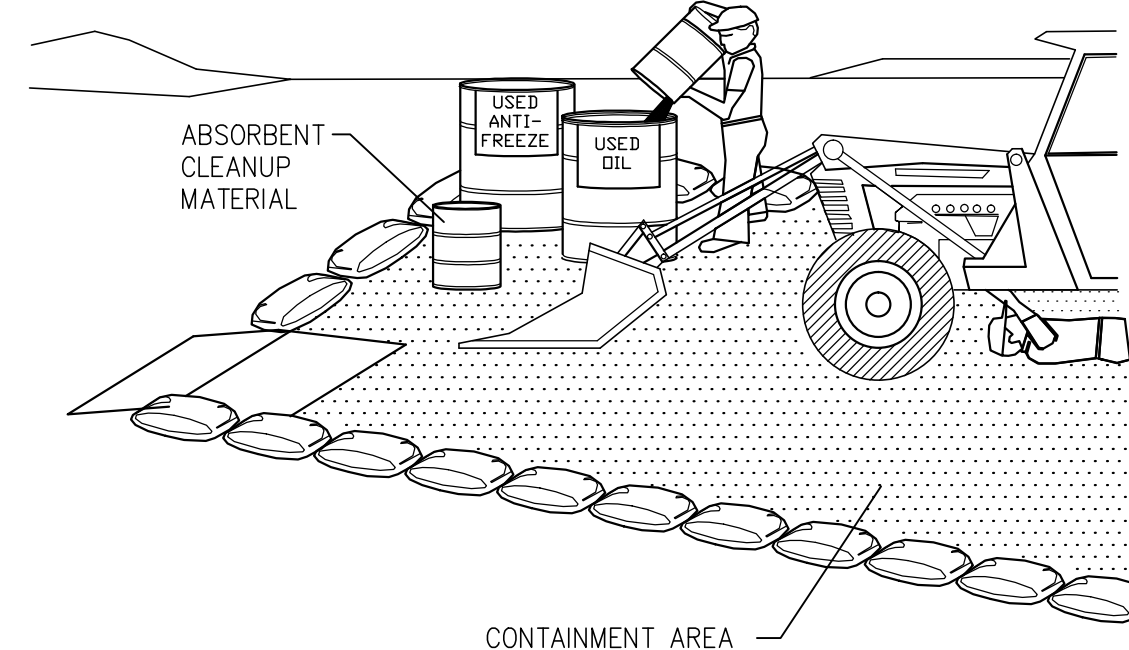


- NOTES:**
- SEDIMENTS AND OTHER MATERIALS SHALL NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS SHALL BE STABILIZED SO AS TO PREVENT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC ROADS. DEPOSITIONS MUST BE SWEEPED UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS INTO THE STORM DRAIN SYSTEM.
 - STABILIZED CONSTRUCTION ENTRANCE SHALL BE:
 - LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT OF WAY, STREET, ALLEY, AND SIDEWALK OR PARKING AREA.
 - A SERIES OF STEEL PLATES WITH "RUMBLE STRIPS", AND/OR MIN 4" COARSE AGGREGATE WITH LENGTH, WIDTH & THICKNESS AS NEEDED TO ADEQUATELY PREVENT ANY TRACKING ONTO PAVED SURFACES.
 - ADDING A WASH RACK WITH A SEDIMENT TRAP LARGE ENOUGH TO COLLECT ALL WASH WATER CAN GREATLY IMPROVE EFFICIENCY.
 - ALL VEHICLES ACCESSING THE CONSTRUCTION SITE SHALL UTILIZE THE STABILIZED CONSTRUCTION ENTRANCE SITES.

STREET MAINTENANCE

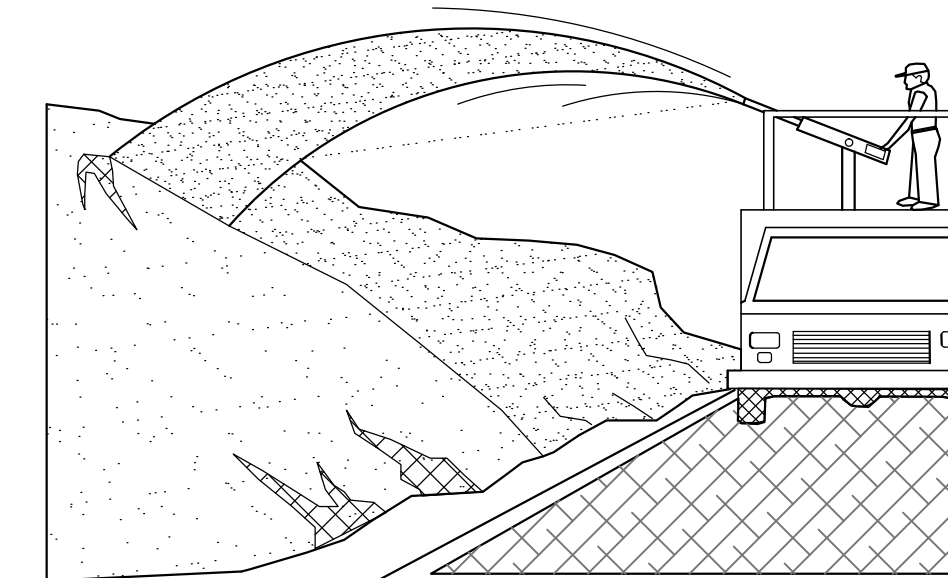
- REMOVE ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS IMMEDIATELY.
- SWEEP PAVED AREAS THAT RECEIVE CONSTRUCTION TRAFFIC WHENEVER SEDIMENT BECOMES VISIBLE.
- PAVEMENT WASHING WITH WATER IS PROHIBITED IF IT RESULTS IN A DISCHARGE TO THE STORM DRAIN SYSTEM.

H EQUIPMENT REPAIR/MAINTENANCE



- NOTES:**
- LEAKING VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED ON-SITE. EQUIPMENT AND VEHICLES SHALL BE INSPECTED FREQUENTLY FOR LEAKS AND SHALL BE REPAIRED IMMEDIATELY. CLEAN UP SPILLS AND LEAKS PROMPTLY WITH ABSORBENT MATERIALS; DO NOT FLUSH WITH WATER.
 - VEHICLES AND EQUIPMENT SHALL BE MAINTAINED, AND REPAIRED ON-SITE ONLY IN DESIGNATED AREAS. PREVENT RUN-ON AND RUN-OFF FROM DESIGNATED AREAS. CONTAINMENT DEVICES SHALL BE PROVIDED AND AREAS SHALL BE COVERED IF NECESSARY.
 - DESIGNATE ON-SITE VEHICLE AND EQUIPMENT MAINTENANCE AREAS, AWAY FROM STORM DRAIN INLETS AND WATERCOURSES.
 - ALWAYS USE SECONDARY CONTAINMENT, SUCH AS A DRAIN PAN OR DROP CLOTH, TO CATCH SPILLS AND LEAKS WHEN REMOVING OR CHANGING FLUIDS.
 - LEGALLY DISPOSE OF USED OILS, FLUIDS, AND LUBRICANTS.
 - PROVIDE SPILL CONTAINMENT DIKES OR SECONDARY CONTAINMENT AROUND STORED OIL, FUEL, AND CHEMICAL DRUMS.
 - MAINTAIN AN ADEQUATE SUPPLY OF ABSORBENT SPILL CLEANUP MATERIALS IN DESIGNATED AREA.

D EROSION CONTROL



- NOTES:**
- SOIL/SLOPE STABILIZATION PRACTICES SHALL BE DESIGNED TO PRESERVE EXISTING VEGETATION WHERE FEASIBLE AND TO REVEGETATE OPEN AREAS AS SOON AS FEASIBLE AFTER GRADING. THESE CONTROL PRACTICES SHALL INCLUDE TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOD STABILIZATION, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, OR OTHER SOIL STABILIZATION PRACTICES.
 - SOIL STABILIZATION SHALL BE IMPLEMENTED ON ALL INACTIVE DISTURBED AREAS FROM NOVEMBER 1 THRU APRIL 15 AND ON ALL DISTURBED AREAS DURING A RAIN EVENT OR POTENTIAL RAIN.
 - STABILIZATION PRACTICES SHALL CONTROL/PREVENT EROSION FROM THE FORCES OF WIND AND WATER.
 - STABILIZATION PRACTICES SHALL BE IMPLEMENTED IN CONJUNCTION WITH SEDIMENT TRAPPING/FILTERING PRACTICES AND PRACTICES TO REDUCE THE TRACKING OF SEDIMENT ONTO PAVED ROADS.
 - WHEN USING STRAW MULCHING, THE MINIMUM APPLICATION SHALL BE 2 TONS/ACRE. MULCH MUST BE ANCHORED IMMEDIATELY TO MINIMIZE LOSS BY WIND OR WATER.
 - WHEN USING HYDROSEEDING/MULCHING, THE MINIMUM APPLICATION OF WOOD FIBER SHALL BE 1,500 LBS/ACRE, THAT DOES NOT CONTAIN MORE THAN 50 PERCENT NEWSPRINT.
 - FOR SEEDING RECOMMENDATIONS, CONTACT: USDA, NATURAL RESOURCES CONSERVATION SERVICE OR VENTURA COUNTY RCD.

STORMWATER POLLUTION CONTROL PLAN

GENERAL NOTES

- BEST MANAGEMENT PRACTICES (BMP'S) CONTAINED HEREIN REFLECT MINIMUM REQUIREMENTS. FOR ADDITIONAL BMP'S REFER TO CALIFORNIA STORMWATER BMP HANDBOOKS.
- ALL CONSTRUCTION ACTIVITY SHALL BE PERFORMED IN ACCORDANCE WITH A STORMWATER POLLUTION CONTROL PLAN (SWPCP) DEVELOPED AND IMPLEMENTED IN COMPLIANCE WITH REQUIREMENTS OF THE ORANGE COUNTYWIDE STORMWATER QUALITY MANAGEMENT PROGRAM, NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT NO. _____
- THE SWPCP SHALL:
 - IDENTIFY POTENTIAL POLLUTANT SOURCES AND INCLUDE THE DESIGN AND PLACEMENT OF BMP'S TO EFFECTIVELY PROHIBIT THE ENTRY OF POLLUTANTS FROM THE CONSTRUCTION SITE INTO AND ONTO THE STREET AND STORM DRAIN SYSTEM DURING CONSTRUCTION.
 - BE KEPT ON SITE AND AMENDED TO REFLECT CHANGING CONDITIONS THROUGHOUT THE COURSE OF CONSTRUCTION.
 - BE KEPT UP TO DATE. ANY ADDITIONAL UPDATES REQUESTED BY AGENCY REPRESENTATIVES ARE TO BE MADE IMMEDIATELY.
- NON-STORMWATER DISCHARGES ARE PROHIBITED FROM ENTERING ANY STORM DRAIN SYSTEM AND/OR STREET.
- DISCHARGES OF PUMPED GROUND WATER REQUIRE A DISCHARGE PERMIT FROM THE STATE OF CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD (RWQCB).
- POLLUTANTS SHALL BE REMOVED FROM STORMWATER DISCHARGES TO THE MAXIMUM EXTENT PRACTICABLE (MEP) THROUGH DESIGN & IMPLEMENTATION OF THE SWPCP.
- A STANDBY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON (NOV. 1 TO APR. 15). NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF EMERGENCY DEVICES WHEN RAIN IS IMMINENT.
- PORTABLE SANITARY FACILITIES SHALL BE LOCATED ON RELATIVELY LEVEL GROUND AWAY FROM TRAFFIC AREAS, DRAINAGE COURSES, AND STORM DRAIN INLETS.
- EMPLOYEES, SUBCONTRACTORS AND SUPPLIERS SHALL BE EDUCATED ON ALL BMP'S INCLUDING CONCRETE WASTE STORAGE AND DISPOSAL PROCEDURES.
- SEDIMENT CONTROL PRACTICES SHALL EFFECTIVELY PREVENT A NET INCREASE OF SEDIMENT LOAD IN STORMWATER DISCHARGE.



SAKE ENGINEERS, INC. ENGINEERING • SURVEYING • LAND DEVELOPMENT 400 S. RAMONA AVE., STE. 202 CORONA, CALIFORNIA 92709 (951) 279-4041 FAX: (951) 279-2830	NO.	REVISIONS BY	APPR. DATE	T.B.M.	DRAWN IH	PUBLIC WORKS CITY OF COACHELLA	PREPARED UNDER THE DIRECT SUPERVISION OF:	RECOMMENDED FOR APPROVAL BY:	CITY OF COACHELLA	CITY OF COACHELLA	PROJECT DESCRIPTION: GRADING PLAN SITE ADDRESS: 84650 49TH AVENUE COACHELLA, CA 92236 LEGAL DESCRIPTION: POR LOT D MB 005/126 SUB OF SEC 31 T5S R8E. SEC. 31 T. 5 S., R. 8 E., S.B.B. &M A.P.N. 603-250-014	G-4 OF 4 SHEETS
				BENCH MARK:	DATE 11/13/17		SAM AKBARPOUR RCE C 53038 EXP. 6/30/2021	NOEL OWSLEY RCE NO. 39827 DATE EXP. DATE: 12-31-19	APPROVED FOR CONSTRUCTION: JONATHAN D. HOY RCE NO. 63526 EXP. 9-30-18 APPROVED BY: J. LUIS LOPEZ - PLANNING DIRECTOR			



CAL FIRE - RIVERSIDE UNIT RIVERSIDE COUNTY FIRE DEPARTMENT

Item 3.

BILL WEISER - FIRE CHIEF

Office of the Fire Marshal (East)

77-933 Las Montanas Rd., Ste 201, Palm Desert, CA 92211

Bus: (760) 863-8886 ~ Fax: ~ rivcoplus.org

**PROUDLY SERVING THE
UNINCORPORATED AREA
OF RIVERSIDE COUNTY
AND THE CITIES OF:**

- BANNING
- BEAUMONT
- COACHELLA
- DESERT HOT SPRINGS
- EASTVALE
- INDIAN WELLS
- INDIO
- JURUPA VALLEY
- LAKE ELSINORE
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- MENIFEE
- MORENO VALLEY
- NORCO
- PALM DESERT
- PERRIS
- RANCHO MIRAGE
- RUBIDOUX CSD
- SAN JACINTO
- TEMECULA
- WILDOMAR

Islamic Society Palm Springs
Attn:
84650 AVENUE 49
COACHELLA, CA 92236

May 02, 2024

Project Name:	CUP 375 Parking Lot Project https://studio.bluebeam.com/hyperlink.html?link=studio.bluebeam.com/sessions/574-072-404	Permit Number:	FPCUP2300017
Project Address:	84650 AVENUE 49 COACHELLA, CA 92236	Case Type:	Fire Conditional Use Permit (F)
APN(s):	603250015	Reviewer:	Kohl Hetrick
		Review Number:	2

Riverside County Fire Department (RVCFD) Office of the Fire Marshal (OFM) has reviewed the submitted plans for the referenced project and they are approved with the following conditions.

090 - Fire

FIRE - Fire Conditions Prior to Final

Prior to issuance of a final permit, the Fire Department shall perform all fire final inspection on all related fire permits.

We appreciate the opportunity to work together to ensure fire, rescue, medical and all hazard emergency services are provided to our County and all of the residents.

Should you have additional questions, please contact me via phone at 760-863-8886 or email at Sonia.Cooley@fire.ca.gov.

BOARD OF SUPERVISORS

KEVIN JEFFRIES
DISTRICT 1

KAREN SPIEGEL
DISTRICT 2

CHARLES WASHINGTON
DISTRICT 3

V. MANUEL PEREZ
DISTRICT 4

DR. YXSTIAN GUTIERREZ
DISTRICT 5

Sonia Cooley
Deputy Fire Marshal



STAFF REPORT
6/5/2024

TO: Planning Commission Chair and Commissioners

FROM: Adrian Moreno, Associate Planner

SUBJECT: CUP No. 254 (Modification), AR No. 24-02 Coachella Gateway – a modification to add a drive-thru multi-tenant commercial building within the Coachella Gateway shopping center approved under CUP No. 254 at the southwest corner of Ave 48 and Grapefruit Boulevard, adjacent to the Dillon Bridge. Applicant: Chandi & Karan LLC

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission continue consideration of Resolution No. PC2024-11 approving Conditional Use Permit 254 (MOD) and Architectural Review No. 24-02 for a modification to add a drive-thru and new elevations to a multi-tenant commercial building within the Coachella Gateway shopping center, a building which was originally approved under CUP 254. The applicant requested more time to review the conditions of approval for the project, and the applicant stated they will be ready for the June 19, 2024 Planning Commission meeting.

Staff recommends the Planning Commission continue this item to the June 19, 2024 Planning Commission Meeting.



STAFF REPORT
6/5/2024

TO: Planning Commission

FROM: Gabriel Perez, Development Services Director

SUBJECT: Coachella Sunline Transportation Hub (Architectural Review No 21-13 Modification)

SPECIFICS: for exterior design modifications to the break room building of the Coachella Sunline Transportation Hub (Transit Hub). The entire project includes bus service that with a 540 sq. ft. Sunline Transit Agency breakroom/office building, 5 bus shelters, landscape improvements and a corner focal point for a future public art installation located at the Southeast corner of Cesar Chavez Street and 4th Street (APN 778-080-021). Applicant: Sunline Transit Agency.

EXECUTIVE SUMMARY:

Sunline Transit Agency (Sunline) requests Planning Commission approval of design modifications to the 540 sq. ft. Coachella Sunline Transportation Hub (Transit Hub) breakroom/office building that is part of a transit hub for bus service that also includes 5 bus shelters, landscape improvements and a corner focal point for a future public art installation located at the Southeast corner of Cesar Chavez Street and 4th Street (APN 778-080-021).

BACKGROUND:

The subject site is a .86 acre vacant property, part of the Pueblo Viejo Villas Transit-Oriented Development. The site is proposed as a transit center and associated with the construction of the 105-unit Pueblo Viejo Villas multi-family apartment project. The Pueblo Viejo Villas was completed May 2022 and is currently occupied by tenants. The City Engineer authorized a Lot Line Adjustment (LLA 2018-02) that created the alignment for a one-way loop street that would provide an exit to Cesar Chavez Street and full access from 4th Street for the Transit Hub and the Pueblo Viejo Villas development. The loop street also provides access to angled parking in from of the multifamily residential building.



The transit hub is funded through the Affordable Housing and Sustainable Communities (AHSC) Grant from the California Department of Housing and Community Development for \$14.8 million, of which \$1,813,500 is designated for transit hub design and construction. The grant also provides funding for 4 Sunline buses, 40 vans, \$696,500 in street improvements, and an \$8,395,407 housing loan for the Pueblo Viejo Villas project.

The project was first presented to the Planning Commission on January 19, 2022 and the Commission requested that staff recommended revisions be integrated into the project and that restrooms be incorporated. The item was presented to the City Council at their regular meeting on February 9, 2022 as a presentation update. Councilmembers expressed concerns about the project design and also reaffirmed Planning Commission’s recommendations for a public restroom. On July 6, 2022, the applicant proposed new revisions to the project design with an estimated construction cost \$1,774,859, within the designated budget for the transit hub. The estimated construction cost of the previous project design was \$1,163,000.

The project is now under construction with curb, sidewalk, fencing, and some landscaping installed. The breakroom building has been placed on-site without any City approvals of a building permit and the applicant indicated that some additional design improvements such as the installation of wall tile and roof tile still need to occur. Staff is concerned that the building was installed out of compliance with several project design requirements in the proposed renderings and specified in the conditions of approval. Staff communicated to the applicant that the proposed design modifications would require an Architectural Review Permit modification by the Planning Commission.

DISCUSSION/ANALYSIS

The surrounding land uses and zoning designations are as follows:

- North:** Fourth Street and Chevron gas station and convenience store (C-G, General Commercial).
- South:** Pueblo Viejo Villas apartment development. (C-G PUD, General Commercial – Planned Unit Development).
- East:** Apartment complex and Department of Public Social Services (C-G, General Commercial).
- West:** Cesar Chavez Street and Rite Aid Pharmacy (C-G, General Commercial).

Site Plan

The transit hub is accessed by vehicles entering the Mario Lazcano Drive loop road from 4th Street to pick up and drop off bus riders at the bus shelter locations and exit back onto Cesar Chavez Street or onto 4th Street. Figure 1 identifies one large “swoosh” shaped canopy on the island and two large “swoosh” shaped canopies. Sidewalks throughout the transit center are largely 6 feet in width (natural gray concrete) and provide pedestrians access to the transit hub. Sidewalks are wider at about 8 feet in width near the proposed lounge building.

A 540 sq. ft. Sunline Transit Agency lounge and breakroom building is proposed at the south portion of the transit hub. The building is not available for public use and will be used exclusively

by Sunline Transit Agency staff. The floor plan for the building includes a mechanical room, unisex bathroom, breakroom, janitor room, and office. Bike racks are located adjacent to two sides of the building. A public restroom is not incorporated into the project design. Streetscape furniture and amenities include:

- Ten (10) site benches
- Five (5) trash receptacles
- Six (6) bike racks
- A bicycle service stand

Figure 1: Revised rendering of transit hub



On-site storm water retention is provided by an above ground retention basin of approximately 12,300 sq. ft. in area that also provides storm water retention for the Department of Public Services building. The retention basin construction is complete and a new decorative metal fence installed.

Architectural Design

The original transit hub design features include five (5) bus shelters consisting of two (2) hyper sail panels per bus shelter to provide shade for waiting bus riders and was revised and approved by the Planning Commission to be replaced with two (2) large “swoosh” shade structures 20’ by 40’ and one (1) small shade structure 15’ x 18’ with a brown colored frame and a “desert sand” fabric. Decorative street lighting consistent with 6th Street lighting standards is incorporated.

Figure 2: New Proposed Bus “Swoosh” shade structure



The proposed Sunline breakroom building is a pre-fabricated building. Sunline designers developed modified exterior elevations with a red tile roof, stucco exterior, exposed rafters tail and beams, wood doors, window iron work and a tile sign more in the character of Spanish Colonial Revival architecture as shown in figure 5. The applicant revised the building design further with with foam decorative pop-outs, digital sign, expanded mosaic features, and water fountain with bottle filter.

Figure 3: Original Rendering of the Sunline Breakroom Building

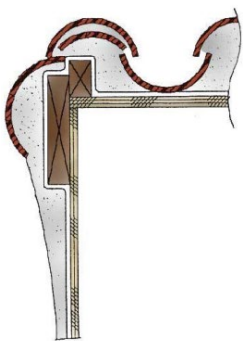


Figure 4: Planning Commission approved Sunline Breakroom Building subject to conditions

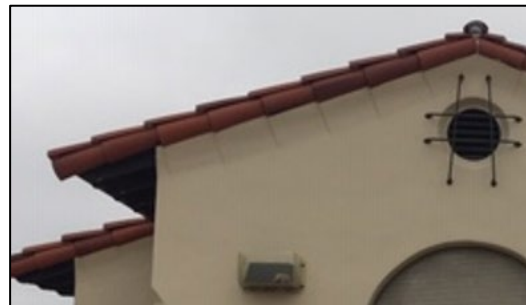


The project conditions of approval included design requirements for consistency with the Pueblo Viejo Revitalization Plan. Many of the conditions of approval have not been complied with. Below identifies how the proposed building complies with the conditions of approval:

1. Ensuring sufficient window and door recesses on breakroom building.
The window and doors were not recessed and instead the applicant designed trim pop-outs to add dimension and shadow.
2. Add stucco pattern that encapsulate the tile at the roof gables to create attractive shadow patterns to the breakroom building. **Applicant stucco scaling pattern is currently a color that does not match the stucco and out of compliance with the character of the design feature. Applicant states that they will address color.**

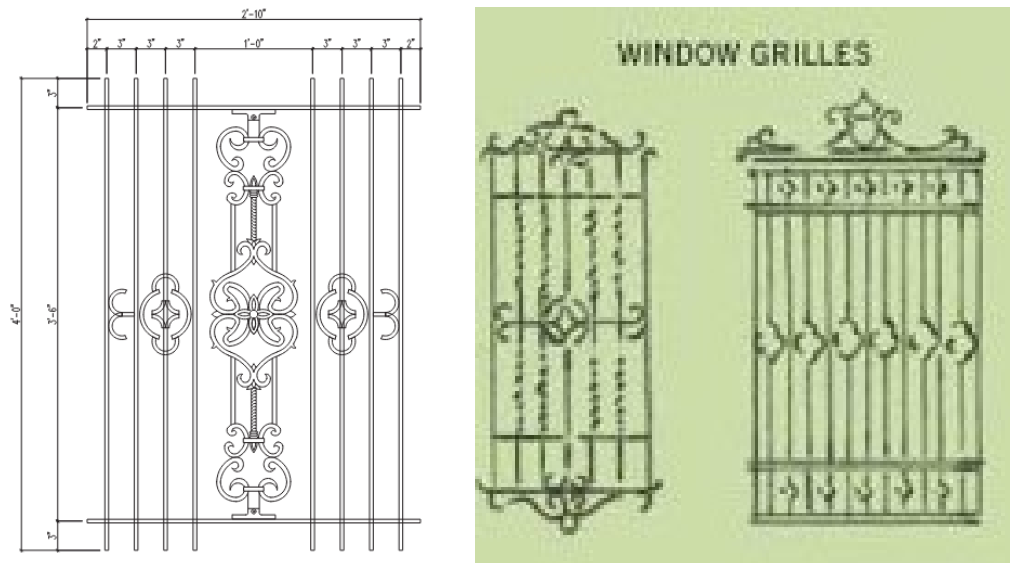


This creates an attractive shadow pattern



3. Utilize decorative window grilles and incorporate light green window color. **The applicant has not incorporated light green window borders and the window grilles do not match design of submitted plans that are acceptable to City staff.**

Figure 5: Decorative Iron Grill in Plan Check and example of Spanish Colonial Design grilles



4. Add decorative lighting to the breakroom building. **Lighting design is acceptable.**
5. Utilize two-piece clay tile roofing with booster tiles on the edges and random mortar packing. The mortar shall be packed on 100 percent of the tiles in the first two rows of tiles and along any rake and ridgeline, and packed on 25 percent of the tiles on the remaining field. Mortar packing shall serve as a bird stop at roof edges. The volume of mortar pack to achieve the appropriate thickness shall be equivalent to a 6 inch diameter sphere of mortar applied to reach tile. **Applicant states that they will address the condition in the design and is a note in the plans in plan check.**
6. Stucco walls shall consist of 'steel, hand trowel', smooth Mission finish and slight undulations (applied during brown coat) and bull-nose corners and edges. There are no stucco walls as the building is a pre-fabricated building. **Corners and edges on the installed building are sharp and not bull-nose shaped.**

Aside from the building design not compliant with the conditions of approval, the building design was further modified from the original design intended for arched wall pop-outs to resemble the Veteran's Memorial Park restroom design (Figure 8). Instead the arched pop-outs do not extend to the ground level as the Veteran's restroom does. The applicant also removed all exposed wooden rafter tails which provide architectural variation and shadows. Staff has provided other examples of Spanish Colonial Revival design for similar sized municipal buildings in Figures 9 and 10 for reference for good implementation of Spanish Colonial Revival design.

Figure 6 and 7: Breakroom Building Existing Conditions (Installed)



Figure 8: Veteran’s Memorial Park restroom design



Figure 9 and 10: Spanish Colonial Revival Municipal Building Example



Signage

Signage for the transit hub is proposed on the north elevation of the Sunline breakroom building consisting of a tile design identifying the “Coachella Transit Center.” A digital sign is also proposed as a new addition to the building design.

CONSISTENCY WITH THE GENERAL PLAN

The proposed project is within the Downtown Center land use designation of the General Plan 2035 Land Use and Community Character Element. The Downtown Center is intended to bring the entire community together in a one-of-a-kind Coachella Center. The Coachella Sunline Transit Hub would accomplish the General Plan goals of bringing the community together by created a transit center that bring visitors to the City’s Pueblo Viejo district from the City and throughout the Coachella Valley.

CONSISTENCY WITH ZONING

The subject site is zoned C-G PUD (General Commercial Planned Unit Development) zone. The project complies with the development standards of the Zoning Ordinance.

CONSISTENCY WITH PUEBLO VIEJO DISTRICT DESIGN GUIDELINES

The subject site is located within the Cesar Chavez Street Subarea of the Pueblo Viejo District Design Guidelines. The Guidelines provide for guidance in the design of the architecture, signs, streetscape, street furniture and landscaping and its application is explained throughout this report. The design guidelines have been identified below, along with identification if proposed design is in compliance with the guidelines,

Spanish Colonial revival Architecture

3.3.1.2 Walls

- Smooth or sand-float finish concrete with tastefully placed adornments
- Not Compliant**

3.3.1.4 Articulation and Decorative Elements

- Patterned Cutouts in smooth stucco used to decorate walls, chimneys, and vents.
- Terra-cotta or case concrete ornaments
- Compliant**

3.3.1.5 Windows and Doors

- The window, grilles, and doors are typically earth tones such as dark brown, terra-cotta reds, and light greens.
- Not Compliant.**



3.3.1.9 Lighting

Spanish Colonial Revival–style outdoor lighting fixtures with the features listed below include:

- Wrought iron lighting fixtures, including lanterns of many different shapes

- Clear glass shades to accent candle-shaped bulbs or amber shaded glass
- Grandly ornamented fixtures with scrolled metal accents
- Fixtures are either mounted to the wall or hung using chains
- Substantially Consistent**

ENVIRONMENTAL IMPACT CONSIDERATION

The City of Coachella has determined that the proposed project qualifies for a CEQA exemption under Section 15332. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section; (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site where no more than five acres are to be developed and substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; (e) The site can be adequately served by all required utilities and public services. Therefore, the City has acknowledged that the project is exempt from CEQA.

ALTERNATIVES:

- 1) Adopt Resolution No. PC 2024-12 approving Architectural Review No. No. 21-13 Modification;
- 2) Adopt Resolution No. PC 2024-12 approving Architectural Review No. No. 21-13 Modification with modifications as approved by the Planning Commission.
- 3) Deny the modifications and uphold approvals of Resolution No. PC 2022-01;
- 4) Continue this item and provide staff and the applicant with direction.

RECOMMENDED ALTERNATIVE(S):

The applicant is proposing modifications to the Sunline Transit Hub breakroom building as follows:

1. No exposed rafter tails as identified on the original design.
2. No window grill in character of Spanish Colonial Revival design or as provided in plan check.
3. No window and door recesses as shown in original design or per conditions of approval.
4. No substantial rear pop-out arches that extend to the floor.
5. No bull nose building corners.

Staff is not supportive of the proposed design changes as these were specific conditions of approval placed by the Planning Commission. Staff welcomes additional comments and recommendations by the Planning Commission. Staff recommends alternative #3.

Attachments:

1. PC Resolution No. 2024-12 for AR No. 21-13 Modification

Exhibit A - Conditions of Approval for AR No. 21-13

2. PC Resolution No. 2022-01 for AR No. 21-13
3. Vicinity Map
4. Site Plan and Civil Plan
5. Transit Hub Architectural Renderings
6. Pueblo Viejo Design Guidelines
7. Plan Check comments on Breakroom building design
8. Applicant Justification for Breakroom Building design modifications

RESOLUTION NO. PC2024-12

Attachment 1

A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION APPROVING A MODIFICATION TO ARCHITECTURAL REVIEW 21-13 TO ALLOW THE CONSTRUCTION OF THE COACHELLA SUNLINE TRANSPORTATION HUB CONSISTING OF DESIGN MODIFICATIONS TO A 540 SQ. FT. BREAKROOM/OFFICE BUILDING, THREE BUS SHELTERS, STREETScape AND LANDSCAPE IMPROVEMENTS LOCATED AT THE SOUTHEAST OF FOURTH STREET AND CESAR CHAVEZ STREET (APN 778-080-021) SUNLINE TRANSIT AGENCY (APPLICANT).

WHEREAS Sunline Transit Agency filed an application for a modification to Architectural Review (AR) 21-13 to modify the design of a 540 sq. ft. breakroom/office building for the use of Sunline Transit Agency staff at the transit center for Sunline Transit Agency services (Line 111, Line 91, Line 92, Line 95) including three bus shelters, landscape improvements, and a corner focal point for a future public art installation located at the Southeast corner of Cesar Chavez Street and 4th Street located at the northeast corner of First Street and Cesar Chavez Street (APN 778-080-021); and,

WHEREAS on January 19, 2022, the Planning Commission of the City of Coachella considered the subject application, considered written and oral comments, and facts and evidence presented by the applicant, City staff, and other interested parties and requested project design revisions; and

WHEREAS on July 6, 2022, the Planning Commission of the City of Coachella again considered the subject application, considered written and oral comments, and facts and evidence presented by the applicant, City staff, and other interested parties and requested project design revisions; and

WHEREAS on June 5, 2024, the Planning Commission of the City of Coachella again considered the subject application, considered written and oral comments, and facts and evidence presented by the applicant, City staff, and other interested parties and requested project design revisions; and

WHEREAS the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City’s General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and,

WHEREAS the proposed site is adequate in size and shape to accommodate the proposed development; and,

WHEREAS, the Planning Division completed an initial environmental assessment of the above matter and in accordance with the California Environmental Quality Act (CEQA) recommends the Planning Commission determine the project qualifies for a CEQA exemption under Section 15332.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California hereby resolve as follows:

Section 1. Incorporation of Recitals

The Planning Commission hereby finds that all of the facts in the Recitals are true and correct and are incorporated and adopted as findings of the Planning Commission as fully set forth in this resolution.

Section 2. CEQA Findings

Based upon its review of the entire record, including the Staff Report, any public comments or testimony presented to the Planning Commission, and the facts outlined below, the Planning Commission hereby finds and determines that the proposed project project qualifies for a CEQA exemption under Section 15332. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section; (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site where no more than five acres are to be developed and substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; (e) The site can be adequately served by all required utilities and public services. Therefore, the City has acknowledged that the project is exempt from CEQA.

Section 3. Architectural Review Findings

With respect to Architectural Review 21-13 (Modification), the Planning Commission finds as follows for the proposed for the proposed transit hub:

1. The Architectural Review modification is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The proposed project is within the Downtown Center land use designation of the General Plan 2035 Land Use and Community Character Element. The Downtown Center is intended to bring the entire community together in a one-of-a-kind Coachella Center. The Coachella Sunline Transit Hub would accomplished the General Plan goals of brining the community together by created a transit center that bring visitors to the City’s Pueblo Viejo district from the City and throughout the Coachella Valley. The proposed uses on the site are in keeping with the policies of the Downtown Center land use classification and the Project is internally consistent with other General Plan policies for this type of development.
2. The proposed uses will be located, designed, constructed, operated and maintained so as to be compatible with the existing or intended character of the general vicinity and shall not change the essential character of the same area. The proposed project is in compliance with the applicable development standards for the C-G (General Commercial) Zoning District of the City's Zoning Code.
3. Consideration is given to harmony in scale, bulk, coverage and density, to the availability of

public facilities and utilities, to harmful effect, if any, upon desirable neighborhood character, to the generation of traffic and the capacity of surrounding streets, and to any other relevant impact of the development. The proposed project is in compliance with the applicable development standards for the C-G (General Commercial) Zoning District of the City's Zoning Code. The project as designed and conditioned would be consistent with architecture, streetscape, and landscape design recommended in the Pueblo Viejo District Design Guidelines.

- 4. The Project will be compatible with neighboring properties with respect to land development patterns. The proposed development would develop according to the development standards of the C-G Zone at a scale, massing, and aesthetic appeal of existing development is in keeping with development of neighboring properties.
- 5. The proposed use will include vehicular approaches to the property designed to improve off-site and on-site vehicular circulation for existing traffic and buses on surrounding public streets or roads. Evidence of this is reflected in the provided site plan design.

Section 5. Planning Commission Approval

Based on the foregoing recitals and findings above, and the written and oral comments, facts and evidence presented, the City of Coachella Planning Commission hereby approves Architectural Review 21-13 (Modification) for the Coachella Sunline Transportation Hub subject to the conditions approval identified in Exhibit A.

PASSED APPROVED and ADOPTED this 5th day of July 2024.

Jason Hernandez, Chairperson
Coachella Planning Commission

ATTEST:

Gabriel Perez
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC2024-12, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 5th day of June 2024, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gabriel Perez
Planning Commission Secretary

Exhibit A - Resolution No. PC2024-01
CONDITIONS OF APPROVAL
ARCHITECTURAL REVIEW NO. 21-13 (Modification) SUNLINE TRANSIT HUB

(Modified Conditions in strikeout and Added conditions in Bold)

General Conditions

1. Architectural Review 21-13 shall be valid for 12 months from the effective date of said Planning Commission approvals unless the applicant requests an extension of time and granted by the Planning Commission. The conditional use permit shall expire and shall become void one year following the date on which the conditional use became effective, unless prior to the expiration of one year a building permit is issued and construction is commenced and diligently pursued toward completion, or a certificate of occupancy is issued.
2. The applicant shall defend, indemnify and hold harmless the City of Coachella, its officials, officers, employees, and agents from and against any claim, action, or proceeding against the City, its officials, officers, employees or agents to attack, set aside, void or annul any project approval or condition of approval of the city concerning this project, including but not limited to any approval or condition of approval or mitigation measure imposed by the City Council or Planning Commission. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officials, officers, employees and agents in the defense of the City Attorney, within five days of the effective date of this approval.
3. Within five business days of project approval, the applicant shall submit to the Planning Division a check made payable to the County of Riverside in the amount of \$50 for filing the CEQA Notice.
4. All plans, as shown, are considered “conceptual,” subject to revisions as called out by the conditions of this resolution. The plans shall not be stamp-approved until all conditions requesting revisions have been satisfied during the building plan check process. Any substantial changes to the plans, including changes shown on future building permit plans deemed by Staff to not be within substantial conformance with this approval, will require an amendment to the approval of the conditional use permit or architectural review.
5. All plan submittals are the responsibility of the developer; this includes plan submittals to the City of Coachella, the Riverside County Fire Department or to other agencies for whom plan review and approval is required.

6. The working drawings shall include within the first four pages a list of all conditions of approval included in this resolution.

Architectural Design

7. The applicant shall include project architectural design modifications prior to building permit submittal that include:
 - a. ~~Ensuring sufficient window and door recesses on breakroom building.~~
 - b. Add stucco pattern that encapsulate the tile at the roof gables to create attractive shadow patterns to the breakroom building.
 - c. Remove existing retention basin chain link fence and replace with decorative wrought iron fencing.
 - d. ~~Utilize decorative window grilles and incorporate light green window color.~~
 - e. Add decorative lighting to the breakroom building.
8. Utilize two-piece clay tile roofing with booster tiles on the edges and random mortar packing. The mortar shall packed on 100 percent of the tiles in the first two rows of tiles and along any rake and ridgeline, and packed on 25 percent of the tiles on the remaining field. Mortar packing shall serve as a bird stop at roof edges. The volume of mortar pack to achieve the appropriate thickness shall be equivalent to a 6 inch diameter sphere of mortar applied to reach tile.
9. ~~Stucco walls shall consist of 'steel, hand trowel', smooth Mission finish and slight undulations (applied during brown coat) and bull-nose corners and edges.~~
10. Any proposed trash enclosures installed for the project shall be compatible architecturally with the building. The enclosure shall be constructed to Burrtec Waste Management Standards and an open trellis shall be incorporated on all three proposed trash enclosures.

Public Realm/Streetscape

11. Setback the sidewalk along Cesar Chavez Street along landscape areas to create a landscape parkway to separate pedestrian traffic from street and allow for shade from afternoon sun and reduce heat island effect. Alternatively, place tree grates in proposed sidewalk area consistent with Pueblo Viejo Design Guidelines (page 4-180) that reduce heat island effect and provide shade from afternoon sun.
12. Widen 6-foot sidewalk areas to 8 feet to enhance pedestrian access.

Landscaping

13. Final landscaping and irrigation plans shall be submitted to the Development Services Department for review and approval. Said plans shall conform to the landscaping plan submitted as part of the subject Architectural Review, and as conditioned herein. Landscape lighting shall be incorporated. All landscape materials shall be identified on a legend and identified graphically on a landscape plan including planting counts, tree caliper, and planted tree heights.
14. Add trees and plants at the retention basin between fencing and curb.
15. Decomposed granite for landscape areas shall be a minimum of $\frac{3}{4}$ inch.
16. Landscaping and irrigation shall be provided in accordance with Section 17.54.010(J) of the Municipal Code and in accordance with the State Model Water Efficient Landscape Ordinance (AB 1881). Water budget calculations, including the Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use (ETWU) shall be provided as part of the landscaping and irrigation plan.
17. landscape design shall include Hong Kong Orchid or Chinese Elm trees, which are eligible trees in the Pueblo Viejo design guidelines. Plants shall be substituted with the succulents, shrubs, and perennials recommended in the Pueblo Viejo design guidelines.
18. The applicant shall submit, and must obtain approval from the Development Services Director, a letter from a registered landscape architect confirming that landscaping and irrigation have been installed in accordance with the approved plans prior to issuance of a certificate of occupancy. Any damaged, dead or decayed landscaping landscape areas within the remainder of the commercial center shall be replaced per approved landscape plans upon landscape inspection by the Development Services Department and prior to issuance of a certificate of occupancy/project completion.
19. **Applicant modifies project design to remove exposed rafters and substantial arched pop-outs.**

RESOLUTION NO. PC2022-01

A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION APPROVING ARCHITECTURAL REVIEW 21-13 TO ALLOW THE CONSTRUCTION OF THE COACHELLA SUNLINE TRANSPORTATION HUB CONSISTING OF A 540 SQ. FT. BREAKROOM/OFFICE BUILDING, THREE BUS SHELTERS, STREETScape AND LANDSCAPE IMPROVEMENTS LOCATED AT THE SOUTHEAST OF FOURTH STREET AND CESAR CHAVEZ STREET (APN 778-080-021) SUNLINE TRANSIT AGENCY (APPLICANT).

WHEREAS Sunline Transit Agency filed an application for Architectural Review (AR) 21-13 to allow the construction of a transit center for Sunline Transit Agency services (Line 111, Line 91, Line 92, Line 95) and will include a 540 sq. ft. breakroom/office building for the use of Sunline Transit Agency staff, three bus shelters, landscape improvements, and a corner focal point for a future public art installation located at the Southeast corner of Cesar Chavez Street and 4th Street located at the northeast corner of First Street and Cesar Chavez Street (APN 778-080-021); and,

WHEREAS on January 19, 2022, the Planning Commission of the City of Coachella considered the subject application, considered written and oral comments, and facts and evidence presented by the applicant, City staff, and other interested parties and requested project design revisions; and

WHEREAS on July 6, 2022, the Planning Commission of the City of Coachella again considered the subject application, considered written and oral comments, and facts and evidence presented by the applicant, City staff, and other interested parties and requested project design revisions; and

WHEREAS the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City's General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and,

WHEREAS the proposed site is adequate in size and shape to accommodate the proposed development; and,

WHEREAS, the Planning Division completed an initial environmental assessment of the above matter and in accordance with the California Environmental Quality Act (CEQA) recommends the Planning Commission determine the project qualifies for a CEQA exemption under Section 15332.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California hereby resolve as follows:

Section 1. Incorporation of Recitals

The Planning Commission hereby finds that all of the facts in the Recitals are true and correct

and are incorporated and adopted as findings of the Planning Commission as fully set forth in this resolution.

Section 2. CEQA Findings

Based upon its review of the entire record, including the Staff Report, any public comments or testimony presented to the Planning Commission, and the facts outlined below, the Planning Commission hereby finds and determines that the proposed project project qualifies for a CEQA exemption under Section 15332. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section; (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site where no more than five acres are to be developed and substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; (e) The site can be adequately served by all required utilities and public services. Therefore, the City has acknowledged that the project is exempt from CEQA.

Section 3. Architectural Review Findings

With respect to Architectural Review 21-13, the Planning Commission finds as follows for the proposed for the proposed transit hub:

1. The Architectural Review is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The proposed project is within the Downtown Center land use designation of the General Plan 2035 Land Use and Community Character Element. The Downtown Center is intended to bring the entire community together in a one-of-a-kind Coachella Center. The Coachella Sunline Transit Hub would accomplished the General Plan goals of brining the community together by created a transit center that bring visitors to the City's Pueblo Viejo district from the City and throughout the Coachella Valley. The proposed uses on the site are in keeping with the policies of the Downtown Center land use classification and the Project is internally consistent with other General Plan policies for this type of development.
2. The proposed uses will be located, designed, constructed, operated and maintained so as to be compatible with the existing or intended character of the general vicinity and shall not change the essential character of the same area. The proposed project is in compliance with the applicable development standards for the C-G (General Commercial) Zoning District of the City's Zoning Code.
3. Consideration is given to harmony in scale, bulk, coverage and density, to the availability of public facilities and utilities, to harmful effect, if any, upon desirable neighborhood character, to the generation of traffic and the capacity of surrounding streets, and to any other relevant impact of the development. The proposed project is in compliance with the applicable development standards for the C-G (General Commercial) Zoning District of the City's Zoning Code. The project as designed and conditioned would designed to be consistent with architecture, streetscape, and landscape design recommended in the Pueblo Viejo District

Design Guidelines.


- 4. The Project will be compatible with neighboring properties with respect to land development patterns. The proposed development would develop according to the development standards of the C-G Zone at a scale, massing, and aesthetic appeal of existing development is in keeping with development of neighboring properties.
- 5. The proposed use will include vehicular approaches to the property designed to improve off-site and on-site vehicular circulation for existing traffic and buses on surrounding public streets or roads. Evidence of this is reflected in the provided site plan design.

Section 5. Planning Commission Approval

Based on the foregoing recitals and findings above, and the written and oral comments, facts and evidence presented, the City of Coachella Planning Commission hereby approves Architectural Review 21-13 for the Coachella Sunline Transportation Hub subject to the conditions approval identified in Exhibit A and modified by the Planning Commission to include:

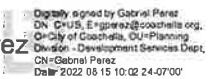
- A public restroom shall be added to the Sunline Transit Hub site as an add-alternate amenity based on the availability of funding. *(Added as Condition 19)*
- Date palm trees shall be added to the landscape plan as add-alternate landscaping based on the availability of funding. *(Modified in Condition 7c)*
- The proposed chain-link fence to enclose the retention basin area shall be replaced with wrought iron fencing with a design and color consistent with the transit center design and the Pueblo Viejo Design Guidelines as an add-alternate feature based on the availability of funding. *(Modified in Condition 7d)*

PASSED APPROVED and ADOPTED this 6th day of July 2022.




 Stephanie Virgen, Chairperson
 Coachella Planning Commission

ATTEST:

Gabriel Perez 

 Gabriel Perez
 Planning Commission Secretary

APPROVED AS TO FORM:



 Carlos Campos
 City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC2022-01, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 6th day of July 2022, by the following roll call vote:

AYES: Commissioner Gonzalez, Commissioner Figueroa, Commissioner Leal, Vice Chair Navarrete, Chair Virgen.

NOES: None.

ABSENT: None.

ABSTAIN: None.

Gabriel Perez
Digitally signed by Gabriel Perez
DN: C=US, E=gperrez@coachella.org,
O=City of Coachella, OU=Planning
Division - Development Services Dept,
CN=Gabriel Perez
Date: 2022.08.15 10:02:06-07'00'

Gabriel Perez
Planning Commission Secretary

Exhibit A - Resolution No. PC2022-01
CONDITIONS OF APPROVAL
ARCHITECTURAL REVIEW NO. 21-13 SUNLINE TRANSIT HUB

General Conditions

1. Architectural Review 21-13 shall be valid for 12 months from the effective date of said Planning Commission approvals unless the applicant requests an extension of time and granted by the Planning Commission. The conditional use permit shall expire and shall become void one year following the date on which the conditional use became effective, unless prior to the expiration of one year a building permit is issued and construction is commenced and diligently pursued toward completion, or a certificate of occupancy is issued.
2. The applicant shall defend, indemnify and hold harmless the City of Coachella, its officials, officers, employees, and agents from and against any claim, action, or proceeding against the City, its officials, officers, employees or agents to attack, set aside, void or annul any project approval or condition of approval of the city concerning this project, including but not limited to any approval or condition of approval or mitigation measure imposed by the City Council or Planning Commission. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officials, officers, employees and agents in the defense of the City Attorney, within five days of the effective date of this approval.
3. Within five business days of project approval, the applicant shall submit to the Planning Division a check made payable to the County of Riverside in the amount of \$50 for filing the CEQA Notice.
4. All plans, as shown, are considered "conceptual," subject to revisions as called out by the conditions of this resolution. The plans shall not be stamp-approved until all conditions requesting revisions have been satisfied during the building plan check process. Any substantial changes to the plans, including changes shown on future building permit plans deemed by Staff to not be within substantial conformance with this approval, will require an amendment to the approval of the conditional use permit or architectural review.
5. All plan submittals are the responsibility of the developer; this includes plan submittals to the City of Coachella, the Riverside County Fire Department or to other agencies for whom plan review and approval is required.
6. The working drawings shall include within the first four pages a list of all conditions of approval included in this resolution.

Architectural Design

7. The applicant shall include project architectural design modifications prior to building permit submittal that include:
 - a. Ensuring sufficient window and door recesses on breakroom building.
 - b. Add stucco pattern that encapsulate the tile at the roof gables to create attractive shadow patterns to the breakroom building.
 - c. Incorporate date palm tree as add-alternate landscaping based on the availability of funding within the landscape design and substitute trees and plants with the types recommended in the Pueblo Viejo design guidelines.
 - d. The proposed chain-link fence to enclose the retention basin area shall be replaced with wrought iron fencing with a design and color consistent with the transit center design and the Pueblo Viejo Design Guidelines as an add-alternate feature based on the availability of funding. Utilize decorative window grilles and incorporate light green window color.
 - e. Add decorative lighting to the breakroom building.
8. Utilize two-piece clay tile roofing with booster tiles on the edges and random mortar packing. The mortar shall packed on 100 percent of the tiles in the first two rows of tiles and along any rake and ridgeline, and packed on 25 percent of the tiles on the remaining field. Mortar packing shall serve as a bird stop at roof edges. The volume of mortar pack to achieve the appropriate thickness shall be equivalent to a 6 inch diameter sphere of mortar applied to reach tile.
9. Stucco walls shall consist of 'steel, hand trowel', smooth Mission finish and slight undulations (applied during brown coat) and bull-nose corners and edges.
10. Any proposed trash enclosures installed for the project shall be compatible architecturally with the building. The enclosure shall be constructed to Burrtec Waste Management Standards and an open trellis shall be incorporated on all three proposed trash enclosures.

Public Realm/Streetscape

11. Setback the sidewalk along Cesar Chavez Street along landscape areas to create a landscape parkway to separate pedestrian traffic from street and allow for shade from afternoon sun and reduce heat island effect. Alternatively, place tree grates in proposed sidewalk area consistent with Pueblo Viejo Design Guidelines (page 4-180) that reduce heat island effect and provide shade from afternoon sun.
12. Widen 6-foot sidewalk areas to 8 feet to enhance pedestrian access.

Landscaping

13. Final landscaping and irrigation plans shall be submitted to the Development Services Department for review and approval. Said plans shall conform to the landscaping plan submitted as part of the subject Architectural Review, and as conditioned herein. Landscape lighting shall be incorporated. All landscape materials shall be identified on a legend and identified graphically on a landscape plan including planting counts, tree caliper, and planted tree heights.
14. Add trees and plants at the retention basin between fencing and curb.
15. Decomposed granite for landscape areas shall be a minimum of ¾ inch.
16. Landscaping and irrigation shall be provided in accordance with Section 17.54.010(J) of the Municipal Code and in accordance with the State Model Water Efficient Landscape Ordinance (AB 1881). Water budget calculations, including the Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use (ETWU) shall be provided as part of the landscaping and irrigation plan.
17. Landscape design shall include Hong Kong Orchid or Chinese Elm trees, which are eligible trees in the Pueblo Viejo design guidelines. Plants shall be substituted with the succulents, shrubs, and perennials recommended in the Pueblo Viejo design guidelines.
18. The applicant shall submit, and must obtain approval from the Development Services Director, a letter from a registered landscape architect confirming that landscaping and irrigation have been installed in accordance with the approved plans prior to issuance of a certificate of occupancy. Any damaged, dead or decayed landscaping landscape areas within the remainder of the commercial center shall be replaced per approved landscape plans upon landscape inspection by the Development Services Department and prior to issuance of a certificate of occupancy/project completion.
19. A public restroom shall be added to the Sunline Transit Hub site as an add-alternate amenity based on the availability of funding.



VICINITY MAP

SUNLINE TRANSIT, COACHELLA TRANSIT HUB IMPROVEMENTS

IN THE CITY OF COACHELLA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

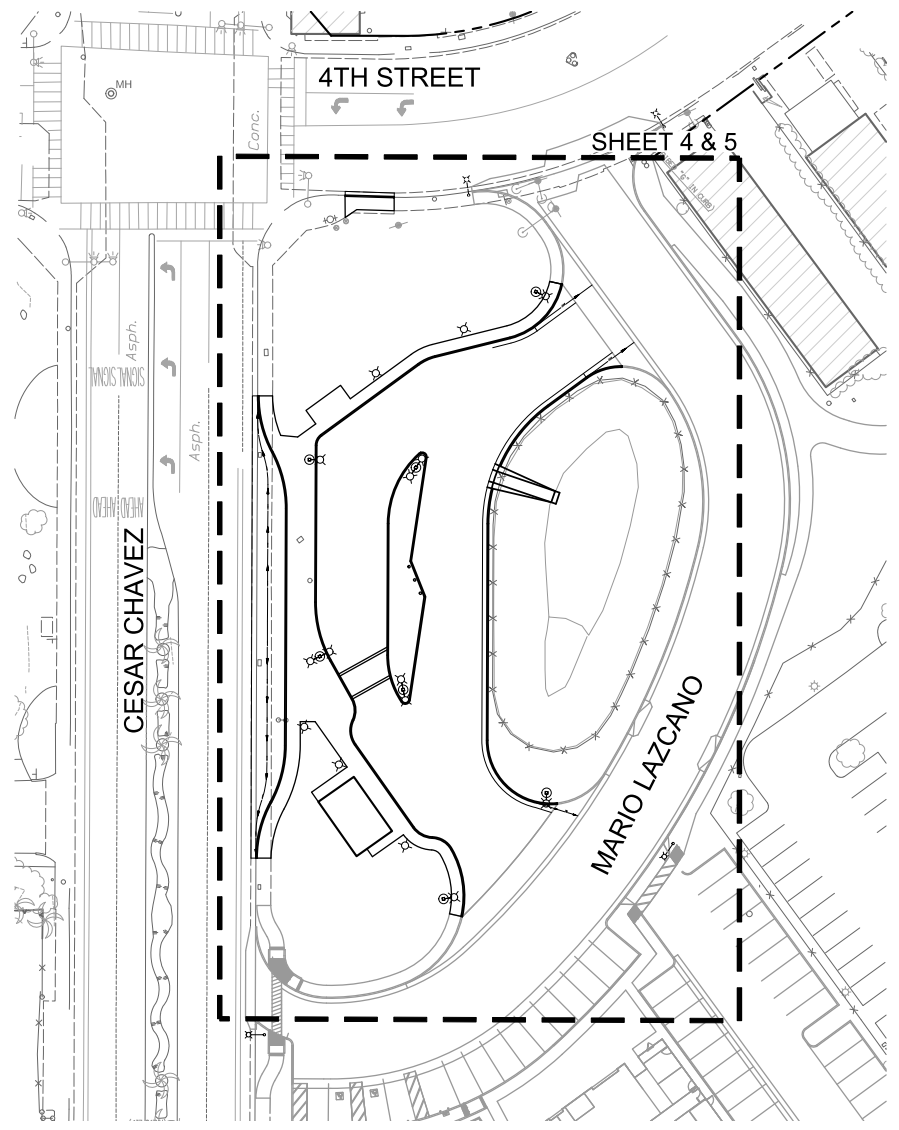
LOCATED IN A PORTION OF SECTION 5, TOWNSHIP 6 SOUTH, RANGE 8 EAST, SAN BERNARDINO MERIDIAN.

GENERAL NOTES:

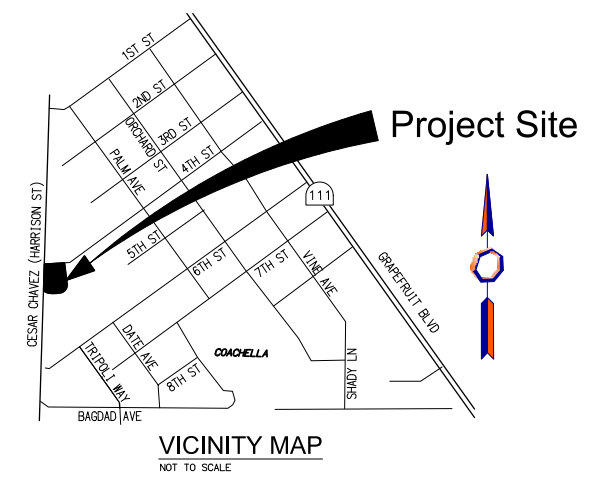
- 1. ALL DESIGN, MATERIALS, AND CONSTRUCTION WORK SHALL CONFORM TO THE CITY OF COACHELLA STANDARD SPECIFICATIONS AND PROCEDURES AND THE CITY OF COACHELLA STANDARD DRAWINGS AND TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK), MOST CURRENT EDITIONS AND THESE APPROVED PLANS.
2. THE CONTRACTOR SHALL, AT NO EXPENSE TO THE CITY, PROVIDE ALL NECESSARY SAMPLES AND TESTS REQUIRED BY THE CITY TO ASSURE THAT THE QUALITY OF THE MATERIALS AND WORKMANSHIP ARE IN ACCORDANCE WITH THESE PLANS AND SAID SPECIFICATIONS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND SHALL MAINTAIN ALL FACILITIES COMPLETE AND UNCOMPLETED UNTIL ACCEPTED BY THE CITY.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CLEAR THE RIGHT-OF-WAY IN ACCORDANCE WITH THE PROVISIONS OF LAW AS IT AFFECTS EACH UTILITY INCLUDING IRRIGATION LINES AND APPURTENANCES AT NO COST TO THE CITY.
5. THE CONTRACTOR SHALL OBTAIN AND REVIEW ALL NECESSARY STANDARDS, PLANS, AND SPECIFICATIONS IN DETAIL PRIOR TO START OF CONSTRUCTION. ALL DOCUMENTS, INCLUDING APPROVED PLANS AND REFERENCED STANDARDS SHALL BE ON-SITE AT ALL TIMES. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE CITY INSPECTOR PRIOR TO WORK IN THAT AREA.
6. ALL ELEVATIONS SHOWN TO BE EXISTING ARE FROM A RECENT SURVEY OF THE ENGINEER AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
7. PRIOR TO BEGINNING ANY WORK, CONTRACTOR SHALL SECURE A CITY OF COACHELLA PERMIT FOR CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE CITY OF COACHELLA (760) 398-5744, 72 HOURS PRIOR TO STARTING ANY WORK. A PRE-CONSTRUCTION MEETING SHALL BE SET UP WITH THE CITY OF COACHELLA ENGINEERING DEPARTMENT AND ALL AFFECTED UTILITY COMPANIES SHALL BE PRESENT.
8. CONTRACTOR SHALL CALL U.S.A., UNDERGROUND SERVICE ALERT, AT 1-800-227-2600 AND SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES 48 HOURS IN ADVANCE OF THE COMMENCEMENT OF CONSTRUCTION. DIG ALERT TICKET SHALL BE SUBMITTED TO THE CITY OF COACHELLA ENGINEERING DEPARTMENT.
9. OSHA SAFETY ORDERS AND OSHA CONFINED SPACE ENTRY REQUIREMENTS SHALL BE FOLLOWED AT ALL TIMES WITHOUT EXCEPTION.
10. THE CONTRACTOR SHALL GUARANTEE ALL WORK FOR A PERIOD OF ONE YEAR AFTER THE DATE OF FINAL ACCEPTANCE BY CITY OF COACHELLA IN ACCORDANCE WITH THE CITY OF COACHELLA STANDARD SPECIFICATIONS.
11. QUANTITIES SHOWN HEREON ARE FOR ESTIMATE PURPOSES ONLY. NEITHER THE DESIGN ENGINEER NOR THE CITY OF COACHELLA GUARANTEE THE ACCURACY OR COMPLETENESS OF THE CONSTRUCTION QUANTITIES.
12. CONTRACTOR SHALL CONFORM TO LABOR CODE SECTION 6705 BY SUBMITTING A DETAIL PLAN TO THE CITY ENGINEER SHOWING THE DESIGN OF SHORING, BRACING, SLOPING, OR OTHER PROVISIONS TO BE MADE FOR PROTECTION OF WORKERS FROM THE HAZARD OF CAVING GROUND DURING TRENCH EXCAVATION AND PIPE INSTALLATION THEREIN. THIS PLAN MUST BE PREPARED FOR ALL TRENCHES FIVE FEET OR MORE IN DEPTH. IF THE PLAN VARIES FROM THE SHORING SYSTEM STANDARDS ESTABLISHED BY THE CONSTRUCTION SAFETY ORDERS, TITLE 8, CALIFORNIA ADMINISTRATIVE CODE, THE PLAN SHALL BE PREPARED BY A REGISTERED ENGINEER. A COPY OF THE OSHA EXCAVATION PERMIT MUST BE SUBMITTED TO THE CITY OF COACHELLA INSPECTOR PRIOR TO EXCAVATION.
13. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES SHOWN ON THESE PLANS WAS OBTAINED BY AVAILABLE RECORDS SEARCH BY THE DESIGN ENGINEER. TO THE BEST OF THE DESIGN ENGINEER'S KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. ATTENTION IS CALLED TO THE POSSIBLE EXISTENCE OF OTHER UTILITIES OR STRUCTURES NOT SHOWN, OR IN A DIFFERENT LOCATION FROM THAT SHOWN ON THE PLANS. THE CONTRACTOR SHALL TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN ON THE PLANS AND OTHER EXISTING FACILITIES OR STRUCTURES NOT SHOWN.
14. APPROVAL OF THIS PLAN BY THE CITY OF COACHELLA DOES NOT CONSTITUTE A REPRESENTATION OF THE ACCURACY OF THE LOCATION OF, OR THE EXISTENCE OR NON-EXISTENCE OF, ANY UNDERGROUND UTILITY, PIPE, OR STRUCTURE WITHIN THE LIMITS OF THIS PROJECT.
15. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS INCLUDING, BUT NOT LIMITED TO, TRENCH SAFETY AND CONFINED SPACE ENTRY.
16. SOILS REPORTS SHALL BE SUBMITTED TO THE CITY OF COACHELLA BY A QUALIFIED SOILS ENGINEER WHICH CERTIFIES THAT TRENCH BACKFILL WAS COMPACTED AS DIRECTED BY THE SOILS ENGINEER IN ACCORDANCE WITH ON SITE EARTHWORK SPECIFICATIONS AND THE CITY OF COACHELLA STANDARD SPECIFICATIONS.
17. ALL REVISIONS TO DRAWINGS SHALL BE APPROVED BY THE CITY ENGINEER IN WRITING PRIOR TO CONSTRUCTION.
18. CONTRACTOR IS RESPONSIBLE FOR KEEPING COMPLETE RECORD OF CHANGES AND SHALL MAKE SUCH RECORD AVAILABLE TO THE DESIGN ENGINEER. THE PRIVATE ENGINEER SHALL PROVIDE AS-BUILT DRAWINGS TO THE CITY OF COACHELLA FOR REVIEW AND APPROVAL PRIOR TO FINAL ACCEPTANCE OF THE PROJECT. APPROVED AS-BUILT PLANS SHALL BE SUBMITTED TO THE CITY OF COACHELLA ENGINEERING DEPARTMENT IN AUTOCAD FORMAT.
19. THE CONTRACTOR SHALL PROTECT ALL SURVEY MONUMENTATION. IF ANY SURVEY MONUMENTS ARE DISTURBED OR DESTROYED, THE CONTRACTOR SHALL RETAIN A LICENSED SURVEYOR TO RE-ESTABLISH AND RECORD THE MONUMENT CHANGE PER STATE LAW.
20. CONTRACTOR SHALL NOT INTERRUPT OR DISTURB ANY UTILITY FACILITY WITHOUT AUTHORITY FROM THE UTILITY COMPANIES. WHERE PROTECTION IS REQUIRED TO ENSURE INTEGRITY OF UTILITY FACILITIES (INCLUDING CITY-OWNED UTILITIES), CONTRACTOR SHALL FURNISH AND PLACE ALL NECESSARY PROTECTION.

STREET IMPROVEMENT NOTES:

- 1. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARING OF THE PROPOSED WORK AREA AND RELOCATION COSTS OF ALL EXISTING UTILITIES. ALL UNDERGROUND FACILITIES WITH LATERALS SHALL BE IN PLACE PRIOR TO PAVING THE STREET SECTION, INCLUDING, BUT NOT LIMITED TO SEWER, WATER, ELECTRIC, GAS, DRAINAGE, TELEPHONE, CABLE TV, ETC.
2. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT ADJACENT PROPERTY OWNERS FROM ANY AND ALL DAMAGE THAT MAY OCCUR FROM STORM WATER RUNOFF AND/OR DEPOSITION OF DEBRIS FROM ANY AND ALL WORK IN CONJUNCTION WITH CONSTRUCTION OF THESE IMPROVEMENTS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES TO ON-SITE, OFF-SITE, AND ADJACENT UTILITIES, FACILITIES, AND PROPERTY AND SHALL CARRY SUFFICIENT INSURANCE TO PROTECT THE CITY AND THE ADJACENT PROPERTY.
4. DEPTH OF BASE MATERIALS AND A.C. PAVING SHALL BE DETERMINED BY THE R-VALUE METHOD, DESIGNATED AS TEST NO. 301-F OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION, HIGHWAY DESIGN MANUAL.
5. STREET PAVING SHALL BE INSTALLED IN TWO (2) LIFTS: TOP COURSE 1" THICK (MINIMUM) 1/2" A.C. PG-70-10 (D1) AND BOTTOM COURSE 2" THICK (MINIMUM), 3/4" A.C. PG-70-10 (C2).
6. WHEEL CHAIR RAMPS SHALL BE CONSTRUCTED AT ALL CURB RETURNS IN CONFORMANCE WITH CITY STANDARD DRAWING S-26 AND ADA REQUIREMENTS.
7. THE CONTRACTOR SHALL INSTALL STREET NAME AND STOP SIGNS CONFORMING TO THE CITY STANDARD DRAWING S-27.
8. ALL MANHOLE COVERS AND WATER VALVE COVERS SHALL BE ADJUSTED TO GRADE AFTER THE STREETS HAVE BEEN FINAL PAVED PER CITY STDS.
9. ALL PRIVATE STREETS AND DRIVEWAYS SHALL BE CONSTRUCTED TO THE STRUCTURAL SECTION DETERMINED BY THE CITY ENGINEER.
10. TRIM (SAWCUT) EDGE OF EXISTING PAVEMENT WHERE NEW PAVING JOINS EXISTING TO FORM A CLEAN, SMOOTH STRAIGHT LINE.
11. THE CONTRACTOR SHALL NOTIFY THE CITY OF COACHELLA ENGINEERING DEPARTMENT, 760-398-5744, 72 HOURS PRIOR TO STARTING ANY STREET WORK.
12. ALL WORKS SHALL CONFORM WITH THE CITY OF COACHELLA IMPROVEMENT STANDARDS AND SPECIFICATIONS AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREEN BOOK) LATEST EDITION AND THESE PLANS.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND SHALL MAINTAIN ALL FACILITIES COMPLETE AND INCOMPLETE UNTIL ACCEPTED BY THE CITY.



LOCATION MAP NOT TO SCALE



LEGEND & ABBREVIATIONS

Table with columns for Abbreviation, Definition, and Abbreviation, Definition. Includes categories for Existing Underground Utilities, Existing Topography, and various symbols for utilities and structures.

SHEET INDEX

Table with columns for Sheet # and Description, listing sheets 1 through 9.

CIVIL PLANS

- 1. TITLE SHEET
2. CONSTRUCTION NOTES & DETAILS
3. SITE REMOVALS & EX. UTILITY PLAN
4. PRECISE GRADING PLAN
5. HORIZONTAL CONTROL, SIGNING & STRIPING
6. PRIVATE UTILITY
7. STANDARD DETAILS
8. SITE LIGHTING PHOTOMETRICS
9. LIGHTING DETAILS

LANDSCAPE PLANS

- L01-L18 LANDSCAPE PLANS

PROJECT CONTACTS / INFO

OWNER: SUNLINE TRANSIT AGENCY, 32505 HARRY OLIVER TRAIL, THOUSAND PALMS, CA 92276, CONTACT: DEAN HOLM, PH: 760.343.3456

ENGINEER: HEPTAGON SEVEN CONSULTING, INC., 8413 E. BASELINE RD, SUITE 106, MESA, AZ 85209, CONTACT: BRAD DONAIS, PE, PH: 480.757.0997

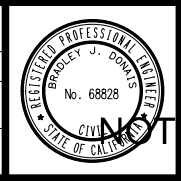
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BENCHMARK: CITY OF COACHELLA 1007 ELEVATION: 437.448 DATUM: NAVD83 + 500 FEET DESCRIPTION: 3 1/2" BRASS DISK SET IN TOP OF THE NORTHWEST CORNER OF A 1.5 FOOT HIGH PLASTER WALL AROUND THE 'CITY OF COACHELLA' MONUMENT SIGN, LOCATED 25 FEET SOUTHWEST FROM THE BEGINNING OF THE SOUTH CURB RETURN AND 35 FEET SOUTH WEST OF SOUTHERLY CURB RETURN LOCATED AT THE INTERSECTION OF GRAPEFRUIT BLVD. (HIGHWAY 111) AND CESAR CHAVEZ (HARRISON STREET).

Table with columns for Engineer, Date, City, and other project details.

City of Coachella official stamp and seal, including the name of the City Engineer and the date of approval.



Heptagon Seven logo and company information, including address and phone number.

City of Coachella title block containing project name, sheet number (1 of 9), date (06/18/2021), and other administrative information.

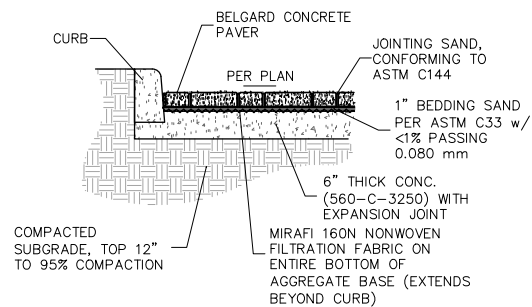
SUNLINE - COACHELLA TRANSIT HUB

CONSTRUCTION NOTES

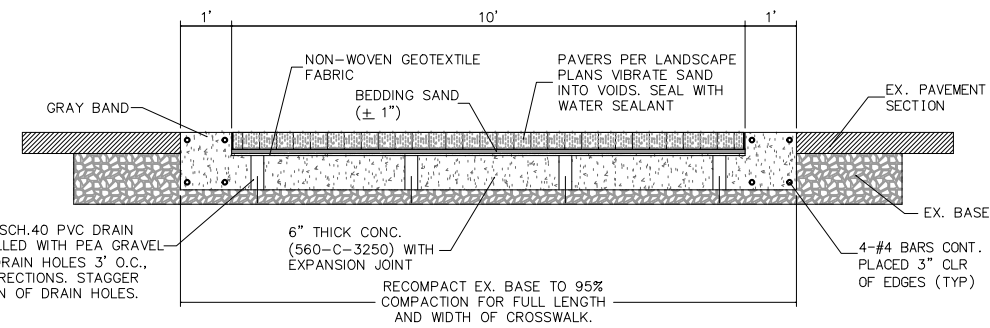
	UNITS	QUANTITY
1) PROTECT IN PLACE	--	--
2) REMOVE CURB & GUTTER	LF	195
3) REMOVE SIDEWALK	SF	1,075
4) REMOVE DRIVEWAY	SF	164
5) SALVAGE & REINSTALL STREET SIGN	EA	1
6) COMMUNICATIONS POLE TO BE REMOVED BY OTHERS	EA	3
7) CONST. 6" CONC. w/ FIBER MESH OVER 8" CMB	SF	13,050
8) CONST. 6" TYPE D CURB PER COC STD S-10	LF	508
9) CONST. 6" C&G PER COC STD S-7	LF	366
10) CONST. SIDEWALK (WIDTH PER PLAN) PER COC STD S25.1	SF	5,741
11) CONST. CURB RAMP TYPE 1, CASE B PER SPPWC DWG 111-5	EA	2
12) CONST. CROSSWALK w/ TRAFFIC RATED INTERLOCKING PAVERS (SANDSTONE COLOR) PER DETAIL ON SHEET 2	SF	228
13) CONST. BUS TURNOUT PER RCTD STD 814	SF	2,292
14) CONST. 8" CONCRETE BUILDING SLAB PER DETAIL ON SHEET 2	SF	514
15) F&I METAL BOLLARD PER DETAIL ON SHEET 2	EA	3
16) CONST. CONC. CURB OPENING w/ SPILLWAY PER DETAIL ON SHEET 2	SF	225
17) RIPRAP PER DETAIL ON SHEET 2	SF	45
18) CONST. PARTIAL CONC. SPANDREL PER DETAIL ON SHEET 2	SF	142
19) F&I PARKING LOT LIGHT, POST TYPE PER DETAIL ON SHEET 9	EA	5
20) F&I PARKING LOT LIGHT, SINGLE HEAD MAST, PER DETAIL ON SHEET 9	EA	3
21) F&I PARKING LOT LIGHT, DUAL HEAD MAST, PER DETAIL ON SHEET 9	EA	3
22) F&I 1.5" PVC CONDUIT & CONDUCTORS FOR SITE LIGHTING	LF	560
23) F&I IID TRANSFORMER PAD PER IID PLANS	EA	1
24) F&I 4" SCH 40 PVC CONDUIT (IID)	LF	20
25) F&I 6" SCH 40 PVC CONDUIT (IID)	LF	112
26) INSTALL SIGN	EA	4
27) INSTALL STOP BAR & "STOP" PM	EA	1
28) F&I 6" SDR-26 PVC SEWER LATERAL w/ BENDS & WYES PER COC STD. D-11	LF	105
29) F&I 6" SEWER CLEAN OUT PER COC STD D-1	EA	1
30) F&I 2" PVC SDR-21 DOMESTIC WATER SERVICE w/ BENDS & THRUST BLOCKS PER COC STD W-8	LF	250
31) F&I 1.5" PVC CONDUIT w/ PULL ROPE (DATA & FUTURE)	LF	570
32) F&I ELECTRICAL PULL BOX PER SPPPP STD 513-3	EA	3
33) F&I SIGN POST ONLY FOR SUNLINE BUS STOP SIGNAGE	EA	6
34) F&I SECURITY CAMERA & MOUNTING BRACKETS	EA	9
35) BUS STOP INFO SIGN INSTALLED BY SUNLINE	EA	5
36) F&I SIGNAL PULL BOX, CONDUIT & CABLING TO CONTROLLER CABINET	EA	1
37) F&I 3/4" PVC SDR-21 DOMESTIC WATER SERVICE w/ BENDS, CORP STOP & VALVE BOX	LF	40

(1) QUANTITY PROVIDED FOR INFORMATION ONLY. ITEMS OF WORK PER THE SPECIFICATIONS ARE INCIDENTAL TO OTHER CONSTRUCTION ITEMS LISTED IN THE BID SCHEDULE.

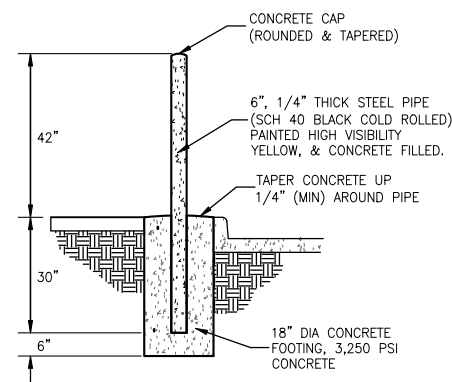
NOTE: QUANTITIES LISTED ABOVE ARE PROVIDED FOR CONTRACTOR INFORMATION. THE BID ITEMS LISTED IN THE PROJECT BID PACKAGE UNDER THE BID SCHEDULE WILL GOVERN IN THE CASE OF A DISCREPANCY IN THE ABOVE LISTED QUANTITIES.



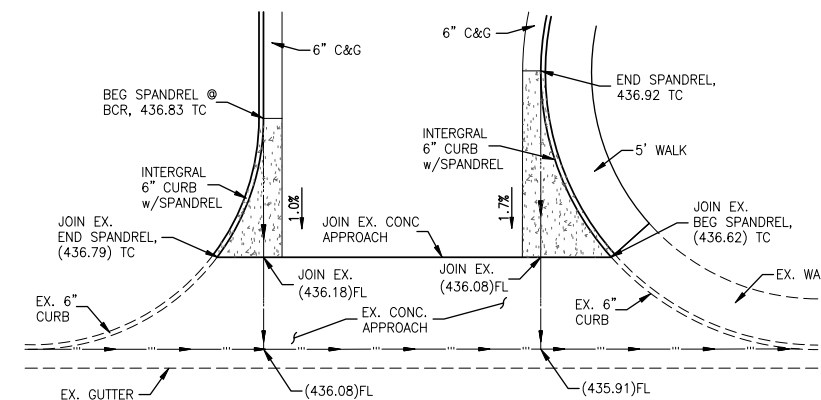
12 CROSSWALK DETAIL @ CURB
NOT TO SCALE



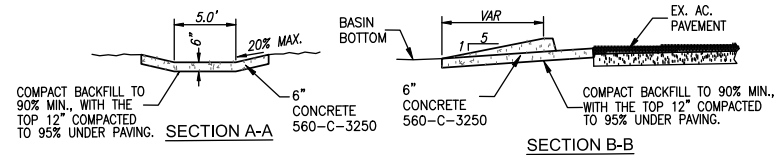
12 CROSSWALK CROSS SECTION DETAIL
NOT TO SCALE



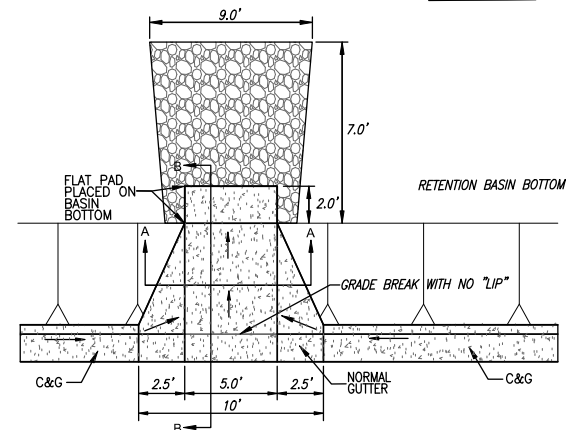
15 METAL BOLLARD
NOT TO SCALE



18 PARTIAL CONC. SPANDREL
NOT TO SCALE

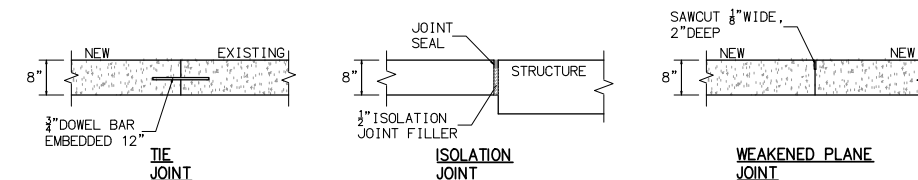


16/17 CURB OPENING w/ SPILLWAY & RIPRAP
NOT TO SCALE



WAITING ON RECOMMENDATIONS FROM THE BUILDING MANUFACTURER

14 CONCRETE BUILDING SLAB
NOT TO SCALE



7 CONCRETE PAVEMENT JOINTS
NOT TO SCALE

CONCRETE PAVEMENT CONSTRUCTION NOTES

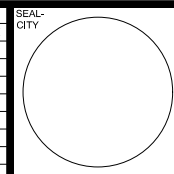
1. THE TOP 12" OF SUBGRADE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION, WITH THE SUBGRADE BROUGHT TO JUST OVER OPTIMUM MOISTURE CONTENT DURING COMPACTION OPERATIONS.
2. THE CONCRETE STRUCTURAL SECTION FOR THE FRONT PARKING LOT/DRIVEWAY AREA SHALL BE AS FOLLOWS:
6.0" THICK 560-C-4500 CONCRETE W/ TYPE III FIBER MESH AND REINFORCEMENT OVER 8.0" THICK CRUSHED MISC. BASE (CMB) CLASS II OVER 12.0" THICK COMPACTED SUBGRADE TO 95% RELATIVE COMPACTION
3. THE FRONT PARKING LOT/DRIVEWAY AREA SHALL BE REINFORCED WITH #4 REINFORCEMENT PLACED 18" O.C., AND THE FIBER MESH SHALL BE TYPE III, BOTH IN ACCORDANCE WITH THE GREENBOOK STANDARD SPECIFICATION 201-2.
4. MAXIMUM JOINT SPACING IS 12 FEET, UNLESS OTHERWISE NOTED. LAYOUT JOINTS SHALL BE SQUARE. RECTANGULAR PANELS MAY BE ALLOWED AS LONG AS THE LONG DIMENSION IS NO MORE THAN 1.5 TIMES THE LENGTH OF THE SHORT DIMENSION.
5. WEAKENED PLANE JOINTS SHALL HAVE A DEPTH OF AT LEAST ONE-QUARTER (1/4) OF THE SLAB THICKNESS (WITH A MINIMUM DEPTH OF 1.5"). EXPANSION JOINTS SHALL EXTEND THROUGH THE ENTIRE SLAB THICKNESS AND SHALL BE USED TO ISOLATE FIXED OBJECTS ABUTTING OR WITHIN THE CONCRETE AREA. SAWED JOINTS SHALL BE COMPLETED AS SOON AS POSSIBLE WITHOUT RAVELING THE NEW CONCRETE.
6. ALL NEW CONCRETE ADJACENT TO EXISTING CONCRETE PAVEMENT, FOR THE BACK YARD PAVING, SHALL BE TIED TO THE EXISTING CONCRETE WITH A 3/8" DOWEL BAR EMBEDDED A MINIMUM OF 12" INTO BOTH THE NEW AND EXISTING CONCRETE. DOWEL BARS SHALL BE SPACED AT 24" O.C., AND A SHALL BE PLACED NO CLOSER THAN 12" FROM A WEAKENED PLANE JOINT.

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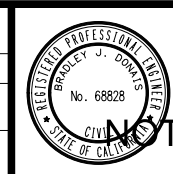


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BY	DATE	REVISIONS	APPR.	DATE	SEAL	CITY



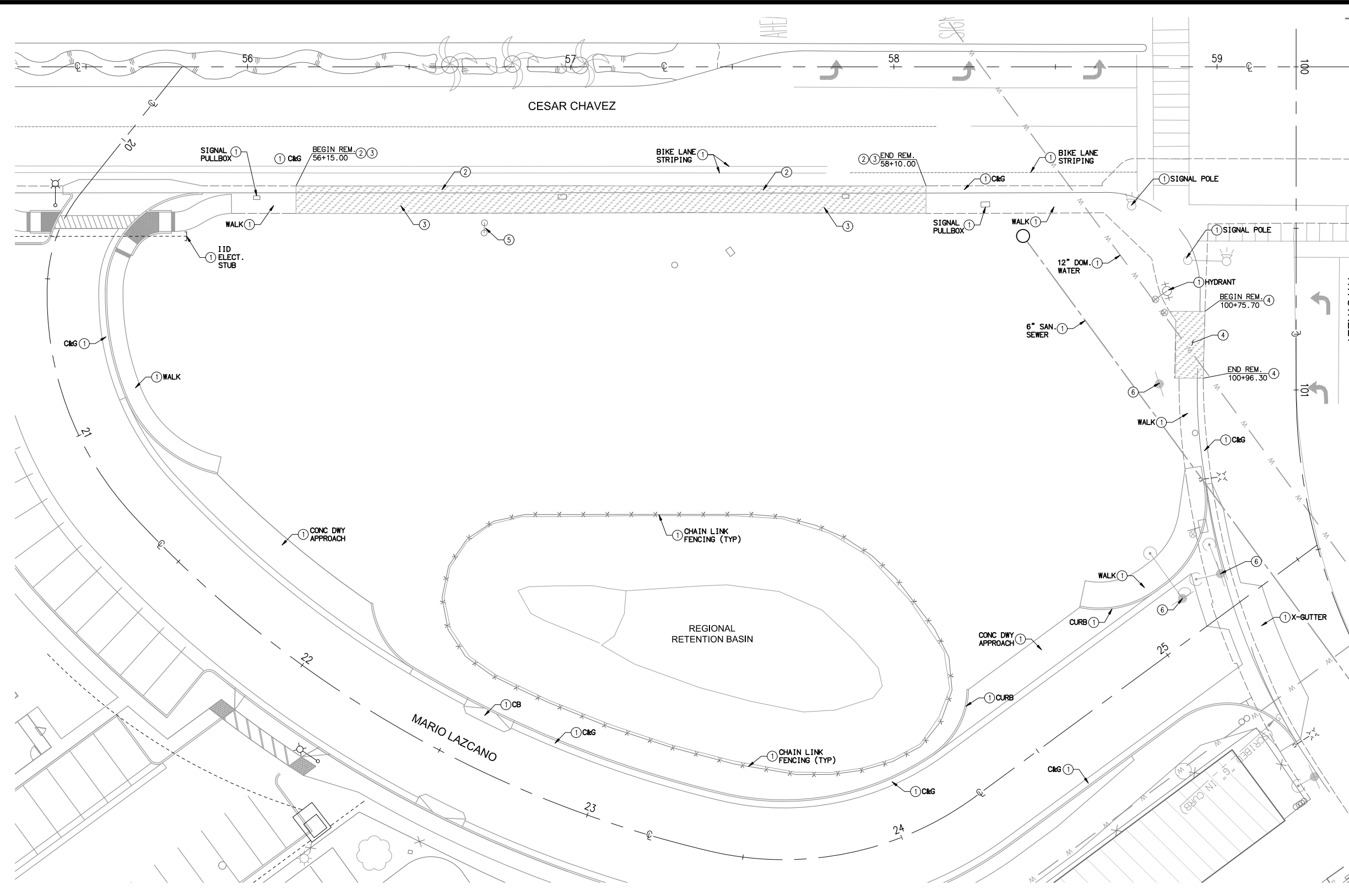
RECOMMENDED FOR APPROVAL
DATE: EXP. 12-31-2021
NIEL OWLSLEY R.C.E. 39877
CITY OF COACHELLA
APPROVED FOR CONSTRUCTION
DATE: EXP. 09-30-2022
ANDREW R. SIMONS R.C.E. 72868



QUALITY, DEDICATION & EXPERIENCE
HEPTAGON SEVEN
8413 E BASELINE RD SUITE 106
MESA, AZ 85209
480.757.0997
PREPARED UNDER THE DIRECT SUPERVISION OF
BRADLEY J. DOWNS, R.C.E. 68828

CITY OF COACHELLA
SUNLINE TRANSIT
COACHELLA TRANSIT HUB
CONSTRUCTION NOTES & DETAILS
FOR THE CITY OF COACHELLA

07/08/2021
SHEET NO. **2** OF 9 SHEETS
W.O. 77100149
CITY FILE NO. 92



- CONSTRUCTION NOTES**
- ① PROTECT IN PLACE
 - ② REMOVE CURB & GUTTER
 - ③ REMOVE SIDEWALK
 - ④ REMOVE DRIVEWAY
 - ⑤ SALVAGE & REINSTALL STREET SIGN
 - ⑥ COMMUNICATIONS POLE TO BE REMOVED BY OTHERS

LEGEND
 REMOVE CONCRETE ② ③ ④

MARIO LAZCANO NOTE:
 MARIO LAZCANO STREET IMPROVEMENTS FROM STATION 23+00 TO 4TH STREET, ARE A PART OF A SEPARATE CITY IMPROVEMENT PROJECT. SUNLINE'S CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH THE CITY'S CONTRACTOR FOR CONNECTIONS INTO MARIO LAZCANO.

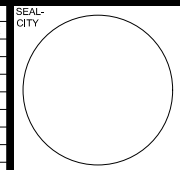


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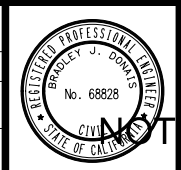


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BY	DATE	REVISIONS	APP'D	CITY	SEAL	CITY



RECOMMENDED FOR APPROVAL
 DATE: EXP. 12-31-2021
 NIGEL OWLSLEY R.C.E. 39877
CITY OF COACHELLA
 APPROVED FOR CONSTRUCTION
 DATE: EXP. 06-30-2022
 ANDREW R. SIMMONS R.C.E. 72868

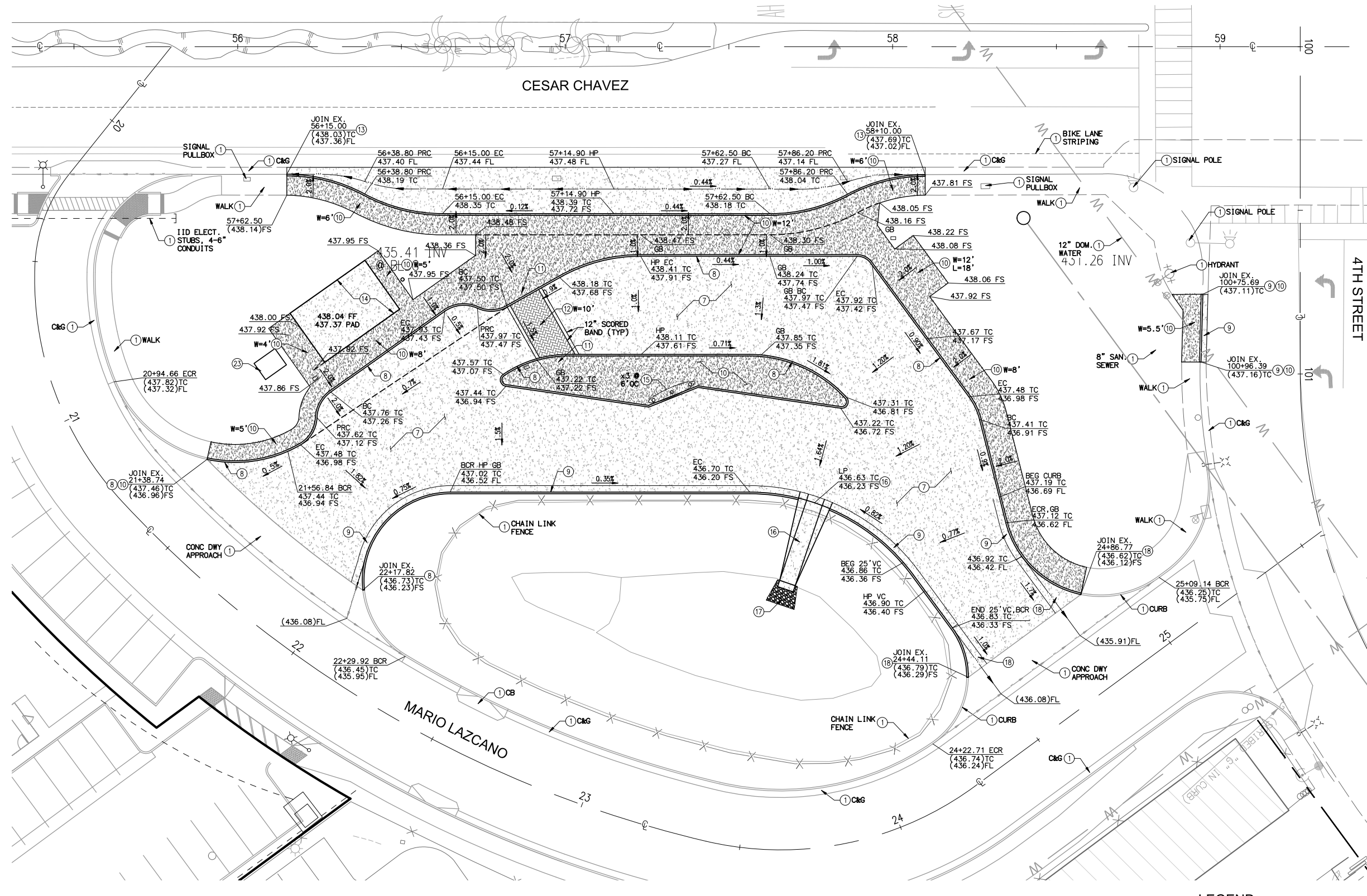


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 8413 E BASELINE RD SUITE 106 MESA, AZ 85209 480.757.0997
 PREPARED UNDER THE DIRECT SUPERVISION OF:
 BRADLEY DONOHUE, R.C.E. 68828 DATE:

CITY OF COACHELLA
SUNLINE TRANSIT
COACHELLA TRANSIT HUB
SITE REMOVALS & EX. UTILITY PLAN
 W.O. 77100149 CITY FILE NO.

06/18/2021

SHEET NO. **3** OF 9 SHEETS



- CONSTRUCTION NOTES**
- ① PROTECT IN PLACE
 - ⑦ CONST. 6" CONC. w/ FIBER MESH OVER 8" C&G
 - ⑧ CONST. 6" TYPE D CURB PER COC STD S-10
 - ⑨ CONST. 6" C&G PER COC STD S-7
 - ⑩ CONST. SIDEWALK (WIDTH PER PLAN) PER COC STD S25.1
 - ⑪ CONST. CURB RAMP TYPE 1, CASE B PER SPPWC DWG 111-5
 - ⑫ CONST. CROSSWALK w/ TRAFFIC RATED INTERLOCKING PAVERS (SANDSTONE COLOR) PER DETAIL ON SHEET 2
 - ⑬ CONST. BUS TURNOUT PER RCTD STD 814
 - ⑭ CONST. 8" CONCRETE BUILDING SLAB PER DETAIL ON SHEET 2
 - ⑮ F&I METAL BOLLARD PER DETAIL ON SHEET 2
 - ⑯ CONST. CONC. CURB OPENING w/ SPILLWAY PER DETAIL ON SHEET 2
 - ⑰ RIPRAP PER DETAIL ON SHEET 2
 - ⑱ CONST. PARTIAL CONC. SPANDREL PER DETAIL ON SHEET 2
 - ⑳ F&I IID TRANSFORMER PAD PER IID PLANS

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LINE / CURVE DATA TABLE
 SEE SHEET 5 FOR LINE / CURVE INFORMATION ON CURB AND CENTERLINES.

- LEGEND**
- MASONRY PAVERS ⑫
 - CONCRETE WALK ⑩ ⑪
 - CONCRETE CONST ⑦
 - RIP RAP ⑰



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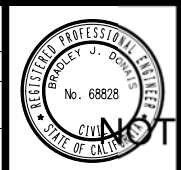


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BY	DATE	REVISIONS	APP'D	CHECKED	DATE	SEAL	CITY

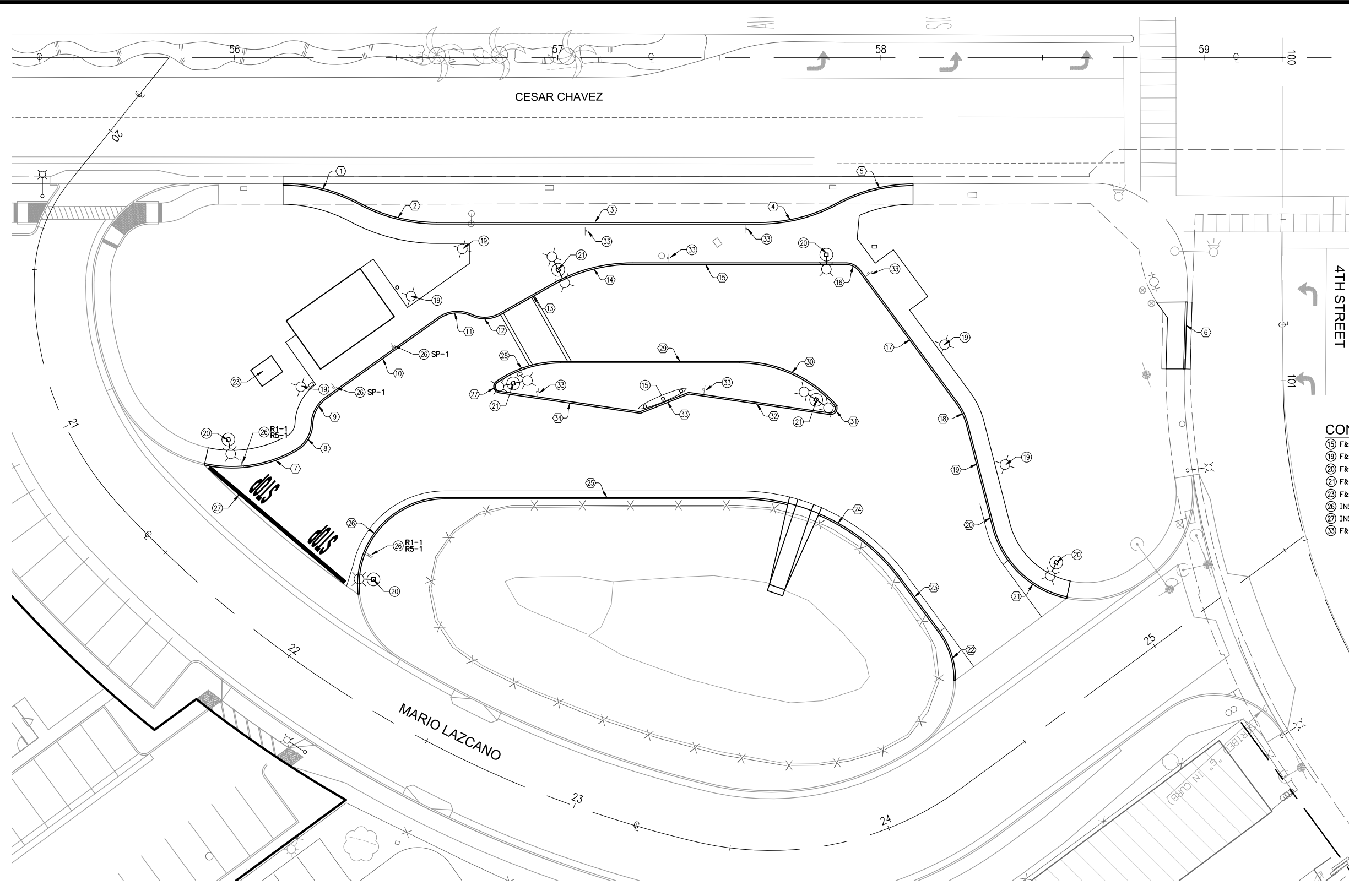
RECOMMENDED FOR APPROVAL
 NIDEL OWLSLEY R.C.E. 39877 DATE: EXP. 12-31-2021
CITY OF COACHELLA
 APPROVED FOR CONSTRUCTION
 ANDREW R. SIMMONS R.C.E. 72868 DATE: EXP. 09-30-2022



HEPTAGON SEVEN
 QUALITY, DEDICATION & EXPERIENCE
 8413 E BASELINE RD SUITE 108 MESA AZ 85209 480.757.0997
 PREPARED UNDER THE DIRECT SUPERVISION OF:
 DRAPPEL JORDAN R.C.E. 68828 DATE:

CITY OF COACHELLA
 SUNLINE TRANSIT
 COACHELLA TRANSIT HUB
 PRECISE GRADING
 W.O. 77100149 CITY FILE NO.

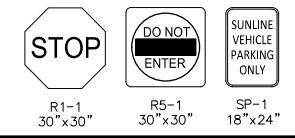
NOT FOR CONSTRUCTION



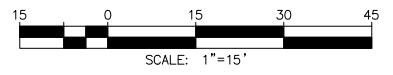
- CONSTRUCTION NOTES**
- 15 F&I METAL BOLLARD PER DETAIL ON SHEET 2
 - 19 F&I PARKING LOT LIGHT, POST TYPE PER DETAIL ON SHEET 9
 - 20 F&I PARKING LOT LIGHT, SINGLE HEAD MAST, PER DETAIL ON SHEET 9
 - 21 F&I PARKING LOT LIGHT, DUAL HEAD MAST, PER DETAIL ON SHEET 9
 - 23 F&I IID TRANSFORMER PAD PER IID PLANS
 - 26 INSTALL SIGN
 - 27 INSTALL STOP BAR & "STOP" PM
 - 33 F&I SIGN POST ONLY FOR SUNLINE BUS STOP SIGNAGE

LINE / CURVE DATA	BEARING/Delta	RADIUS	LENGTH	DESCRIPTION
1	Δ=28°23'29"	50.00'	24.78'	BUS TURNOUT CURB
2	Δ=28°21'18"	50.00'	24.74'	BUS TURNOUT CURB
3	N00°13'00"E	---	100.00'	BUS TURNOUT CURB
4	Δ=28°17'47"	50.00'	24.69'	BUS TURNOUT CURB
5	Δ=28°20'14"	49.95'	24.71'	BUS TURNOUT CURB
6	N88°14'57"W	---	20.70'	6" C&G
7	Δ=42°22'25"	40.00'	29.58'	6" CURB
8	Δ=57°58'18"	10.00'	10.12'	6" CURB
9	Δ=52°40'09"	10.00'	9.19'	6" CURB
10	N35°08'29"W	---	42.68'	6" CURB
11	Δ=60°09'19"	10.00'	10.50'	6" CURB
12	Δ=54°12'10"	10.00'	9.46'	6" CURB
13	N29°11'20"W	---	18.57'	6" CURB
14	Δ=29°24'20"	50.00'	25.66'	6" CURB
15	N00°13'00"E	---	66.14'	6" CURB
16	Δ=53°39'58"	5.00'	4.68'	6" CURB
17	N53°52'58"E	---	50.73'	6" CURB
18	Δ=22°03'10"	20.00'	7.70'	6" CURB
19	N75°56'08"E	---	24.52'	6" CURB
20	N75°56'08"E	---	8.04'	6" CURB
21	Δ=63°53'39"	30.00'	33.45'	6" CURB SPANDREL
22	Δ=36°57'37"	25.00'	16.13'	6" CURB SPANDREL
23	N53°51'06"E	---	20.15'	6" C&G
24	Δ=53°39'02"	62.00'	58.06'	6" C&G
25	N00°12'04"E	---	91.31'	6" C&G
26	Δ=96°15'16"	27.00'	45.36'	6" C&G
27	Δ=137°20'38"	2.00'	4.79'	6" CURB
28	Δ=34°22'53"	35.00'	21.00'	6" CURB
29	N00°13'00"E	---	55.47'	6" CURB
30	Δ=47°45'11"	40.00'	33.34'	6" CURB
31	Δ=140°31'18"	2.00'	4.91'	6" CURB
32	N08°29'29"E	---	44.05'	6" CURB
33	N21°35'12"W	---	16.16'	6" CURB
34	N08°29'29"E	---	44.10'	6" CURB

SIGN LEGEND



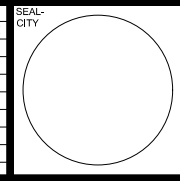
SITE LIGHTING NOTE
SEE SHEET 6, PRIVATE UTILITY, FOR DETAILS ON SITE LIGHTING.



NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.
THE PRIVATE ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER CITY APPROVAL OR DURING CONSTRUCTION THE PRIVATE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY THE CITY.

BENCHMARK: CITY OF COACHELLA 1007 ELEVATION: 437.448 DATUM: NAD83 + 500 FEET
DESCRIPTION: 3 1/2" BRASS DISK SET IN TOP OF THE NORTHWEST CORNER OF A 1.5 FOOT HIGH PLASTER WALL AROUND THE "CITY OF COACHELLA" MONUMENT SIGN, LOCATED 25 FEET SOUTHWEST FROM THE BEGINNING OF THE SOUTH CURB RETURN AND 35 FEET SOUTH WEST OF SOUTHERLY CURB RETURN LOCATED AT THE INTERSECTION OF GRAPEFRUIT BLVD. (HIGHWAY 111) AND CESAR CHAVEZ (HARRISON STREET).
BASES OF BEARINGS: THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE 14, AS DETERMINED LOCALLY BY THE LINE BETWEEN CONTINUOUS OPERATING GPS BASE STATION STATIONS P491 AND P101, (EPOCH 2017.50) COORDINATES, AS COMPUTED AND PUBLISHED BY SCRIPPS ORBIT AND PERMANENT ARRAY CENTER (SPAC) AND THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC), BEING: NORTH 78° 59' 35.49" WEST.

BY	DATE	REVISIONS	APP'D	DATE	SEAL	CITY

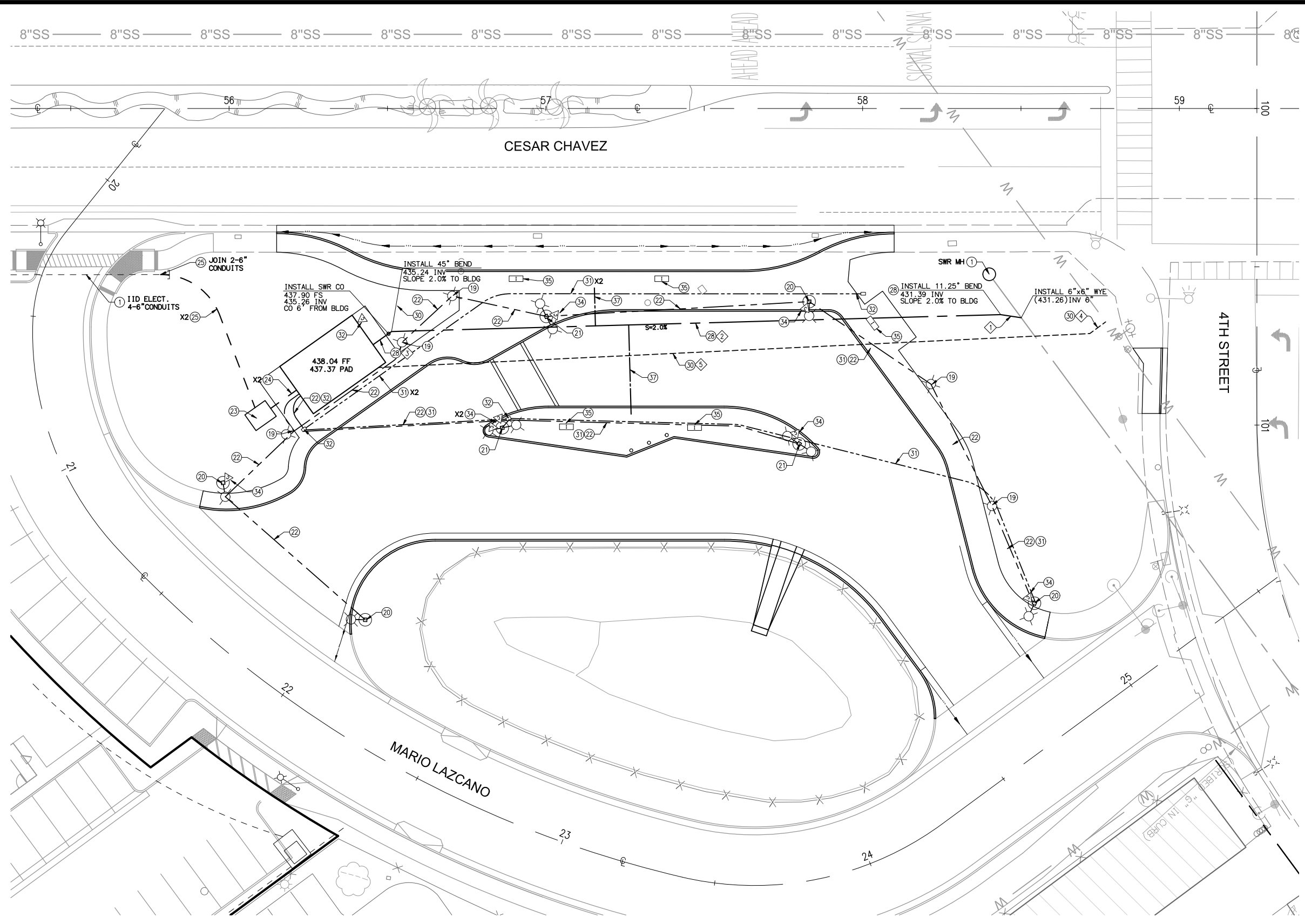


RECOMMENDED FOR APPROVAL
DATE: EXP. 12-31-2021
NIEL OWLSLEY R.C.E. 39877
CITY OF COACHELLA
APPROVED FOR CONSTRUCTION
ANDREW R. SIMONS R.C.E. 72868 DATE: EXP. 09-30-2022



HEPTAGON SEVEN
QUALITY, DEDICATION & EXPERIENCE
8413 E BASELINE RD SUITE 106 MESA, AZ 85209 480.757.0997
PREPARED UNDER THE DIRECT SUPERVISION OF:
BRADLEY DOWNS, R.C.E. 68828 DATE:

CITY OF COACHELLA
SUNLINE TRANSIT
COACHELLA TRANSIT HUB
HORIZONTAL CONTROL,
SIGNING & STRIPING
FOR: CITY OF COACHELLA W.O. 77100149 CITY FILE NO.



NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
1	N08°51'08"E	--	6.58'	6" PVC SEWER
2	N01°23'29"W	--	192.36'	6" PVC SEWER
3	N35°08'29"W	--	7.17'	6" PVC SEWER
4	N36°07'02"W	--	6.20'	2" DW SERVICE
5	N02°32'02"W	--	224.80'	2" DW SERVICE

- CONSTRUCTION NOTES**
- ① PROTECT IN PLACE
 - ⑱ F&I PARKING LOT LIGHT, POST TYPE PER DETAIL ON SHEET 9
 - ⑳ F&I PARKING LOT LIGHT, SINGLE HEAD MAST, PER DETAIL ON SHEET 9
 - ㉑ F&I PARKING LOT LIGHT, DUAL HEAD MAST, PER DETAIL ON SHEET 9
 - ㉒ F&I 1.5" PVC CONDUIT & CONDUCTORS FOR SITE LIGHTING
 - ㉓ F&I IID TRANSFORMER PAD PER IID PLANS
 - ㉔ F&I 4" SCH 40 PVC CONDUIT (IID)
 - ㉕ F&I 6" SCH 40 PVC CONDUIT (IID)
 - ㉖ F&I 6" SDR-26 PVC SEWER LATERAL w/ BENDS & WYES PER COC STD. D-11
 - ㉗ F&I 2" PVC SDR-21 DOMESTIC WATER SERVICE w/ BENDS & THRUST BLOCKS PER COC STD W-8
 - ㉘ F&I 1.5" PVC CONDUIT w/ PULL ROPE (DATA & FUTURE)
 - ㉙ F&I ELECTRICAL PULL BOX PER SWPPP STD 513-3
 - ㉚ F&I SECURITY CAMERA & MOUNTING BRACKETS
 - ㉛ BUS STOP INFO SIGN INSTALLED BY SUNLINE
 - ㉜ F&I 3/4" PVC SDR-21 DOMESTIC WATER SERVICE w/ BENDS, CORP STOP & VALVE BOX



07/08/2021

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DIG ALERT

CALL BEFORE YOU DIG

800-487-2000

A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

BENCHMARK: CITY OF COACHELLA 1007 ELEVATION: 437.448 DATUM: NAVD83 + 500 FEET

DESCRIPTION: 3 1/2" BRASS DISK SET IN TOP OF THE NORTHWEST CORNER OF A 1.5 FOOT HIGH PLANTER BUILT AROUND THE "CITY OF COACHELLA" MONUMENT SIGN, LOCATED 25 FEET SOUTHEAST FROM THE BEGINNING OF THE SOUTH CURB RETURN AND 35 FEET SOUTH WEST OF SOUTHERLY CURB RETURN LOCATED AT THE INTERSECTION OF GRAPEFRUIT BLVD. (HIGHWAY 111) AND CESAR CHAVEZ (HARRISON STREET).

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BY	DATE	REVISIONS	APP'D	DATE	SEAL	CITY

RECOMMENDED FOR APPROVAL

DATE: EXP. 12-31-2021

CITY OF COACHELLA

APPROVED FOR CONSTRUCTION

DATE: EXP. 09-30-2022



HEPTAGON SEVEN

QUALITY, DEDICATION & EXPERIENCE

8413 E BASELINE RD SUITE 106 MESA AZ 85209 480.757.0997

PREPARED UNDER THE DIRECT SUPERVISION OF:

CITY OF COACHELLA

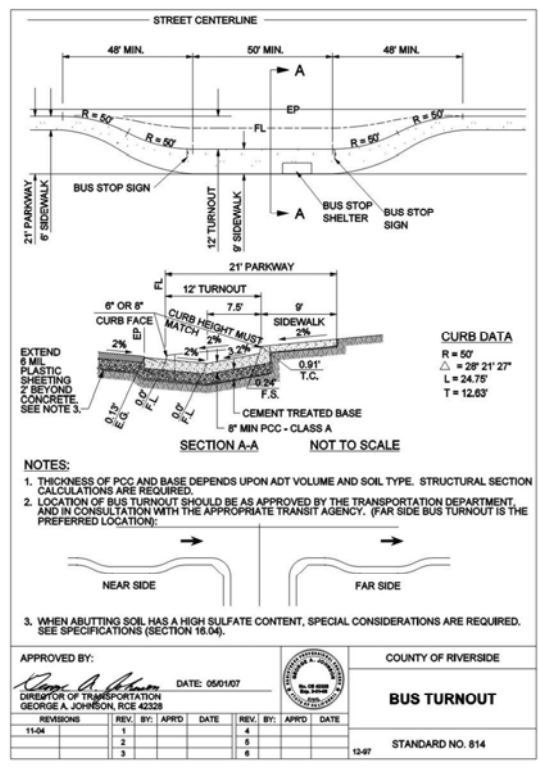
SUNLINE TRANSIT COACHELLA TRANSIT HUB PRIVATE UTILITY PLAN

FOR THE CITY OF COACHELLA

W.O. 77100149 CITY FILE NO.

SHEET NO. **6** OF 9 SHEETS

96

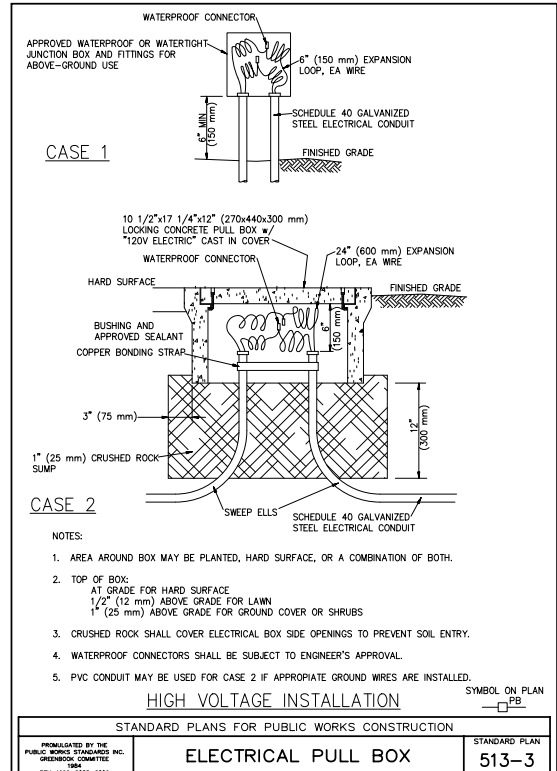


APPROVED BY: *[Signature]* DATE: 06/01/07 COUNTY OF RIVERSIDE
 DIRECTOR OF TRANSPORTATION
 GEORGE A. ZIMMON, P.E. 6228

REVISIONS:

NO.	REV. BY	APPROV. DATE	REV. BY	APPROV. DATE
1			4	
2			8	
3			9	

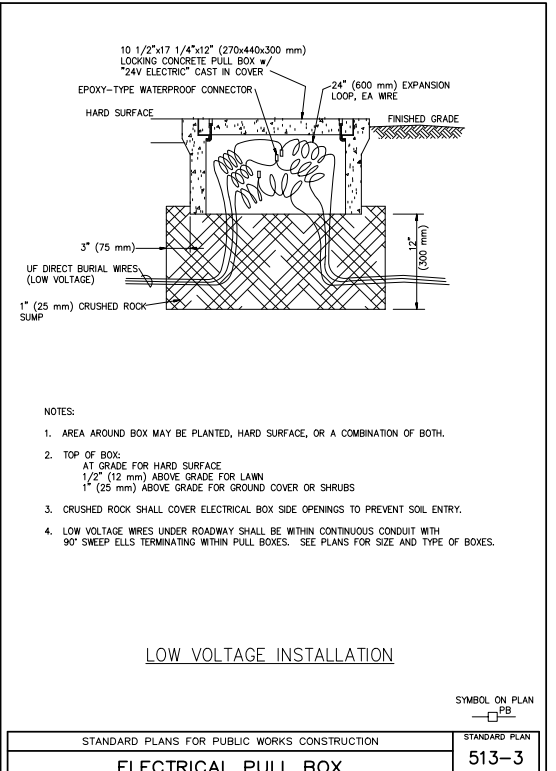
STANDARD NO. 814



STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

ELECTRICAL PULL BOX

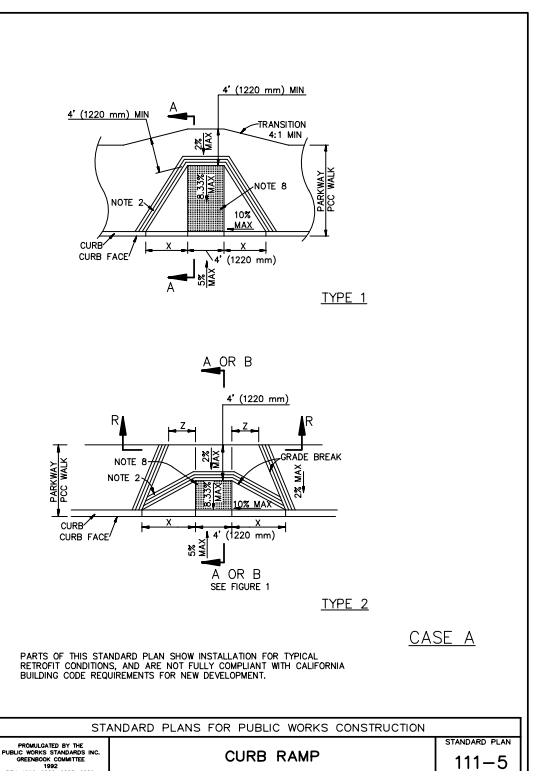
STANDARD PLAN 513-3
 SHEET 1 OF 2



STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

ELECTRICAL PULL BOX

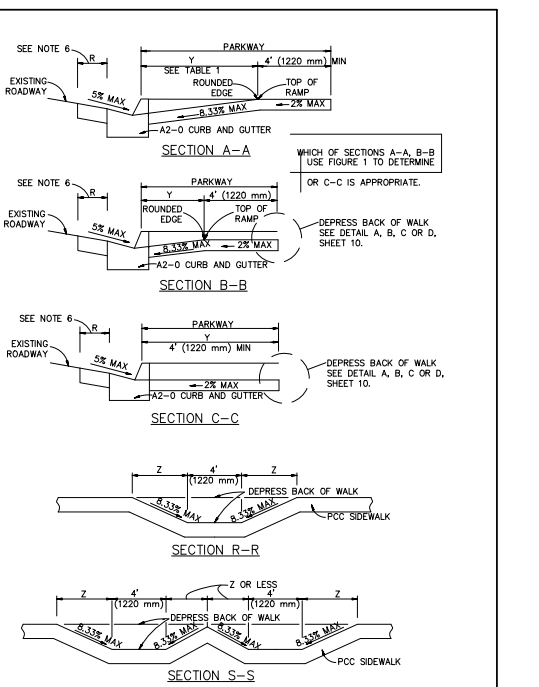
STANDARD PLAN 513-3
 SHEET 2 OF 2



STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

CURB RAMP

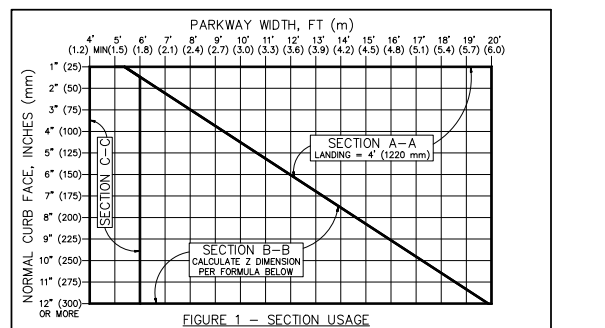
STANDARD PLAN 111-5
 SHEET 1 OF 10



STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

CURB RAMP

STANDARD PLAN 111-5
 SHEET 7 OF 10



WHERE FIGURE 1 SHOWS USE OF SECTION B-B, FIGURE 2 DIMENSION AS FOLLOWS:
 W = PARKWAY WIDTH
 L = LANDING WIDTH, 4" (1220 mm) TYP
 Z = [(W+L)-W] x 0.760
 IF (Y+L) < W, THEN Z = 0

NORMAL CURB FACE, INCHES (mm)	X, FT (mm)	SECTION Y-Y, Y, FT (mm)	W, FT (mm)
2" (50)	4.00' (1220) MIN	2.63' (790)	3.95' (1185)
3" (75)	4.00' (1220) MIN	3.95' (1185)	5.26' (1580)
4" (100)	4.00' (1220) MIN	5.26' (1580)	6.58' (1975)
5" (125)	4.17' (1275)	6.58' (1975)	7.90' (2370)
6" (150)	5.00' (1525)	7.90' (2370)	9.21' (2765)
7" (175)	5.83' (1775)	9.21' (2765)	10.53' (3160)
8" (200)	6.67' (2035)	10.53' (3160)	11.84' (3555)
9" (225)	7.50' (2285)	11.84' (3555)	13.16' (3950)
10" (250)	8.33' (2540)	13.16' (3950)	14.47' (4340)
11" (275)	9.17' (2795)	14.47' (4340)	15.78' (4735)
12" (300)	10.00' (3050)	15.78' (4735)	

SEE SHEET 9 FOR STREET SLOPE ADJUSTMENT FACTORS, ALL STREETS

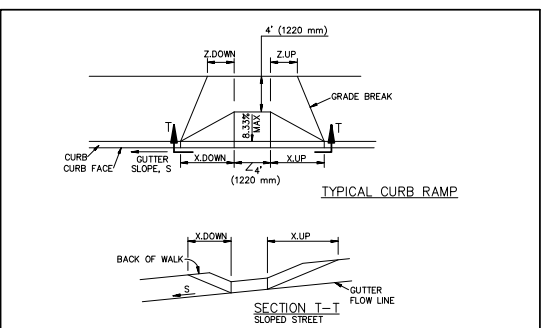
TABLE 1 - X AND Y VALUES

TABLE 1 REFERENCE FORMULAS:
 X = Cf / 8.333%
 Y = Cf / (8.333% - 2% WALK CROSS SLOPE)

STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

CURB RAMP

STANDARD PLAN 111-5
 SHEET 8 OF 10



FOR SLOPED STREETS, MULTIPLY THE DIMENSIONS PARALLEL TO THE STREET, X AND Z, UPSTREAM AND DOWNSTREAM OF THE RAMP, BY THE FACTORS IN THE FOLLOWING TABLE.

FOR EXAMPLE, X.DOWN = X x K.DOWN

S	K.DOWN	K.UP
0%	1.000	1.000
0.2%	0.9771025	1.0231025
0.5%	0.9431064	1.0571064
1%	0.8931136	1.1171136
2%	0.8061316	1.2351316
3%	0.7351563	1.3751563
4%	0.6761923	1.5351923
5%	0.6252500	1.7102500

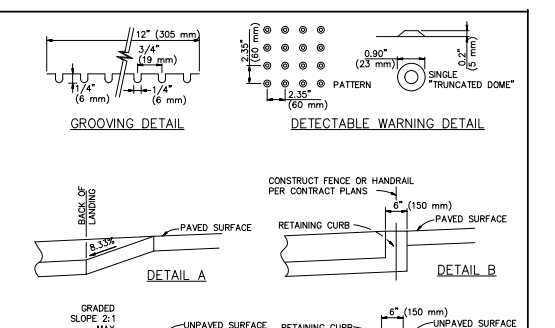
TABLE 2 - SLOPE ADJUSTMENTS

TABLE 2 REFERENCE FORMULAS:
 K.DOWN = 8.333% / (8.333% - S)
 K.UP = 8.333% / (8.333% + S)

STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

CURB RAMP

STANDARD PLAN 111-5
 SHEET 9 OF 10



GENERAL NOTES:
 1. CONCRETE SHALL BE CLASS 500-C-2500 (310-C-17) CONFORMING TO SSPWC 201-1.1.2 AND SHALL BE 4" (100 mm) THICK.
 2. THE RAMP SHALL HAVE A 12" (305 mm) WIDE BORDER WITH 1/4" (6 mm) GROOVES APPROXIMATELY 3/4" (19 mm) OC. SEE GROOVING DETAIL.
 3. THE RAMP SURFACE SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE CONFORMING TO SSPWC 303-1.9.
 4. USE DETAIL "A" OR "B" IF EXISTING SURFACE BEHIND LANDING IS PAVED.
 5. USE DETAIL "C" OR "D" IF EXISTING SURFACE BEHIND LANDING IS UNPAVED.
 6. R = 3' (900 mm) UNLESS OTHERWISE SHOWN ON PLAN. SEE SHEET 7.
 7. ANGLE = 45° UNLESS OTHERWISE SHOWN ON PLAN.
 8. CONSTRUCT DETECTABLE WARNING SURFACE PER DETAIL THIS SHEET. MATERIALS SHALL BE PER CONTRACT DOCUMENTS.

STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

CURB RAMP

STANDARD PLAN 111-5
 SHEET 10 OF 10

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DIGI ALERT
 TWO WORKING DAYS BEFORE YOU DIG
 CALL 800-451-2000
 A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

BENCHMARK: CITY OF COACHELLA 1007 ELEVATION: 437.448 DATE: 11/08/98 + 500 FEET
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BASE OF BEARINGS: THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM (CCS83). ZONE 14, AS DETERMINED LOCALLY BY THE LINE BETWEEN CONTINUOUS OPERATING GPS BASE STATION STATIONS P491 AND P1N1, (EPOCH 2017.50) COORDINATES, AS COMPUTED AND PUBLISHED BY SCRIPPS ORBIT AND PERMANENT ARMY CENTER (SOPAC) AND THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC), BEING: **NORTH 78° 59' 35.49" WEST.**

BY	DATE	REVISIONS

RECOMMENDED FOR APPROVAL:

DATE: EXP. 12-31-2021

CITY OF COACHELLA

APPROVED FOR CONSTRUCTION:

DATE: EXP. 09-30-2022

REGISTERED PROFESSIONAL ENGINEER

NO. 68828

CITY OF CALIFORNIA

QUALITY, DEDICATION & EXPERIENCE

HEPTAGON SEVEN

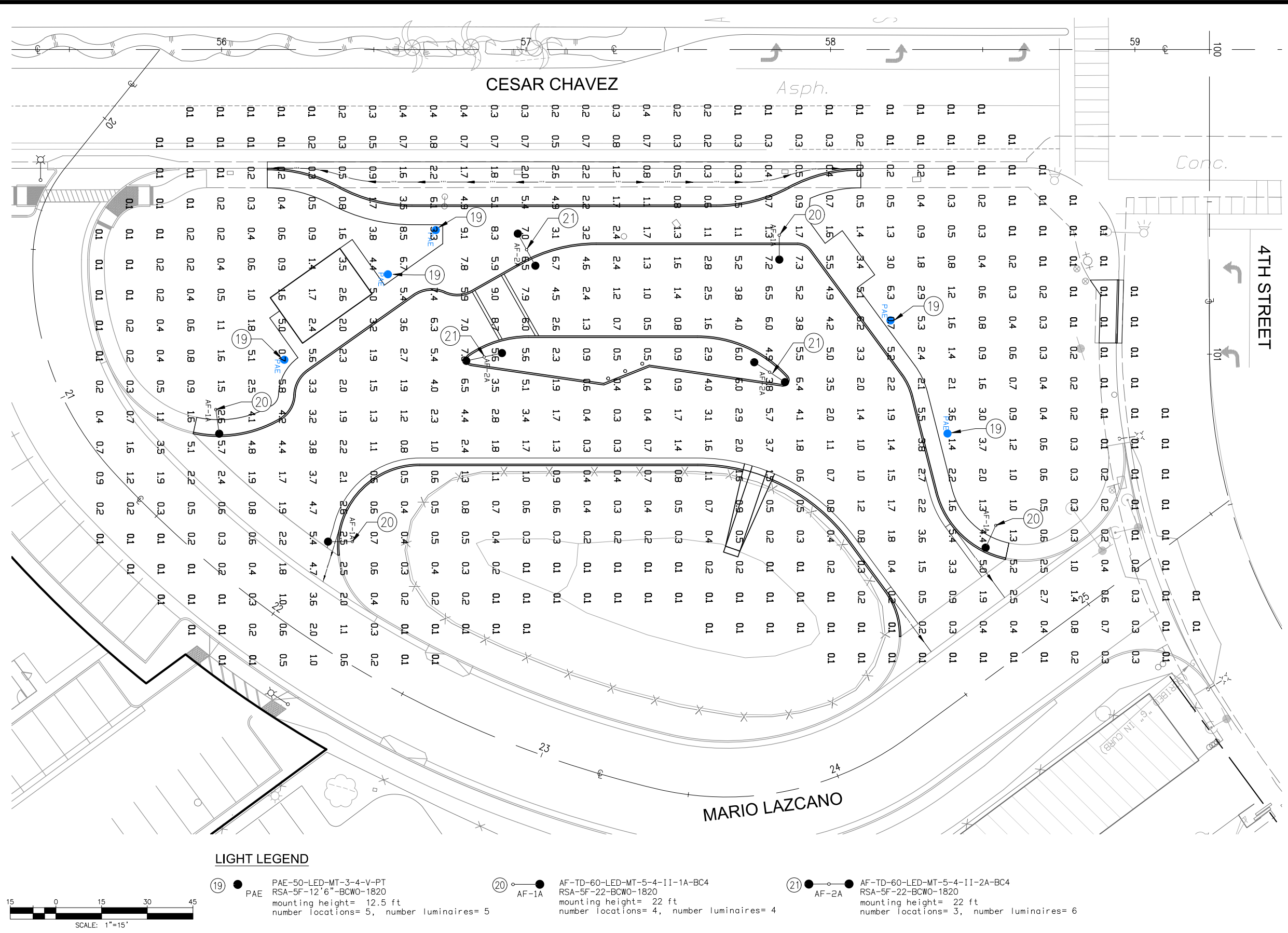
8413 E BASELINE RD SUITE 108 MESA, AZ 85209 480.757.0997

PREPARED UNDER THE DIRECT SUPERVISION OF:

CONTRACT FOR CONSTRUCTION

CITY OF COACHELLA
 SUNLINE TRANSIT
 COACHELLA TRANSIT HUB
 STANDARD DETAILS

W.O. 77100149 CITY FILE NO.



- CONSTRUCTION NOTES**
- ⑰ F&I PARKING LOT LIGHT, POST TYPE PER DETAIL ON SHEET 9
 - ⑱ F&I PARKING LOT LIGHT, SINGLE HEAD MAST, PER DETAIL ON SHEET 9
 - ⑲ F&I PARKING LOT LIGHT, DUAL HEAD MAST, PER DETAIL ON SHEET 9

PACIFIC LIGHTING & STANDARD
 2831 LOS FLORES BLVD.
 LYNWOOD, CA 90262
 (310)603-9344

LIGHT READINGS ARE ESTIMATED LEVELS IN PRIME CONDITIONS AND SHOULD NOT BE TAKEN AS EXACT READINGS. LIGHT READINGS ARE 10 FT. APART

Target Point Set
 625 points at z=0, sp 10ft by 10ft
 HORIZONTAL FOOTCANDLES

Average	1.5
Maximum	9.9
Minimum	0.1
Avg: Min	14.91
Max: Min	99.00
Coef Var	1.28
UnifGrad	9.00

LIGHT LEGEND

- ⑰ ● PAE PAE-50-LED-MT-3-4-V-PT
 RSA-5F-12'6"-BCWO-1820
 mounting height= 12.5 ft
 number locations= 5, number luminaires= 5
- ⑱ ● AF-1A AF-TD-60-LED-MT-5-4-II-1A-BC4
 RSA-5F-22-BCWO-1820
 mounting height= 22 ft
 number locations= 4, number luminaires= 4
- ⑲ ● AF-2A AF-TD-60-LED-MT-5-4-II-2A-BC4
 RSA-5F-22-BCWO-1820
 mounting height= 22 ft
 number locations= 3, number luminaires= 6



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BASIS OF BEARINGS: THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM (CCS3), ZONE 14, AS DETERMINED LOCALLY BY THE LINE BETWEEN CONTINUOUS OPERATING GPS BASE STATION STATIONS P491 AND P1N1, (EPOCH 2017.50) COORDINATES), AS COMPUTED AND PUBLISHED BY SCRIPPS ORBIT AND PERMANENT ARRAY CENTER (SOPAC) AND THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC), BEING: NORTH 78° 59' 35.44" WEST.

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CITY OF COACHELLA

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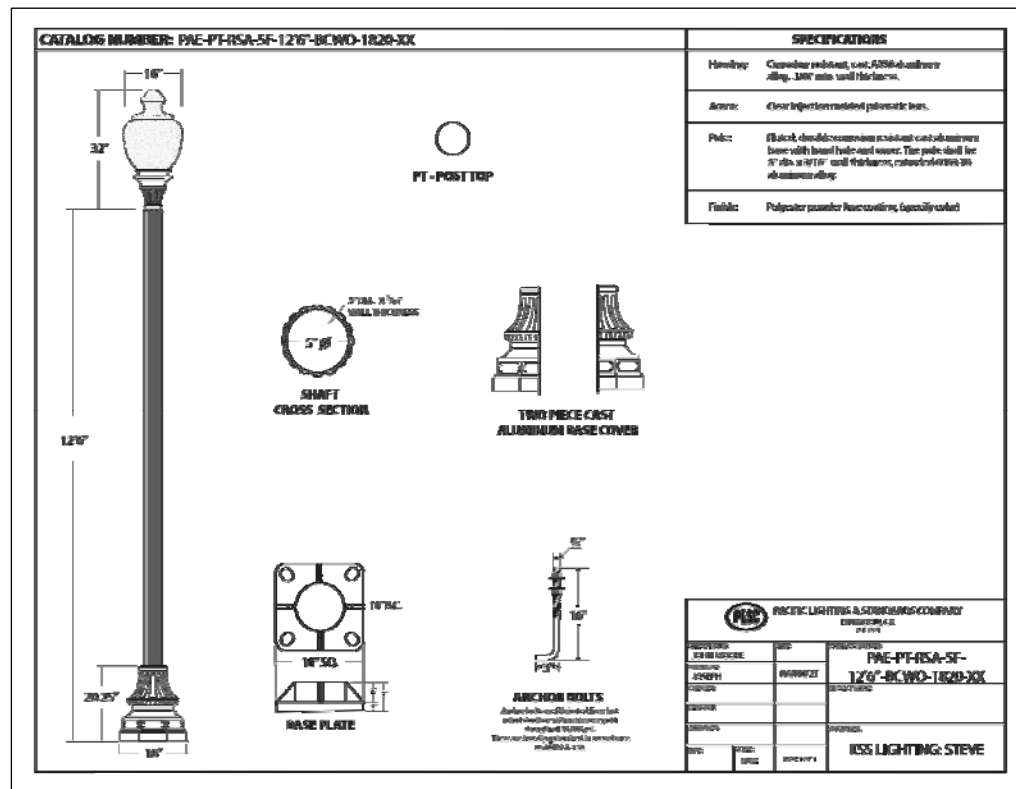


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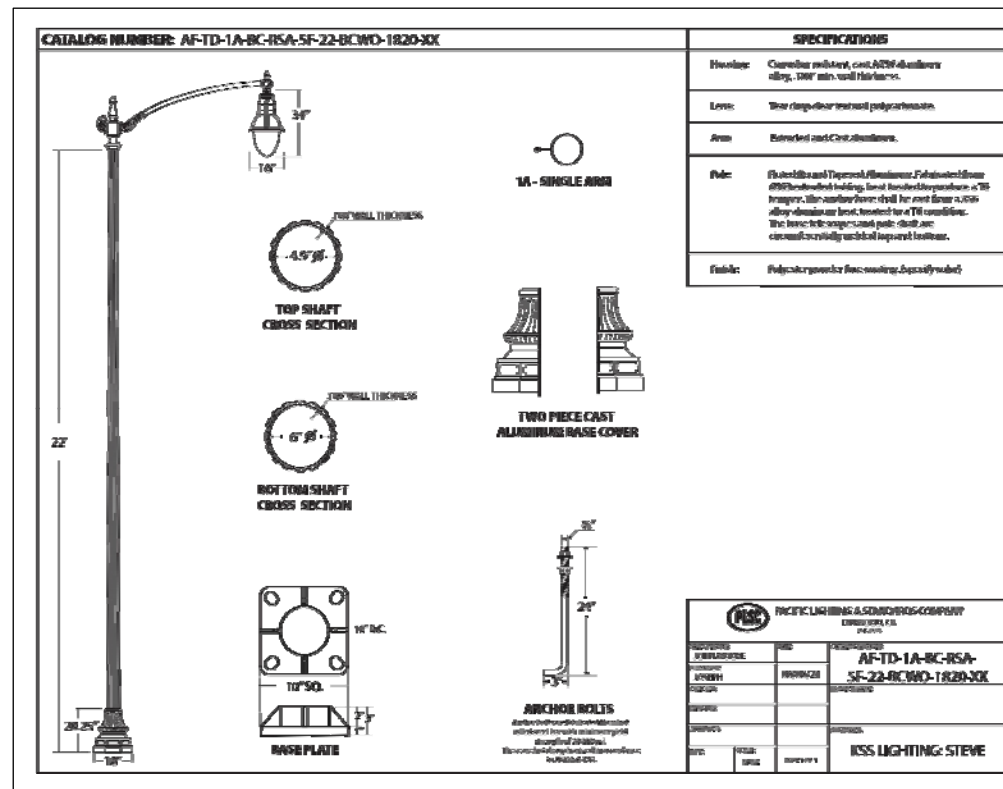
PREPARED UNDER THE DIRECT SUPERVISION OF:

CITY OF COACHELLA
 SUNLINE TRANSIT
 COACHELLA TRANSIT HUB
 SITE LIGHTING
 PHOTOMETRICS

W.O. 77100149 CITY FILE NO.



19 POST LIGHT POLE DETAIL
NOT TO SCALE



20 SINGLE HEAD MAST ARM POLE DETAIL
NOT TO SCALE

NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

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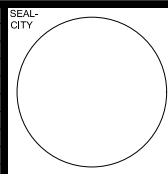
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DESCRIPTION: 3 1/2" BRASS DISK SET IN TOP OF THE NORTHWEST CORNER OF A 1.5 FOOT HIGH PLANTER BOLLARD AROUND THE "CITY OF COACHELLA" MONUMENT SIGN, LOCATED 25 FEET SOUTHEAST FROM THE BEGINNING OF THE SOUTH OARB RETURN AND 35 FEET SOUTH WEST OF SOUTHERLY OARB RETURN LOCATED AT THE INTERSECTION OF GRAPESFRUIT BLVD. (HIGHWAY 111) AND CESAR CHAVEZ (HARRISON STREET).

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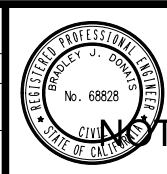
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CITY OF COACHELLA

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CITY FILE NO.

07/08/2021

SHEET NO. 9 OF 9 SHEETS



Item 5.



101





COACHELLA
TRANSIT HUB

Pueblo Viejo District

Design Guidelines

City of Coachella

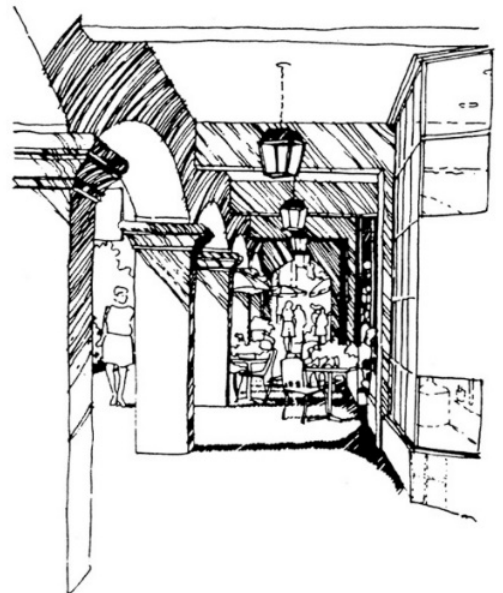


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1 INTRODUCTION

1

1.1 LOCATION

The Pueblo Viejo District serves as the heart of the City of Coachella. The triangular district is bounded by Cesar Chavez Street (formerly Harrison Street) on the west, Grapefruit Boulevard on the east, and Bagdad Avenue on the south. The area houses a variety of businesses, institutional buildings such as the City Hall, the Post Office, the new Library, recreational facilities such as Veterans' Park and numerous other uses. The area is also poised for additional growth with a County facility to be located at 6th Street and Cesar Chavez Street as well as interest in additional development at 6th Street and Cesar Chavez Street.

With Grapefruit Boulevard bordering the plan area, the Pueblo Viejo District is connected to the wider region and has the potential for attracting additional retail and retail customers through tourism, additional housing opportunities and maintaining and growing this unique place and heart of the community. As part of the implementation of the Pueblo Viejo Revitalization Plan, these Design Guidelines serve as a tool to maintaining and growing the sense of place that defines what the Coachella community loves about the Pueblo Viejo and how the community can attain its vision for a more vibrant and active district.

1.2 PURPOSE AND INTENT

The Pueblo Viejo Revitalization Plan, created in 2010, established a vision for the area following extensive public engagement and consultation with stakeholders and City officials. This plan established the following vision:

“Pueblo Viejo is the civic and cultural heart of Coachella. The community is proud of the historic charm, locally-owned businesses, and vibrant civic center. As you enter through the attractive gateways on Sixth Street, you are immersed in a lively street scene offering shady walkways, cooling water fountains, outdoor dining, and unique shopping. Once empty lots are now filled with mixed-use buildings that respect the heritage, climate, and community values. Family-friendly events and festivals fill the streets and public spaces. As you relax in the clean, well maintained civic center core, you know . . . you have arrived in Pueblo Viejo!”

The plan included tools for implementation of this vision including conceptual design guidelines. The City has already started implementing the plan with the revamping of the Veterans’ Park area and the streetscape along three blocks of Sixth Street and around Veterans’ Park and the construction of the new Library.

Pueblo Viejo Vision Diagram. SOURCE: Michael Baker International



As part of the implementation, these Design Guidelines were adopted to create a cohesive look and feel and maintain and enhance the sense of place that is the Pueblo Viejo. More specifically these Design Guidelines:

- Provide additional guidance on private realm architecture and site design to enhance the physical, visual, and functional compatibility between uses;
- Provide guidance on the development of the public realm, including streetscapes and public infrastructure; and
- Ensure that new public and private development in the District is compatible, honors the history of the City of Coachella, and contributes to the unique character of Pueblo Viejo District.

These Design Guidelines are intended to provide design professionals, property owners, residents, and the City a clear understanding of the City of Coachella’s expectations for the planning and design of properties in Pueblo Viejo. The Design Guidelines are supplemental to the City’s Municipal Code (including Zoning Ordinance and Sign Ordinance), General Plan and the Pueblo Viejo Revitalization Plan. These Design Guidelines replace the citywide Design Guidelines for the defined Pueblo Viejo District as outlined in Section 1.1.

1.3 HISTORY AND HERITAGE

Coachella’s early beginnings date back to 1898 when a wood terminal was established on a Southern Pacific Railroad siding. This terminal transported mesquite wood to Los Angeles. Many Mexican American railroad track workers, also known as Traqueros, came to the area to work on this siding and the extension of the Southern Pacific Railroad to the Coachella Valley.

Development of the city did not truly begin until the Rector Brothers, Jason L. Rector and Lon B. Rector, dug a well to access artesian water in November 1900. This well is now covered by the intersection of Grapefruit Avenue and Fifth Street. The first dwelling in the city was an adobe structure owned by Mr. Rector. Many businesses were established by Mr. Rector, including the Coachella Valley Produce Association and the Coachella Valley Refrigerating Company. These businesses served as the basis for growth and future industrial development in the city.

Due in part to the establishment of the Coachella Valley Produce Association, the city has a very strong agrarian history, and for many years, it was the closest place for mostly Mexican-American farmworkers to receive services. In an effort to secure fair wages for these farmworkers, Cesar Chavez, Dolores Huerta, and Gilbert Padilla founded Farmworkers United in 1962 in the Coachella Valley. Cesar Chavez led strikes and boycotts in the 1960s. He is highly regarded throughout the

The history and heritage of the City of Coachella is extremely important to the city’s residents. The Design Guidelines help create a unique place and combat the architecture of nowhere by striving to protect this history and heritage. The Design Guidelines encourage development that is sensitive to both, the existing and historically significant buildings in the District while allowing for innovation and growth that maintains the eclectic and unique sense of place that is the Pueblo Viejo District.

city. In 2018, Harrison Street at the eastern boundary of Pueblo Viejo District was renamed Cesar Chavez Street.

1.4 DOCUMENT REVIEW

1.4.1 2010 Pueblo Viejo Revitalization Plan

The Pueblo Viejo Revitalization Plan established the vision for the redevelopment of the revitalized District. The plan analyzed the current citywide Design Guidelines for the area and called for amending those guidelines in its implementation program. These Design Guidelines provide clear guidance as to how new development and existing development modifications should be designed to be compliant with the Vision for the Pueblo Viejo.

1.4.2 Coachella General Plan

These Design Guidelines help to implement the General Plan. More specifically this includes:

- Implementation of the General Plan’s Guiding Principles
- Land Use and Community Character
 - Downtown Center
 - Public Designations including Mini Parks and Plazas/Greens
 - Public Facilities and Buildings
 - Building Types
 - Subarea 2 – Downtown policies
- Mobility
 - Goal 1. Complete Streets
 - Goal 2. Traffic Calming
 - Goal 3. Pedestrian Network
 - Goal 4. Bicycle Trail Network
 - Goal 5. Transit Supportive Development Patterns
- Community Health and Wellness
 - Policy 2.3 – Housing diversity
 - Policy 8.24 – Public Plazas
- Sustainability and Natural Environment
 - Policy 1.6 – Climate-appropriate building types
 - Policy 1.10 – Adaptation strategy
 - Policy 1.11 – Urban forest
 - Policy 1.14 – Designing for changing precipitation patterns
 - Policy 2.2 – Passive solar design
 - Policy 2.3 – Alternative energy
 - Policy 2.8 – Renewable energy-open space areas
 - Policy 2.9 – Energy-efficient street lighting

- Policy 3.4 – Low impact development
 - Policy 3.7 – Landscape design
 - Policy 3.8 – Groundwater Infiltration
 - Policy 4.6 – Public realm shading
 - Policy 6.5 – Dark sky
- Infrastructure and Public Services
 - Policy 1.7 – Infill
 - Policy 1.9 – Land use compatibility
- Noise
 - Policy 3.2 – Traffic Calming
- Housing
 - Policy 1.5 – Housing Downtown
 - Policy 1.8 – Innovative Construction

1.4.3 Coachella Zoning Ordinance

These design guidelines provide additional guidance for the properties within the Pueblo Viejo District. The guidelines are not intended to replace or supersede the design standards included in the City’s Municipal Code, Title 17, Zoning. These guidelines are intended to enhance those items required by the City’s Zoning Ordinance and provide additional guidance for architectural review, as required in the zoning districts within Pueblo Viejo District. Where conflicts between the Municipal Code and these Design Guidelines occur, the Municipal Code shall prevail. However, the planning Director and Planning Commission will use these Guidelines as a policy document in conditioning the approval of new development projects or substantive remodel projects.

1.5 ORGANIZATION AND USE

This document is organized into five sections:

1. Introduction
2. Design Principles
3. Private Realm Design Guidelines
4. Public Realm Design Guidelines
5. Definitions

The **Introduction** orients the reader to the design guidelines document. The section opens with a description of the Pueblo Viejo District and introduces the purpose and intent of the Design Guidelines. It also provides a brief history of Coachella so that the reader understands the District’s setting and its importance in relation to the larger city. The Introduction summarizes related documents such as the City’s General Plan, 2010 Pueblo Viejo Revitalization Plan, and Zoning Ordinance that also form part of the policy framework for the Pueblo Viejo.

The **Design Principles** section paints a picture of the overall character that is to be achieved in various subareas of the Pueblo Viejo District rather than citing details. It sets forth the overarching principles and/or best practices that are to be followed when considering the Design Guidelines. The section also includes case studies of recent developments in the Pueblo Viejo District.

The **Private Realm Design Guidelines** section details the guidelines that are to be followed when developing private property. The section begins by describing the Pueblo Viejo's historic background and discusses appropriate architectural styles for the commercial areas of the district based on history, cultural influences, changing demographics, and public engagement feedback. It also includes detailed guidelines for various elements based on the styles of architecture that are allowed in the Pueblo Viejo's three commercial subareas. The section also includes suggestions and encouragement for public art, plazas, paseos and gathering spaces.

The **Public Realm Design Guidelines** section provides suggestions for development of public streets, alleys, and sidewalk areas. The section provides suggested typical cross sections and facilities for various streets. While detailed plans are to be created for streetscape concepts for each commercial street, the guidelines include best practices to incorporate in public infrastructure design or expectations the City has for private development of spaces to be included in the public realm. Residential streetscapes are not suggested; rather, traffic calming strategies are laid out for these streets. The section also provides guidance on landscape improvements and includes a planting palette for commercial areas.

The **Definitions** section explains various planning terms that have been used in the document. The words are arranged in alphabetical order for ease of use by the reader. Care has been taken to use simple terms in the document and to avoid planning jargon as much as possible.

2 CHARACTER AND DESIGN PRINCIPLES

2

2.1 DEFINED SUBAREA CHARACTER

The Pueblo Viejo District is divided into six distinct subareas. The focus of the Design Guidelines is on those subareas that may experience in-fill development, commercial and/or mixed-use development, such as the Sixth Street Subarea, Grapefruit Boulevard, Cesar Chavez Street, and the Transition Area surrounding Veterans' Park. The Design Guidelines establish the character, architectural style, massing, materials, and colors for architecture in each of these subareas.

While most of the Pueblo Viejo District consists of low-density residential uses and will remain so, the vision calls for more mixed-use development throughout the core of the Pueblo Viejo. However, the guidelines do not suggest the nature and character of development that might occur in the residential areas except as envisioned in General Plan; rather, they focus on the public realm aspect in these areas and do not provide Design Guidelines for residential uses in these areas.

Below is a brief summary of the subareas, as shown on Map A.

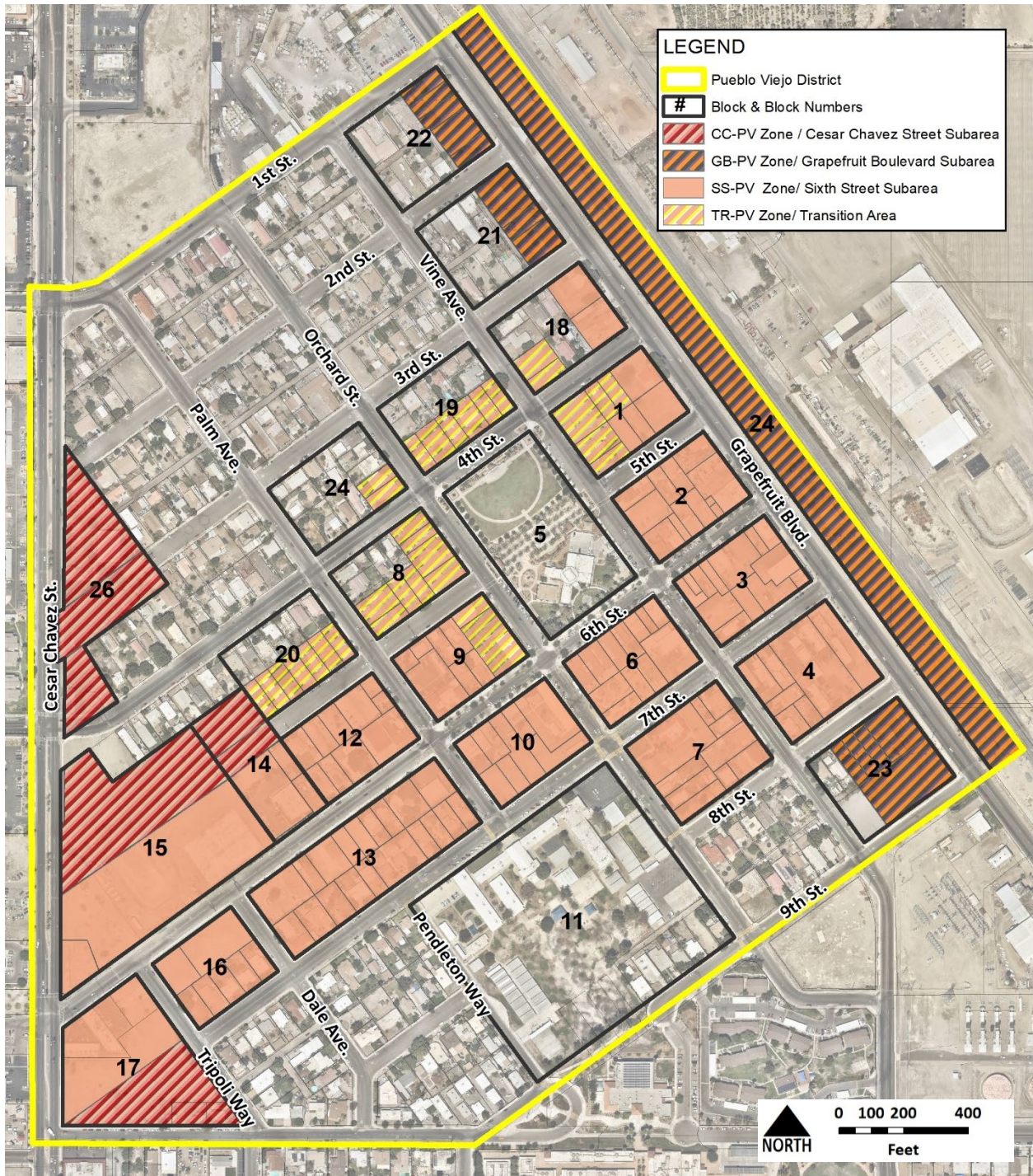
2.1.1 Sixth Street Subarea

The Sixth Street Subarea comprises the area along Fifth, Sixth, and Seventh Streets and includes the Post Office as well as the area surrounding intersections with Grapefruit Boulevard and Cesar Chavez Street. The area is envisioned as a walkable "main street" environment with higher densities, multistory structures with a mix of uses both horizontally and vertically. However, the density should not be overwhelming for a pedestrian, and building architecture should focus on the human scale by creating a superior pedestrian environment.

Sixth Street Subarea Views. SOURCE: Michael Baker International



Map A Subarea Limits Map. SOURCE: Michael Baker International



This is achieved by incorporating significant details in the buildings' architecture, especially on the ground floor. Businesses should have good pedestrian scale frontages to provide a rewarding visual experience for the people passing by. Retail stores should incorporate displays that trigger the interest of pedestrians. The two newly built Library building and the County office building under construction at the time of this report) are good examples of architecture and details that will be suitable for Sixth Street Subarea.

Fifth and Seventh Streets are expected to enjoy a spillover effect from Sixth Street and will follow similar development patterns. However, the predominant shaded walkway and wider sidewalks along Sixth Street will create a different look and feel for the space between the streets. The intersections with Grapefruit Boulevard and Cesar Chavez Street are also part of the Sixth Street Subarea. These are entryways to the Sixth Street main street; thus, greater detail in both the private and public realms is advocated in the guidelines to create an inviting environment.

2.1.2 Grapefruit Boulevard

The Grapefruit Boulevard Subarea is envisioned to be automobile focused but also a walkable and bikeable environments. The corridor caters to freestanding structures with their own parking lots and used for commercial, light industrial, and automobile-oriented uses. Multi-family structures may be integrated in the horizontal mix of the area.

The Design Guidelines focus on the cosmetic improvement of existing building façades and enhancement of the streetscape to accommodate pedestrians and bicyclists. New development and modifications to existing development should experiment with architectural styles to create auto-oriented yet attractive buildings.

2.1.3 Cesar Chavez Street Subarea

Cesar Chavez Street is a commercial street with mainly auto-oriented franchise stores. The Design Guidelines for this area are similar to those for Grapefruit Boulevard and focus on the improvement of building façades and the implementation of complete and walkable streets. While the uses may differ, the style of architecture, density, height, and general ambiance/placemaking elements will follow the "main street" characteristics described above for Sixth Street as the district transitions towards 6th Street and away from the existing built retail in the subarea.

*Library Building along Sixth Street.
SOURCE: Michael Baker International*



*Sixth Street Subarea Views. SOURCE:
Michael Baker International*



*Grapefruit Boulevard Subarea Views.
SOURCE: Michael Baker International*



2.1.4 Transition Area

The Transition subarea refers to the parcels surrounding Veterans’ Park. Because the area is envisioned to serve as a transition between residential and commercial use utilizing the existing residential structures and maintaining similar density and massing. New development and modification of existing uses that fits a transition between residential and commercial scale should be encouraged.

Palm View Elementary subarea views



2.1.5 Palm View Elementary School

The block in which the school is located features institutional uses. Built in 1928, Palm View Elementary is the oldest school in the District and has been plagued for years by obsolescence due to the building age and materials originally used. The current school building features Spanish Revival style architecture with an arched opening at the entrance. It is proposed to be demolished and a new school is to be built on the existing property. The historic nature of the school will be taken into account and will be incorporated into the new design. Since the development is underway, and approved by the City, Design Guidelines are not provided for this subarea.

Civic Center and Veterans’ Park Subarea Views. SOURCE: Michael Baker International



2.1.6 Civic Center and Veterans’ Park

The 6th Street streetscape and Veterans’ Park projects provide a respite from the surrounding buildings. The wide sidewalks in this subarea can incorporate public art that complements the style of these developments. Since the development has recently taken place and is not expected to change in near future, the Design Guidelines are not provided for this subarea.

2.2 COMMUNITY CHARACTER PRINCIPLES

The physical city comprises both the public and the private realms. The public realm includes streets, sidewalks, and areas between the street and the sidewalk, as well as civic buildings, public plazas, parks, and greenways. Private property, including public gathering spaces not owned and operated as part of the public rights-of-way, are considered the private realm. Community character principles are the overarching principles that will define the character of the subareas. These principles are the basis for the specific guidelines pertinent to both the public and private realm that make up a neighborhood character.

2.2.1 Development Principles

- Promote dense and mixed-use development
- Promote development that is mixed both horizontally and vertically
- Promote development that is consistent to current market demand and flexible to accommodate future demand
- Promote reuse of existing historic buildings
- Promote context-sensitive infill projects and site planning
- Promote live building edges and articulated building façades emphasizing human-scale design
- Apply Crime Prevention through Environmental Design principles (CPTED) to development projects

Mixed Use Development Example. SOURCE: Brett VA



Placemaking Element Example. SOURCE: Sixflashphoto



2.2.2 Placemaking Principles

- Provide public places that are memorable and interesting
- Promote placemaking elements that pay tribute to history and tell a story of the City of Coachella
- Design public spaces to accommodate activity

2.2.3 Circulation, Mobility, and Connectivity Principles

- Integrate land use and transportation
- Utilize Complete Streets principles to create a multimodal environment
- Enhance connectivity to transit
- Create a comfortable pedestrian environment
- Create a safe environment for pedestrians and bicyclists
- Incorporate environmental design standards and green development techniques in street design
- Provide an adequate amount of on-street parking while maintaining block integrity.

Complete Streets Cater to All Users and Promote Activity. SOURCE: PeopleForBikes Foundation



3 PRIVATE REALM DESIGN GUIDELINES

3

3.1 INTERPRETATION AND APPLICATION

The guidelines are general and may be interpreted with some flexibility in their application to specific projects. The guidelines will be used during the City's design review process to ensure new development implements General Plan goals and objectives and becomes a compatible part of the total community environment.

These guidelines shall apply to all new development within the Pueblo Viejo District. They shall also be used to review existing development for any reuse, additions, remodel, reconfiguration or other construction requiring a building permit. In the review of modifications or additions to existing development, the provisions of the guidelines will be imposed to the extent that they are applicable and practical to impose in the situation.

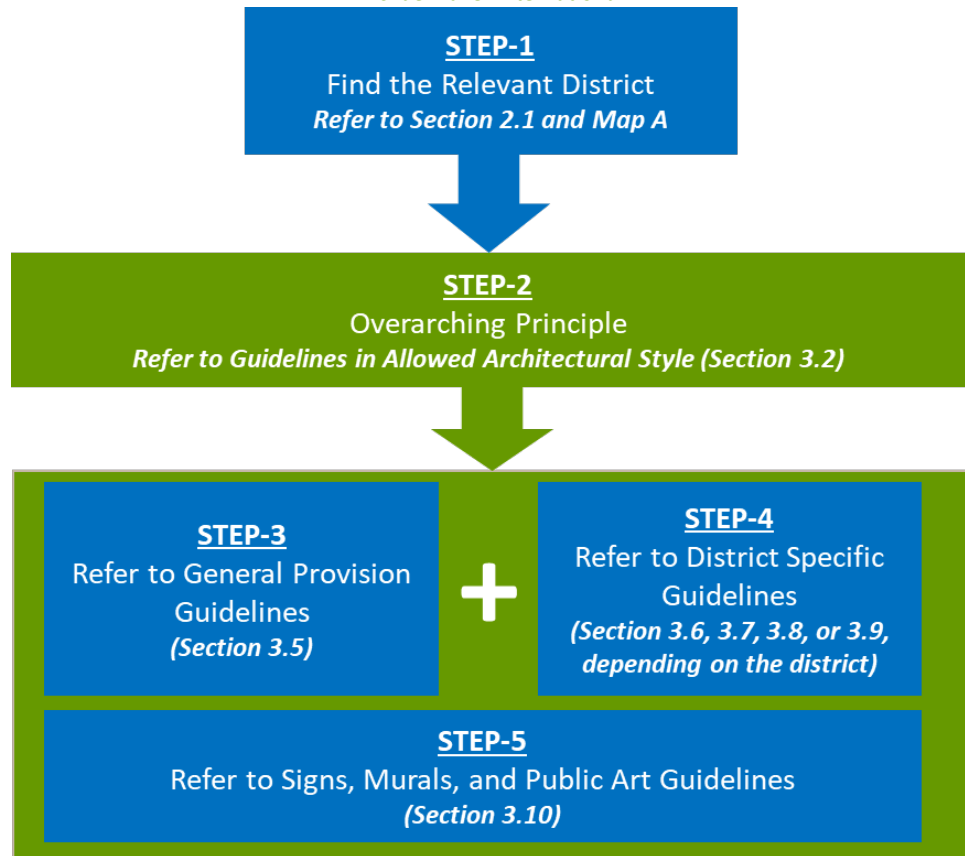
3.2 HOW TO USE GUIDELINES DOCUMENT

The Private Realm Guidelines correspond to development occurring on private property. The City's Zoning Code should always be consulted as the first step of any development project. The guidelines are organized in various sections and the diagram below shows the process of referring to various sections of the guidelines.

- **Step 1:** First step in the usage of the guidelines is to find the relevant district of the project site based on Map A provided in Section 2.1. The section also provides an overall philosophy of the district.

- **Step 2: Overarching Principle:** Finalize the architectural style for the project and refer to Section 3.3 *Allowed and Encouraged Architectural Styles*. These guidelines are referred to in the general provisions as well as subarea guidelines.
- **Step 3:** The applicant should refer to the Section 3.5 *General Provisions*. This section applies to all subareas.
- **Step 4:** Refer to either Section 3.6, 3.7, 3.8 or 3.9 depending on the subareas that the project site is located. These sections give additional guidelines specific to the subarea in addition to general provisions.
- **Step 5:** The Section 3.10 *Signs, Murals, and Public Art*, should be consulted for all projects irrespective of the subarea. The section provides guidelines for each type of signage that is allowed in Pueblo Viejo District. Table A in this section provides a list of various signs and the suggested subareas in which they may be used. The Mural and Public Art guidelines are applicable to all subareas.

Guideline Document Usage Diagram. SOURCE: Michael Baker International



3.3 ALLOWED AND ENCOURAGED ARCHITECTURAL STYLES

A mix of architectural styles and details can create an authentic and timeless downtown. The allowed and encouraged architectural styles will support the Pueblo Viejo’s historic charm, locally owned businesses, and vibrant civic center. A vertical and horizontal mix of uses would set Coachella apart from other cities in the Coachella Valley. In addition, residents prefer a mix of architectural styles that reflect the city’s past and preserve its eclectic style and sense of place to further set the Pueblo Viejo District apart from other areas in the Coachella Valley.

Architectural styles incorporating elements that are responsive to the environmental needs of the desert, including sun-shading, are strongly encouraged. Features such as arcades and colonnades will create livable outdoor spaces that will encourage a vibrant street scene. The architecture of Pueblo Viejo District should support the vision of the district as a vibrant downtown with opportunities for fun, dining, conveniences, and livable residential communities that are close to and integrated with these uses and account for variable economic pressures of changing market conditions.

Pueblo Viejo District Architecture

The existing Pueblo Viejo District architecture in Coachella has been influenced by various architectural styles. A review of historic images captures structures that include elements of the following architectural styles: Classic Revival, Neo-Classical, Western False Front, Spanish Colonial Revival, International Style, and Art Deco.

More recent development is postmodern or international architectural styles. These styles create a platform for experimentation and playfulness often abstractly incorporating historic elements that make a place unique in one respect. It helps break the monotony of traditional styles and enables the creation of unique and iconic structures.

Classic Revival Brick Style



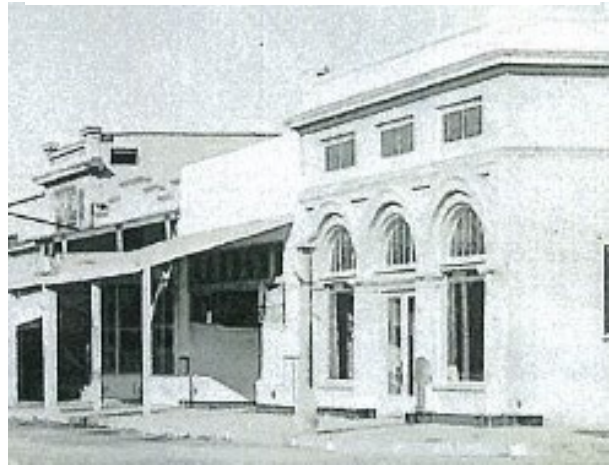
Classic Old West Architecture (Use of Colonnade)



Spanish Colonial Revival



Neoclassical Style



Vernacular Architecture (Use of Shaded Structures) International Style influenced by Mission Revival Style



Historic Images Source: Historic Society of Coachella

Allowed Architectural Styles

To preserve the architectural heritage of the Pueblo Viejo District, but also encourage its eclectic nature, four primary architectural styles are explicitly allowed.

- Spanish Colonial Revival
- Mission Revival
- Neoclassical
- Postmodern
- Architectural Innovation*

**In addition, applicants can depart from these styles with bold new contemporary design, but the design should be in context with the surrounding uses and pay homage to the heritage of the Pueblo Viejo District, the City of Coachella and the Coachella Valley. The detailed guidelines pertaining to each style and applicable to the Pueblo Viejo District are explained in the following sections.*

3.3.1 Spanish Colonial Revival Architecture

The Spanish Colonial Revival style revisits the traditional Spanish architectural themes seen in Spain’s early western colonial settlements. Within the U.S., this style gained national exposure at the 1915 Panama-California Exposition in San Diego. Many of the buildings designed and built for the exposition were in this style. The style is embraced principally in California and Florida and is characterized by a combination of detail from several eras of Spanish and Mexican architecture.

In the Pueblo Viejo District, architecture in the Spanish Colonial Revival style can be found along Sixth Street. Elements of this style that can be identified in Pueblo Viejo District are porch arcades with columns, round arches at entryways, and stucco exterior walls. The Coachella Public Library is designed in this style and bookends the Civic Center subarea.

This style was strongly preferred by stakeholders throughout the development of the 2010 Pueblo Viejo Revitalization Plan and these guidelines. The style blends Coachella’s Mexican heritage with a slightly modern twist and an elegance desired for Pueblo Viejo. Arcades and other attached shade structures are common features of this style and are appropriate to the local desert climate.

3.3.1.1 Overall Building Design

- Spanish Colonial Revival buildings are typically rectangular or L-shaped with horizontal massing and often include interior or exterior courtyards.

Courtyard. SOURCE: the 216



3.3.1.2 Walls

- Smooth or sand-float finish concrete stucco with tastefully placed adornments.

Smooth Stucco Walls. SOURCE: Camaclark



3.3.1.3 Roofs

- Slate or concrete shingles or half-cylindrical/ Spanish (S-shaped) modern concrete tiles should be used for durability.
- Lightly sloped or flat roofs are common to this style and are hidden behind domes or other false parapets.
- Shaped dormers/parapets.

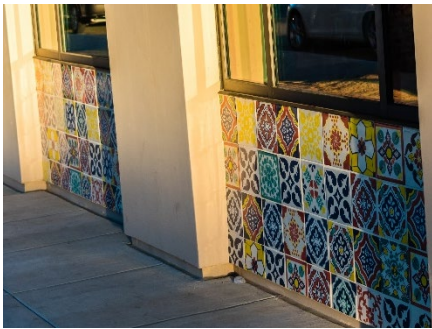
3.3.1.4 Articulation and Decorative Elements

- Patterned cutouts in smooth stucco used to decorate walls, chimneys, and vents.
- Terra-cotta or cast concrete ornaments.

Tower, Arched entry and Windows.



Decorative Tiles SOURCE: Michael Baker International



- Decorative tiles used as a wall surface or as ornament.
- Circular or square columns can be used as vertical elements.
- Rafters and supports may be exposed on the building's exterior.
- Decorative wrought iron and wood brackets or railings.
- Towers are used as decorative elements and are encouraged. Generally round, square, or polygonal towers are used to mark entrances and stairwells.

3.3.1.5 Windows and Doors

- Deeply inset arched or rectangular windows can occur on any side of the building.
- Double-hung and French or wood casement windows are common to this style. Such windows have grilles and usually divide the upper sash into individual panes that are square or close to square, giving the appearance of divided-lite windows.
- Arched entry doorways that are oversized and imposing are a common element of this style.
- French doors are usually used to provide access to porches and verandas, creating a visual connection between the interior and exterior. These are usually made to look like the building's windows.
- The framing for doors and windows is preferred to be wood, though decorative powder-coated metal frames can be used.
- The window, grilles, and doors are typically earth tones such as dark browns, terra-cotta reds, and light greens.
- Windows should be clear glass. Decorative glass is also appropriate in some cases.

3.3.1.6 Porches and Arcades

- Long exterior arcades and galleries that wrap the building are common to this style. Semi-circular arches usually spring from square pillars to form outdoor corridors.
- Small balconies with transparent railings, typically wrought iron.
- Projecting rectangular porticos, porches, or outdoor rooms created with arched openings are prevalent, especially in residential architecture.

Square Pillars for Arcade. SOURCE: Ken Lund



3.3.1.7 Columns and Pillars

- Large square pillars are commonly used with arcades/ exterior corridors of the buildings.

3.3.1.8 Materials and Colors

- The suggested exterior material is smooth, or sand-float finish concrete stucco with a minimum thickness of 7/8 inch. Accent materials can include, but should not be limited to:
 - Natural stone
 - Wood
 - Wrought iron
 - Textured or glazed concrete masonry units
 - High-quality, pre-stressed concrete systems
 - Structural or Corten steel (if a drip area is provided)
 - Hand-painted or natural tile (decorative and otherwise)
- The preferred colors for this architectural style are earthy tone colors used as base color of the buildings. Use of different colors belonging to same family of earth colors is encouraged. Earthy tone colors come from natural things around us: brown soil, green leaf, cloudy sky, as well as the red and yellow sun. These palettes can create a warm, nature-friendly atmosphere.
- Accent colors such as light blues and greens and vibrant blues, greens, reds, and yellows are encouraged. These colors can often be bold or vivid and are used sparingly, to emphasize, contrast or create rhythm and are encouraged.
- Doors usually have a dark wood finish.

Earthy Tone Finishes. SOURCE: Alan



3.3.1.9 Lighting

- Spanish Colonial Revival–style outdoor lighting fixtures with the features listed below include:
 - Wrought iron lighting fixtures, including lanterns of many different shapes
 - Clear glass shades to accent candle-shaped bulbs or amber shaded glass
 - Grandly ornamented fixtures with scrolled metal accents
 - Fixtures are either mounted to the wall or hung using chains

3.3.2 Mission Revival Architecture

Mission Revival architecture in California was inspired by the original Spanish missions. These missions were established in the late eighteenth and early nineteenth century. Mission Revival gained popularity with the train depots of the Santa Fe and Southern Pacific rail companies. By the late nineteenth century, the style began influencing the architecture of residential, commercial, and other institutional buildings. Defining characteristics include roof parapets, simple stucco or plaster siding and

Mission Revival Architecture. SOURCE: Lordkinbote



exposed beams. Below are the suggested guidelines for buildings designed in the Mission Revival architectural style.

3.3.2.1 Overall Building Design

- Enclosed courtyards are common to Mission Revival architecture.

3.3.2.2 Walls

- Unadorned smooth or light-float stucco walls
- Reinforced masonry walls mimicking adobe mud brick

3.3.2.3 Roofs

- Half-cylindrical concrete tiles are common typically of terra cotta or earth tone.
- Low-pitched hipped roofs/ shallow roof lines with wide overhanging eaves and exposed rafters are preferred for the roof structure.
- Shaped dormers/parapets are often used.
- Bell gables can be incorporated as a façade element, along with shaped dormers.

Shaped Dormers. SOURCE: Chris English



3.3.2.4 Articulation and Decorative Elements

- Building designs are usually accompanied with bell gables and rose windows.
- Restrained decorative elements of tile, iron, and wood create articulation on the façade are used, but not to the extent of Spanish Colonial Revival.
- Circular, twisted, or square columns can be used as vertical elements and help break the monotony of the façade.
- While demarcation of floors is preferred, it is not necessary.

Rectangular and Arched Windows, Double Hung Windows and Framing. SOURCE: Jeffrey Beall



3.3.2.5 Windows and Doors

- Deeply inset arched or rectangular windows can occur on any side of the building.
- Double-hung and French or wood casement windows are common to this style. Such windows have grilles and usually divide the upper sash into individual panes that are square or close to square, giving the appearance of divided-lite windows.
- Round or quatrefoil windows are integrated with the building design and create decorative elements on the façade and are encouraged.

- Arched entry doorways are a common element of this style and are encouraged.
- French doors are usually used to provide access to porches and verandas, creating a visual connection between the interior and exterior. These are usually constructed of carved wood and appear heavy. Such doors are encouraged.
- The framing for doors and windows is preferred to be wood, though decorative powder-coated metal frames can be used.
- The windows, grilles, and doors should be of earth tone but can be in a contrasting color to the wall color.
- Simple articulation is preferred in the frames in order to create play of light and shadow.
- Windows should be clear glass. Decorative glass is also appropriate in some cases.

Quatrefoil Windows. SOURCE: Title Insurance and Trust Company



3.3.2.6 *Porches and Arcades*

- Long exterior arcades and galleries that wrap the buildings are common to this style and are encouraged. Arches usually spring from square pillars to form outdoor corridors.
- Projecting porticos, porches, or outdoor rooms created with arched openings are prevalent to this style and are encouraged, especially in residential architecture.

Porches, Pillars. SOURCE: Wolfgang Beckers and Peng



3.3.2.7 *Columns and Pillars*

- Twisted or circular columns are used as decorative elements. These also appear to frame windows in some buildings.
- Large square pillars are commonly used with arcades/ exterior corridors of the buildings.

Arcade. SOURCE: Pretzelpaws



3.3.2.8 *Materials and Colors*

- The suggested exterior material is concrete stucco with a minimum thickness of 7/8 inch. Accent materials can include, but should not be limited to:
 - Natural stone
 - Reinforced brick
 - Textured or glazed concrete masonry units
 - High-quality, pre-stressed concrete systems
 - Other high-quality metals
- The preferred colors for this architectural style are earthy tone colors used as base color of the buildings. Use of different colors belonging to same family of earth colors is encouraged. Earthy tone colors come from natural things around us: brown soil, green leaf, cloudy sky, as well as the red and yellow sun. These palettes can create a warm, nature-friendly atmosphere.

- Accent colors such as light blues and greens and vibrant blues, greens, reds, and yellows are encouraged. These colors can often be bold or vivid and are used sparingly, to emphasize, contrast or create rhythm.

3.3.2.9 Lighting

- Mission Revival–style lighting outdoor fixtures with features listed below:
 - Wrought iron or hammered copper
 - Opaque shades, especially made of amber glass that covers the bare bulbs
 - Use of chains for hanging fixtures is prevalent

3.3.3 Neoclassical Architecture

Neoclassical architecture originated in the eighteenth and early nineteenth centuries. The movement used Greek and Roman details to create structures that are characterized by grandeur of scale through the use of simple geometric forms and columns, as well as blank walls.

Some historic buildings in Coachella bear elements of neoclassical architectural style. However, unlike historic neoclassical buildings seen in other parts of the world that are highly ornate in nature, these buildings are a utilitarian version of the same. The shape and form of buildings, use of columns and other features suggest neoclassical style. Such architectural style with lesser ornamentation compared to traditional neoclassical buildings complements the other styles such as Mission Revival and Spanish Colonial Revival. Hence, this style is suitable for the Pueblo Viejo District.

Rhythm, Order, Geometry and Grandeur in Simplified Form. It is important to note that the overall building height of this example is not appropriate to the Pueblo Viejo.
 SOURCE: Jörg Zügel



3.3.3.1 Overall Building Design

- The building architecture should have order and harmony. Building elements should be symmetrical with a clean geometry, and all parts should fit together to create a cohesive and balanced design.
- Neoclassical buildings usually use the Greek rule of proportion drawn from the golden ratio to design the architectural elements as well as for the overall composition of the building. Such consideration is encouraged.
- Neoclassical architecture style had no domes or towers, so they are discouraged in buildings using this style.
- The building façade is to be flat and long. A screen of freestanding columns, or windows or other elements that mimic columns is usually used. Historic examples within the Coachella valley did

not typically utilize true Greek or Roman columns, but simpler vernacular style.

3.3.3.2 Walls

- The façades are characterized by restrained ornamentation.

3.3.3.3 Roofs

- Roofs are usually flat and horizontal or low-pitched gable.

3.3.3.4 Articulation and Decorative Elements

- While the buildings can have restrained decoration and minimal ornamentation, blank façades are not permitted.
- Corner stones, or quoins, are encouraged to give a sturdy appearance.
- Trims are encouraged to be used around windows and doors.
- Use of a balustrade on upper levels is encouraged.
- Use of dentil molding—a series of closely spaced, rectangular blocks that form a molding—is encouraged below the cornice, along the roofline of a building.
- The decorative dentil molding band is encouraged to be used anywhere on a structure.
- Pilasters—a rectangular support or decorative protrusion that resembles a flat column—are encouraged to be used on the façade. Pilasters should project slightly from the wall and have a base, a shaft, and a capital like a column.

Balustrade and Use of Pilasters, Corner Treatment of Buildings. SOURCE: Jörg Zügel



Vertical Proportioned Windows, Decorative Entryways, Pediment. SOURCE: A.Savin

3.3.3.5 Windows and Doors

- Doorways should have decorative surrounds and pediments (the triangular section found above the entranceway).
- Windows should have vertical proportions with double-hung sashes. Division into six or eight panes is encouraged.
- Windows should be evenly spaced across the building's façade.
- Windows are encouraged to be flanked by shutters.
- Fanlight windows can be used in gables or above doors on the upper floors.

3.3.3.6 Porches and Arcades

- A temple-like pediment over the entry porch is usually seen as a characteristic of neoclassical architecture. However, these architectural features do not reflect the local neoclassical style in Coachella and hence, are discouraged.



- Buildings should have a full-height front porch supported by a row of columns.
- A balustrade along the second-story porch is encouraged.

3.3.3.7 Columns and Pillars

- More vernacular columns or pilasters are preferred over Greek or Roman columns.
- Columns should be even in number.
- Repetition of columns in porches and along the façade is encouraged.

3.3.3.8 Materials and Colors

- Heavier materials such as exposed reinforced brick/brick cladding are to be used in the lower portion of the structure, with lighter materials such as wood used in the upper portions of the façade.
- Exterior materials include:
 - Exposed reinforced brick, stone, and plaster on walls.
 - Trims should be made of wood or materials that are like wood and are durable. The use of foam molding is not permitted.
- If plastered, the buildings are usually in shades of white.

3.3.3.9 Lighting

- Neoclassical outdoor lighting fixtures integrating Greek and Roman ornamentation with the features listed below are encouraged:
 - Wrought iron lighting fixtures, including lanterns of many different shapes
 - Clear glass shades to accent candle-shaped bulbs or amber shaded glass
 - Grandly ornamented fixtures with scrolled metal accents
 - Fixtures are either mounted to the wall or hung using chains

3.3.4 Postmodern Architecture

Postmodernism emerged in the latter half of the twentieth century. It was a reaction against the rigid doctrines of the modernist movement that included austerity, simplicity, functionalism, uniformity, and a lack of ornamentation, color, and human scale, as well as lack of tribute to the

history and culture of the community. Modernist architectural style is a movement based on certain characteristics and features of the building as explained previously (and is not to be confused with contemporary architecture that means architecture of today). Complexity and contradiction of form, style, color, and material is the underlying theme of all postmodern buildings. Postmodernism is a broad movement that draws from a variety of architectural styles, history, culture and heritage and molds them together to create new typically more abstract design.

It is not the intention of this style to limit expression of architectural elements such as roofs, doors, windows, walls, and so on based on strict rules. Rather, the style allows for free expression and leaves room for diverse implementation and is represented by the major characteristics described below. The structures developed in the postmodern style are encouraged to draw from the other architectural styles described in this section: Spanish Colonial Revival, Mission Revival, and neoclassical. The architecture should also draw from local heritage, history and culture, as well as Mexican heritage. Ornamentation, color, and articulation drawn from these styles will allow for continuity while fostering unique architectural expression and respecting the history of the community. Buildings range from using ornamentation on the façade to being works of sculpture themselves.

3.3.4.1 Overall Building Design

- Postmodern buildings often combine astonishing new forms and features with seemingly contradictory elements of earlier periods and architectural styles.
- Contradiction of form with function is also a common element. Using traditional elements with connotations of very modern technology is a prevalent feature of postmodern architecture.
- Fragmentation of one structure into several smaller structures and forms is common with the use of different materials and styles. The concept aligns well with the overall vision of encouraging a building that respects human scale.
- Newer postmodernist compositions are rarely symmetrical, balanced, and orderly. Asymmetrical forms and curved and oblique buildings that tilt, lean, and give a sculptural quality are common. These buildings lend a whimsical character to the street and break the uniformity and order of modernist and international architectural styles.
- Trompe-l'œil, the art of making a two-dimensional object look like it is three-dimensional, makes buildings appear to be more spacious and bigger than they are. This is prevalent in postmodernism.

Use of Architectural Elements and Ornamentation from Different Styles.



Fragmentation of Buildings and Unsymmetrical Structure. SOURCE: Maksim.



Use Colors, Texture and Shapes. SOURCE: Andrew Bossi Laurel,



3.3.4.2 Ornamentation and Colors

- Articulation and ornamentation range from abstraction to monumental and informal forms, as well as traditional and high-tech representations.
- The accumulation of elements freely borrowed from past styles is encouraged to derive ornamentation from Spanish Colonial Revival, Mission Revival, and neoclassical styles.
- Colors and textures are important elements. It is common to use bright vibrant colors as well as different hues and contrasts to make the shapes stand out. Colored glass, ceramic tiles, or stone are also used to add texture.
- Exaggeration of forms is common and is encouraged.

3.3.5 Architectural Innovation

While repeating or reinterpreting the above-mentioned styles of architecture is encouraged, the design guidelines are not intended to curb innovation and the exploration of the evolution of architecture and the built environment. The use of innovative architecture that provides a building superior for its intended use and a benefit to the community can contemporary and international style architecture. The following must be considered if innovative architecture is proposed:

- A narrative explaining the connection of the proposed architecture to the vision, heritage, and/or history of the Pueblo Viejo District
- The use of materials, colors, and design elements that do not clash or disrupt with the surrounding context of structures and uses
- The building’s ability to create a positive impact on its surroundings
- The building’s ability to create a vibrant, inviting environment for its users

Buildings in an innovative style can push the barriers and create developments that are exceptional in their functionality while being unique in their aesthetics but will also be scrutinized during architectural review more closely based upon the criteria as described above. Proposed developments in an innovative style will be reviewed on a case-by-case basis. As part of the approval process, developers may be asked to provide additional architectural drawings and details, research, graphics, visualizations, and narrative to explain the building’s inspiration.

3.4 PROXIMITY OF SIMILAR STYLES

To avoid the creation of mono-architecture that departs from the authenticity and current character and eclectic mix of architecture within the Pueblo Viejo District, buildings of the same architectural style should not be placed directly adjacent to each other. It is recommended that buildings of the same style are placed with at least one building of another style in between them. If buildings of the same architectural style are placed next to one another, the two buildings should use different materials, colors and articulation to avoid a monotonous façade. Buildings of the same style located near one another should also incorporate varied features of the architectural style and varied coloring to ensure the preservation of the downtown charm that currently exists in Pueblo Viejo District. Proximity to similar styles will be considered during the architectural review process.

Breaking Monotony- Use of Variety in Architectural Styles, Materials, Colors and Articulation. SOURCE: Loseto



3.5 GENERAL PROVISIONS

3.5.1 Existing Buildings

Certain existing buildings in the Pueblo Viejo District tell a story of the City's development through years and significantly contribute towards Coachella's heritage. These buildings have distinctive features, finishes, materials, spaces, construction techniques that render a unique character to the buildings and hence the corridor. These buildings and its unique elements should be preserved, restored and/or adapted in creative way for newer use.

- If a building or site has been designated as having historic significance by the Coachella City Council, any development on the site or work to the building should comply with Chapter 15.48, Historic Districts and Site, of the Coachella Municipal Code.
- Applicants/ owners are encouraged to refer to the older pictures of the City and apply preservation, rehabilitation, restoration or reconstruction standards as suggested in the "Secretary of the Interior's Standards for the Treatment of Historic Properties" (<https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>).
- Development in out-lots, additions/ alterations to historic structures and adaptive reuse should be done in a manner that they maintain the character of the primary structure and are compatible with the mass, scale, and form of original structure. Such changes should not hinder the ability to interpret the design character of the original building. Compatibility does not necessarily mean imitating the architectural style of the structure but the ability of different components, whether similar or dissimilar, to function together and stand together in harmony.
- Expansions to existing buildings should provide for continuity between the old building and the new addition. It is not necessary to match the existing building but should include prominent design elements of the old building to provide architectural compatibility between old and new.
- New structures built in the outlots shall be treated as new construction and shall comply with the Design Guidelines for new structures.
- Additions to original structures should not interfere with the distinctive or character defining features of the structure and should be limited in the size to preserve the relationship with the existing building
- When adapting the use of a historic building, they should be designed to have the least impact on the historic character of the building. Character defining, and distinctive architectural features should be preserved.

- Original details and materials should be preserved as much as possible. When it is not possible to do so due to extreme financial burden, or safety reasons the replaced materials and details should be as close as possible to the original.
- Regular maintenance and repair are preferred over the replacement of any historic materials or features.
- Energy efficiency during adaptive reuse is encouraged but should be done while being true to the historic character of the building.
- A building's original orientation should not be changed, and the original primary entrance should be used as the building's primary entrance. If an original storefront/ façade has been altered over the years, the preferred treatment is to restore them to their original condition based on historic photos or other evidence.

3.5.2 Energy Efficiency and Conservation Design

Building construction, operation and maintenance can have a significant impact on the environment through use of energy, material resources, water usage and stormwater runoff. The applicant is encouraged to employ efficiency and conservation principles from established assessment systems such as LEED, BREEAM, BEES, or other rating systems during the design and construction of the project in order to create sustainable built environment.

- **Energy Efficiency:** Use of Passive Solar Design principles and energy efficient systems can greatly help with energy conservation.
 - Consider use of renewable energy sources such as small solar or small wind energy, which can increase energy security and reduce greenhouse gas emissions associated with energy use.

Solar Panels in the Parking- Provides Shade and Renewable Energy.
SOURCE: Carol M. Highsmith



Uncovering Original Details of Historic Structures. SOURCE: Michael Baker International



Covered-up facade



Uncovered original facade

- Window orientation should have a good balance between efficiency and other benefits such as bright indoor spaces and views south and should be shaded during the heating season by other buildings or trees. North windows lose significant heat energy and gain very little useful sunlight in the winter. East and west windows are likely to increase air conditioning needs unless and hence should be designed with careful attention to shading.
- The South-facing window should include enough solar glazing for good performance in winter, but not so much that cooling performance in summer will be compromised.
- As much as possible windows should be designed to be operable for easy natural ventilation.
- While building entrances are oriented towards primary streets, daylighting opportunities should be fully investigated, and effort should be made to incorporate daylighting in the design of the building.
- Landscape design should strive to provide trees for summer shading that will help reduce heat load to the building and/or outdoor spaces.
- Use efficient building shapes keep this exposed surface area to a minimum there by saving energy.
- Use efficient insulation systems to reduce heat flow in and out of the building from conduction through attic, sidewalls, basement walls and doors.
- **Materials:** Choices of materials and construction methods are important to reduce energy consumption of a building through reduced solar heat gain or loss, lower maintenance and increase life of the building.
 - Design for long life and adaptability for a variety of uses
 - Use durable low maintenance materials with low embodied energy that are locally sourced (including materials salvaged on site). Low embodied energy materials such as concrete, bricks, and timber will help to reduce energy consumed through mining, processing, manufacturing and transporting the materials as opposed to high embodied energy materials stainless steel, aluminum, and plastics.
 - Select materials that can be re-used or recycled easily at the end of their lives using existing recycling systems.
 - Use efficient and right sized building design to minimize materials

■ **Water Conservation**

- Consider employing system for collecting and using rainwater and grey water for irrigation. This will reduce the consumption of treated water.
- Use low-demand native plants and xeriscaping techniques to reduce water consumption on site.
- Avoid over watering and consider using underground drip irrigation systems, which reduces water loss caused by evaporation of surface water during watering.
- Employ design and construction strategies that reduce storm water runoff and polluted site water runoff.

■ **LID and BMPs**

- Low impact development (LID) best management practices (BMPs) are encouraged in public as well as private landscaped areas including parking areas to encourage infiltration and natural water quality treatment. Traditional retention/detention should be used only if LID options are shown not to work in a particular site due to topography, soil conditions, etc. Examples include:

- Infiltration basin
- Infiltration trench
- Permeable pavement
- Harvest and use BMPs
- Bioretention and/or biofiltration facilities
- Sand filter basin
- Extended detention basin

- Pervious paving and other permeable surface finishes appropriate for the soil conditions and hydrology are encouraged in hardscaped areas. These paving surfaces add texture and facilitate stormwater management. Particular care should be given to the installation, maintenance, and life cycle of such materials.
- Consult the Riverside County Watershed Protection “Whitewater BMP Design Handbook for Low Impact Development” and City of Coachella Municipal Code Section 13.16.047 for more information.

Xeriscaping. SOURCE: Potomacpalms



Low Impact Development. SOURCE: Chris Hamby



Pervious Paving. SOURCE: Jason Johnson



3.5.3 Exterior Building Materials

- Exterior building materials should be durable to avoid rapid wear and tear, economically maintainable, and of a quality that will retain their appearance or age well over time. For example, the use of foam molding of any kind is not permitted due to its lack of durability.
- In selecting exterior building materials, consideration should be given to the appropriateness of the materials based on the building's architectural style.
- Exterior building materials and colors should be compatible with the surrounding neighborhood setting and should be in keeping with the geographic and climatic conditions specific to the Pueblo Viejo District.
- Materials should be authentic whenever possible, although more durable contemporary materials are acceptable if the quality and appearance truly mimics the original authentic material.
- New inventions and established synthetic materials, if used, should age, in a similar manner to the natural materials they replace (i.e. patina).
- Materials should discolor naturally and only if intended as for historic purposes. Materials that unintentionally discolor should be avoided. Architectural styles that do not depend upon a historical context should be maintained in a manner to avoid discoloration and utilize proper maintenance and replacement.
- Reflective materials should be avoided.
- The combination of materials and colors on a building façade should be appropriate to its style and design.
- A variety of materials or colors should be used that emphasize differentiation between the various components of the building.
- A color palette with a minimum of five colors (with a minimum of three-color families) should be provided unless justification is provided for variation from this guideline.
- Adjacent buildings should have a differing color palette.

Changes in Materials, Colors, and Textures. SOURCE: Christopher L. Riley

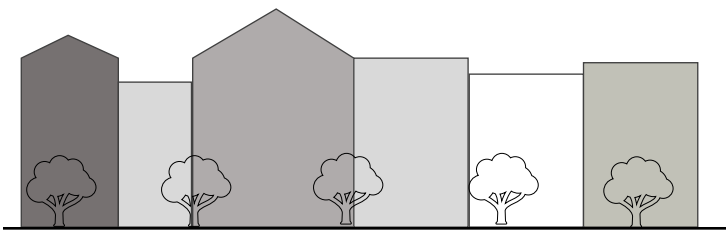


- Larger developments are encouraged to break the monotony of the façades using color and material differentiations in addition to the roofline variations to reflect the small-scale street frontage.

3.5.4 Roofs

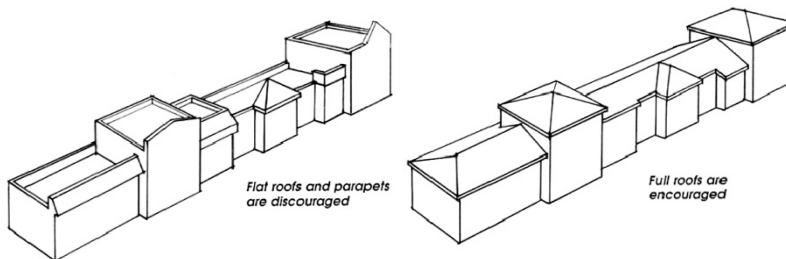
- Rooflines should be designed to create architectural interest and to “break” large structures into smaller forms. Rooflines should employ distinctive profiles depending on the building’s architectural style as described in Section 3.3.

Changes in Roofline to Break Monotony. SOURCE: Michael Baker International



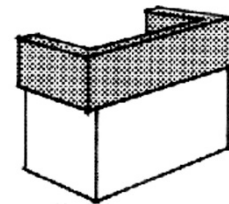
- Parapets facing the street should be subdivided into recognizable segments with shifts in height and architectural treatments.
- Use of flat parapets is discouraged and use of full roofs are encouraged

Flat Parapet vs, Full Roofs. SOURCE: Michael Baker International

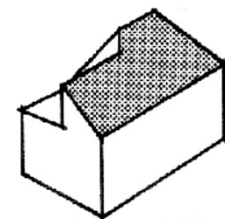


- The form, color, and texture of the roof should be an integral part of the building design and compatible with both the natural and built settings.
- Rooflines should be designed to screen roof-mounted mechanical equipment. The screening should reflect the architectural style.
- Roof materials should be durable, energy efficient, and relate to the building’s design and architectural style. Roofs should be detailed to be consistent with an appropriate use of the chosen material.

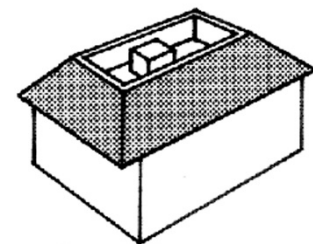
Roofline to Screen the Mechanical Equipment. SOURCE: Michael Baker International



Partial mansard roof discouraged



Clipped roof to hide rooftop equipment



Full mansard roof will hide rooftop equipment

3.5.5 Shade Structures- Awnings

- Refer to subarea guidelines for allowability of awnings on first floor. Awnings are allowed on upper floors of all sub areas.
- Awnings if allowed on first floor should be no longer than a single storefront. Upper-floor awnings should be no longer than the window width.
- Awnings should not be internally illuminated nor used for signage except for lettering on variance.
- Hard material, fabric and canvas awnings with a matte finish are encouraged.
- Awnings with a high gloss finish and plastic awnings are prohibited.
- Awnings should be made of a durable material that is not susceptible to sun-bleaching. If the awnings become unsightly, they should be replaced immediately.
- Awning colors will be compatible with the overall color scheme of the façade from which it projects. Solid colors or subtle striped patterns are preferred.
- Awnings for principal structures if allowed on first floor should be mounted at a consistent height of 9 feet.

*Outdoor Furniture Examples.
SOURCES: Top- K.Артем.1; Middle-
Lee Cannon; Bottom- lienyuan lee.*



3.5.6 Outdoor Furniture

- Areas open to public at all times are encouraged to have a combination of movable as well as fixed furniture. Movable chairs give flexibility and are encourage public gathering in plaza area.
- All furniture used in outdoor dining area and outdoor gathering spaces shall be situated in a manner to maintain adequate and safe pedestrian and consistent with provisions of the Americans with Disabilities Act and State of California accessibility standards.
- Furniture used in outdoor dining area and outdoor gathering spaces shall be of substantial quality to withstand outdoor use, and maintained in good visual appearance, condition, quality and repair at all times.
- All furniture in outdoor dining area and outdoor gathering spaces should be compatible with the building’s architectural style and consider the climatic conditions. For example, the area receiving direct sunlight should refrain from using metal furniture unless there is enough shade to keep the furniture cool.
- The use of the following materials is encouraged for furniture, in or adjacent to sidewalk areas, while still maintaining quality and structure:
 - Metal, Aluminum and wrought iron

- Wood treated for weather and sun- example “French Bistro” dining sets
- Outdoor furniture including but not limited to tables, chairs and umbrellas, used in an Outdoor Dining Area shall not encroach on the property line or frontage of an adjacent business or property.

3.5.7 Perimeter Fences and Walls

- While security fences are allowed, chain link, barbed wire and razor wire, fences should not be used.
- The design of fences, walls, and other structural landscape features should be compatible with and complementary to the architecture of the building and the surrounding setting.
- Fences and walls should be constructed of durable materials and compatible with the architectural style of the building.
- All fences, walls, and other related features should be accompanied by landscaping to better integrate the structure within the site and reduce its visual impact.
- Walls and fences are generally discouraged along the public realm. But if necessary for safety and aesthetic reasons, wrought iron fences with landscaping are preferred over solid walls unless the walls also double as seating and are combined with landscaping.

Perimeter Fence Examples. SOURCES: Top- Thomas1313; Bottom- C&CGabrielle



3.5.8 Exterior Building Lighting

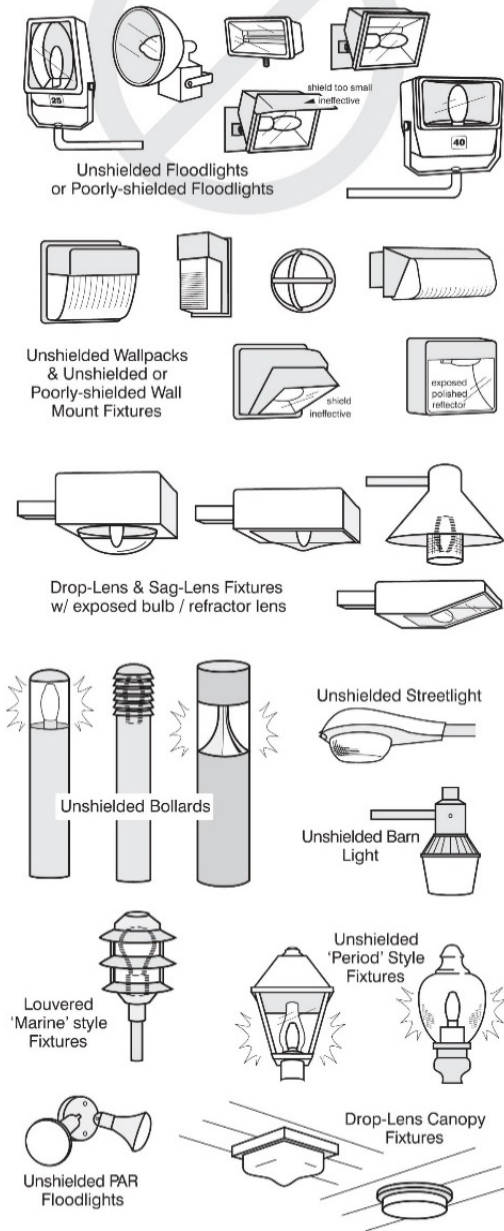
- Exterior building lighting should be used to light building architecture and site areas so as to accentuate design features and promote security in an attractive and understated manner that minimizes off-site impacts.
- Lighting fixtures should complement the façade and be of a style that suits the architectural style of the building.
- Shielded fixtures that minimize sky glow, glare and light trespass should be used. Site lighting should not be directed off-site.
- Direct façade lighting should be provided at all building entrances and along walkways.
- White light that interferes with the circadian rhythms of wildlife and people, and also creates safety issues due to its impact on the retina, should be avoided. Outdoor lighting should be no greater than 3000 degrees Kelvin color temperature as recommended by the American Medical Association.
- Lighting reduction and energy-efficient timer systems should be required after normal business hours except for lighting that is mandated for general safety and security.
- While up-lighting may be allowed to accentuate certain architectural features, care should be taken to make sure that such features minimize sky glow,

- Exterior building lighting should remain in operation till the general peak hours of the Subarea as determined by the City Staff in order to keep the consistency of lighting in the subareas and to encourage pedestrian activity. The lighting may be reduced during non-peak hours, but lighting should not be completely eliminated in parking lots or structures at any time.

Examples of Acceptable and Unacceptable Lighting Features. SOURCE: International Darksky Association (IDA) (<https://www.darksky.org/our-work/lighting/lighting-for-citizens/lighting-basics/>)

DISCOURAGED

Fixtures that produce glare and light trespass



ENCOURAGED

Fixtures that shield the light source to minimize glare and light trespass and to facilitate better vision at night

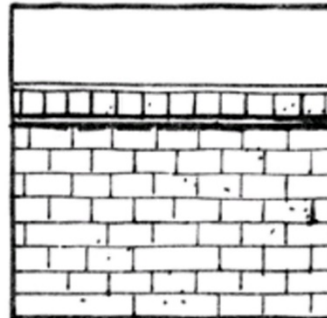
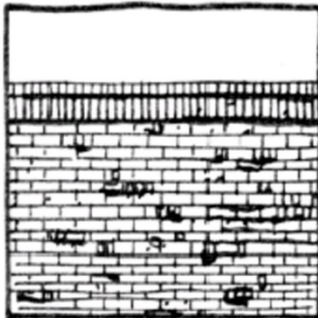


Illustrations by Bob Crelin© 2005. Rendered for the Town of Southampton, NY. Used with permission.

3.5.9 Trash and Recycling Enclosure

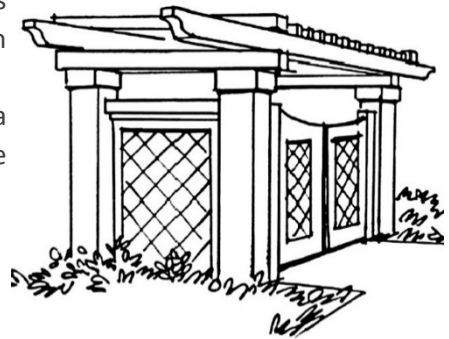
- Trash collection, trash compaction, outdoor storage, utility meters, HVAC equipment, and other service functions should take place behind buildings or on the side of structures and should be visually screened.
- Trash enclosures should be located away from adjacent parcels to minimize noise and odor impacts typically associated with garbage collection and storage.
- The enclosure shall be placed on a concrete pad and have a concrete apron with a minimum depth of 4 inches. Adequate drainage shall be provided around the pad area.

Examples of Solid Masonry or Concrete Tilt-up. SOURCE: Michael Baker International



- All refuse containers shall be screened with a six-foot high (minimum) enclosure of solid masonry or concrete tilt-up with an exterior finish compatible to the main structure.
- Gates shall be solid, heavy-gauge metal or of a heavy-gauge metal frame with a covering of wood or other suitable, opaque material compatible to the main structure.
- The perimeter of the recycling and trash enclosure shall be planted where practical with drought-resistant landscaping, including a combination of shrubs and/or climbing evergreen vines. Attractive xeriscaping may be used as a landscaping option.
- Safety boulders made of durable materials such as steel or concrete should be used to protect recycling and trash enclosure from moving traffic especially in parking and loading area.

Use of Trellis to Screen Trash Receptacle Area. SOURCE: Michael Baker International



Use of Landscaping Around Trash Receptacle Area. SOURCE: Michael Baker International

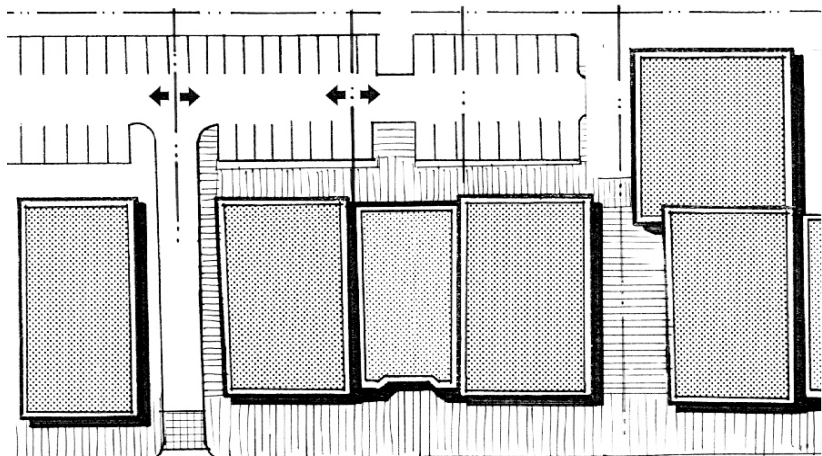


3.5.10 Off-Street Parking Design

3.5.10.1 Parking Lots/Surface Parking

- Landscaping and other architectural features should be used to create attractive buffer and screening between pedestrian pathway and the parking area.
- To avoid large expanses of paved areas, large parking lots should be divided into smaller parking areas. However, Multiple access points to parking areas should be avoided in order to minimize driveways along the street. This in turn minimizes traffic safety conflicts, street congestion, and unnecessarily disrupted street frontage.
- Adjoining properties are encouraged to share access driveways to minimize the number of driveways along public streets.

Shared Access and Shared Parking are Encouraged. SOURCE: Michael Baker International



- Side streets are encouraged to be used for ingress and egress to allow for smoother flow of traffic
- The driveways should be located as far from intersection as possible. However, the location of the driveway is based on available street frontage, site design, expected use of driveways, and traffic safety.
- Traffic calming features within parking lots, including but not limited to speed humps, are encouraged to enhance pedestrian safety in parking areas.
- Connections between parking facilities and building entrances should be considered and enhanced to provide a pleasurable experience and transition from parking lot to building entrance. This includes the use of canopies or other shade structures, landscaping and protected pedestrian facilities.
- Pedestrian walkways should connect parking lots to main building entrances. Enhanced colors and texture materials should

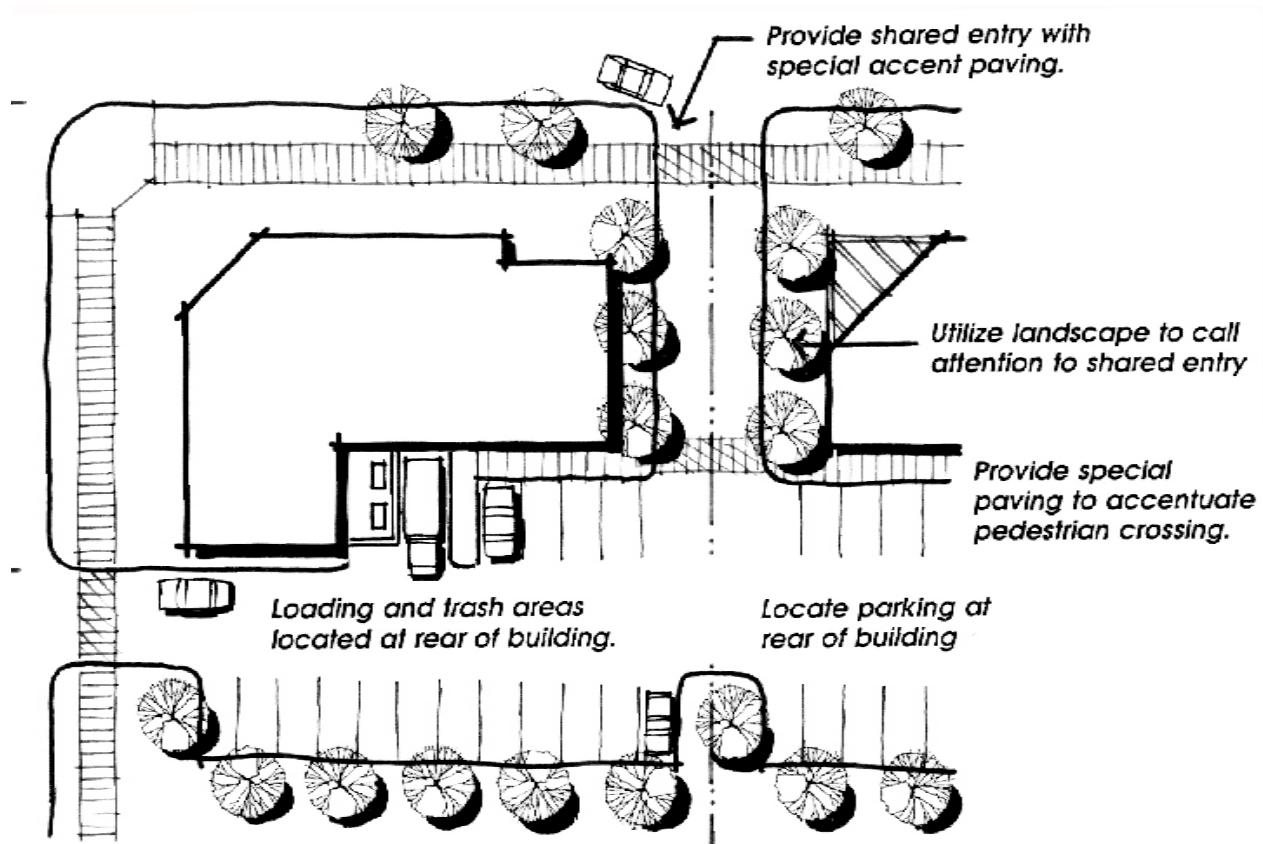
Well-designed Pedestrian Access in Parking Areas. SOURCE: Pi.1415926535



be incorporated into walkway or sidewalks within parking areas. Landscaping should be used to make the pedestrian experience pleasurable.

- Patterned pavement and integral colored concrete are encouraged, especially in areas that will have multiple uses, access from parking lots, and in other areas visible to the public.

Best Practices in Design of Parking Areas. SOURCE: Michael Baker International



3.5.10.2 Parking Garages

- Parking structure design must consider architectural compatibility size, scale, and bulk as it relates to adjacent properties and the overall design of the project.
- The first floor of parking garage should be programable if the garage abuts the primary street in the subarea so as to encourage pedestrian activity on the street.
- If the first floor cannot be programable the walls of first floor should be articulated per the architectural style of the primary structure and/or screened and landscaped to create a pedestrian-friendly environment.

Using Articulation and Landscaping of Non-Programmable First Floor. SOURCE: Top-MTA of the State of New York; Bottom-Nyttend



- Exterior elevations of parking garage shall draw architectural design cues from primary building and incorporate design components and materials utilized and compatible with the primary building(s). Long expanses of shear walls are not permitted.
- The exterior elevations of the parking structure should exhibit horizontal rather than sloping design elements.
- Landscaped planters are encouraged to be incorporated with the garage design
- Landscaping guidelines as described in Section 4.4 should be used to provide screening.

Programmable First Floor Space of Parking Garage. SOURCE: Michael Rivera



3.5.10.3 Bicycle Parking

- Bicycle parking may be placed as close to the entrance of a building as possible or may be organized into larger racks in an easily accessible location.
- It is highly encouraged that bicycle racks contribute to art installations. If unique bike racks that contribute to art installations are not provided, bicycle parking racks should be of the following types: Inverted “U”, “A”, and Post and Loop.
- The amount of bicycle parking facilities that are provided should be consistent with Section 12.40.050 of the City of Coachella Municipal Code.

Artistic Bike Racks- Creates District Identity. SOURCES: Left- Agremon; Right- Jim.henderson



3.5.10.4 Landscaping, Buffers, and Aesthetics

- Landscape buffering should be included as preferred in the landscaping guidelines in Section 4.4.
- Shade trees and drought-resistant planting should be planted in and around parking lots to reduce the heat island effect and offer visual relief in accordance with landscaping guidelines in Section 4.4.
- The landscaped islands are encouraged to use LID techniques/ bioswales to reduce storm runoff.

Shade Trees and Landscaping in Parking Areas. SOURCE: FASTILY



3.5.10.5 Parking Area Lighting

- Parking areas should be done in a consistent, attractive and unobtrusive manner that minimizes off-site impacts. The lighting fixtures should complement the street lighting fixtures.
- Lighting should use LED luminaires to reduce energy consumption and greenhouse gas emissions.
- Lighting should be dark skies compliant and use full or partial cutoffs to reduce light pollution.
- Adequate light should be provided for the safe movement of traffic and pedestrian but avoid glare on adjacent uses.

3.5.10.6 Pedestrian Safety

- Safe and highly visible pedestrian access should be provided from parking lots and garages to structures.
- The walkways should be minimum 6 feet wide and comply with ADA [Americans with Disabilities Act] regulations.
- Traffic calming features, including but not limited to speed humps and high visibility crosswalks may be used to enhance pedestrian safety in parking areas.

Painted Walkways and High Visibility Crosswalks. SOURCE: thisisbossi

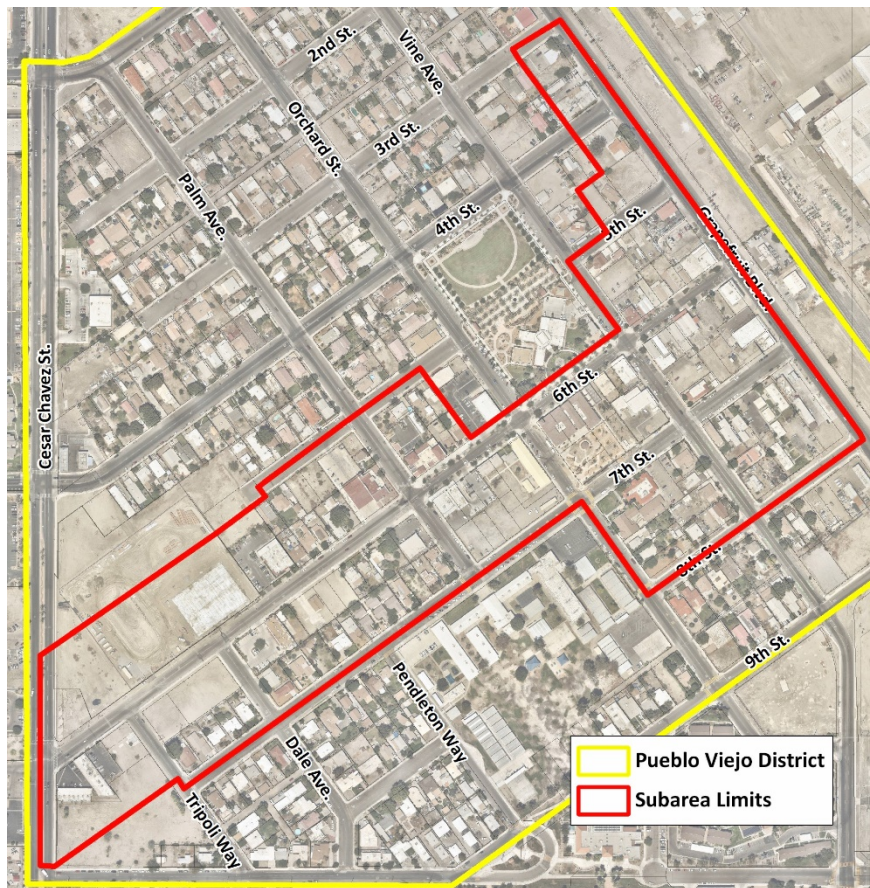


3.6 SIXTH STREET MIXED USE SUBAREA

The Sixth Street Subarea comprises parcels along Fifth, Sixth, and Seventh Streets and includes the Post Office area as well as the area surrounding intersections with Grapefruit Boulevard and Cesar Chavez Street (Refer to Map B).

Sixth Street is envisioned as a pedestrian-friendly horizontal and vertical mixed-use street with pedestrian-scale architecture. The interactive commercial uses on the ground floor and the articulation of buildings will make walking a pleasurable experience. Colonnades and arcades are encouraged as an extension of the building while maintaining harmony with adjacent buildings. These structures also provide much-needed shade. Plaza spaces that create mini gathering areas boost pedestrian activity and are encouraged. Buildings are expected to follow the architectural styles explained in Section 3.3. Architectural styles other than those described in the Section 3.3 may be allowed but are subject to more scrutiny. The City will require visualizations.

Map B Sixth Street Subarea Extents. SOURCE: Michael Baker International, Riverside County GIS



The buildings on Fifth and Seventh Streets also promote horizontal and vertical mixed-use development, though multifamily residential structures with no ground-floor commercial are also allowed.

Unless specified, the Sixth Street mixed use guidelines apply to structures oriented on Fifth, Sixth, and Seventh Streets.

3.6.1 Existing Buildings

Certain existing buildings along Sixth street enforce the feeling of a downtown district with small setbacks and pedestrian-oriented entrances. Preservation, restoration and adaptive reuse of these buildings is especially encouraged, where existing buildings. Refer to Section 3.5.1 for guidelines related to existing buildings

Preserve Existing Structures that Enforce a Feeling of Historic Downtown. SOURCE: Michael Baker International

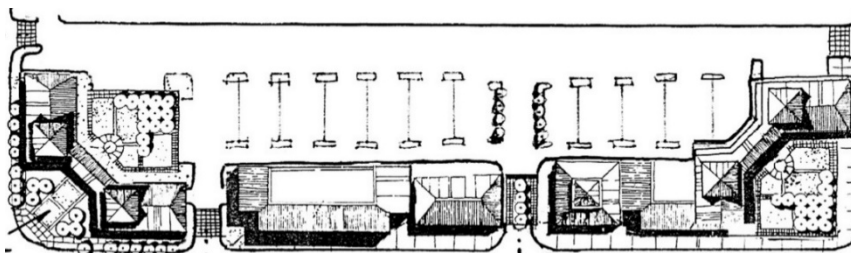


3.6.2 Site Design

3.6.2.1 Building Orientation and Setting

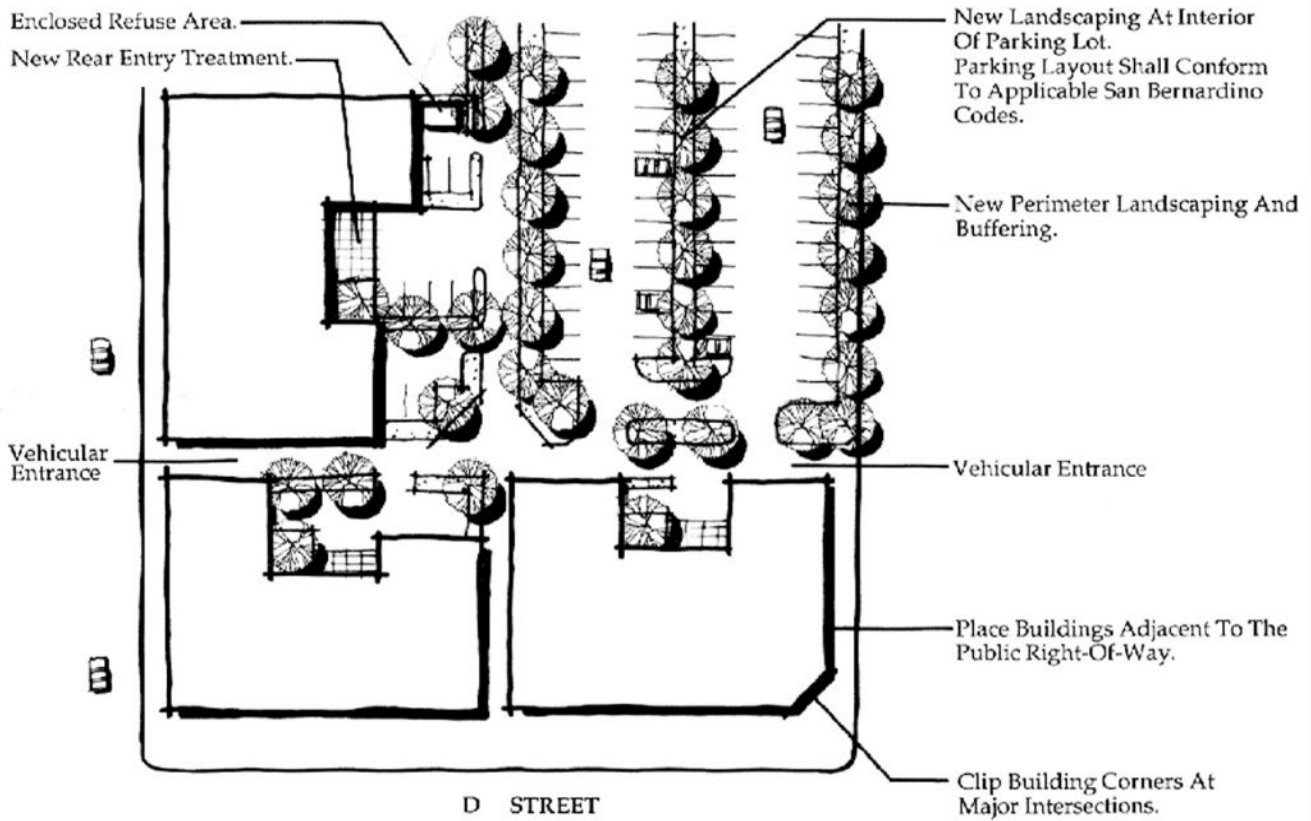
- Building orientation facing the primary street is important for creating street appeal, enhancing aesthetics, and drainage considerations and encouraged.

Building Orientation Towards the Street. SOURCE: Michael Baker International

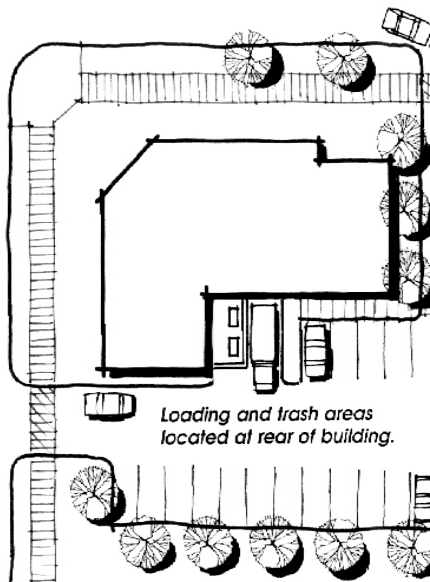


- When possible, the entry to parking and loading areas should be from the side streets. This orientation will help reduce the number of driveways on the primary street and create a pedestrian-friendly environment.

Typical Building Site Setting for Sixth Street Subarea. SOURCE: Michael Baker International

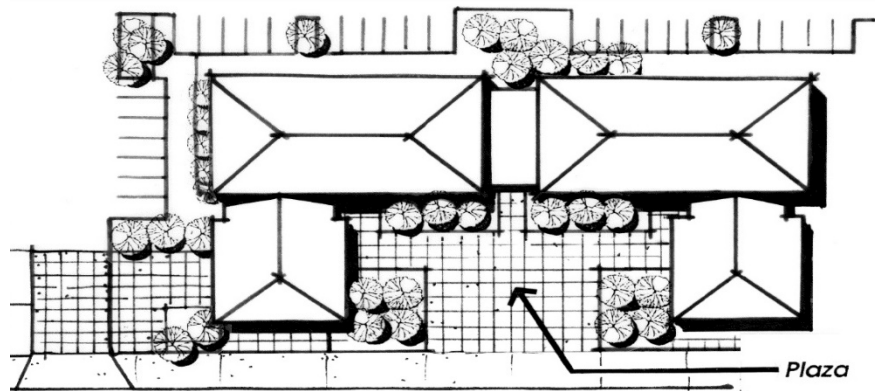


Loading Areas Bend the Buildings. SOURCE: Michael Baker International



- Parking and loading areas should be located at the rear of the buildings.
- Plazas, outdoor dining, or other open spaces should be oriented toward the street (see Section 3.6.4.1, Plazas, Open Space, Paseos, and Outdoor Dining).

Public Gathering Areas Orientation Towards the Street. SOURCE: Michael Baker International



3.6.3 Architecture

3.6.3.1 Massing and Articulation

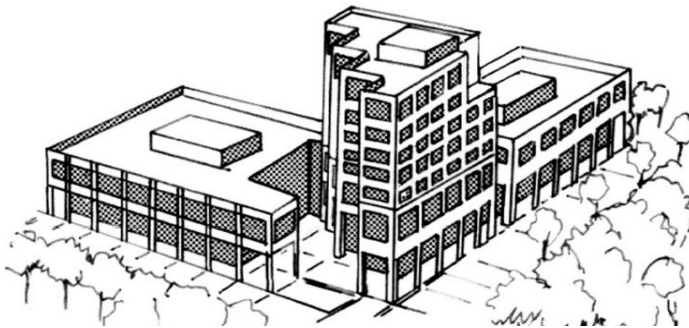
- Buildings should use four-sided architecture, meaning all visible sides of the building should have façade treatment. However, the primary entry will be on the primary street.

Use of four-sided Architecture. SOURCE: M.O. Stevens



- Where the side walls are required to be blank for architectural or structural reasons, and are visible from the street, the developer should partner with the City for mural installation in accordance with the City’s mural program. See Section 3.10, Signs, Murals, and Public Art.
- Changes in height, materials, articulation style, massing, rooflines, and so on break the monotony of the façade and create interest for pedestrians. These changes should occur often (every 25 to 35 feet) along a building façade to retain pedestrian interest. Larger projects should be designed to reflect a small-scale street frontage.

Changes in height. SOURCE: Michael Baker International



Painted murals on blank walls help with placemaking. SOURCE: Thomas R Machnitzki



Changes in articulation. SOURCE: Michael Baker International



- Any articulation should comply with the maximum setback limits provided in the Zoning Ordinance.

Pedestrians Observe Details. SOURCES: Top-Tim Kiser; Bottom- Stanley Walker



3.6.3.2 Articulation and Detailing

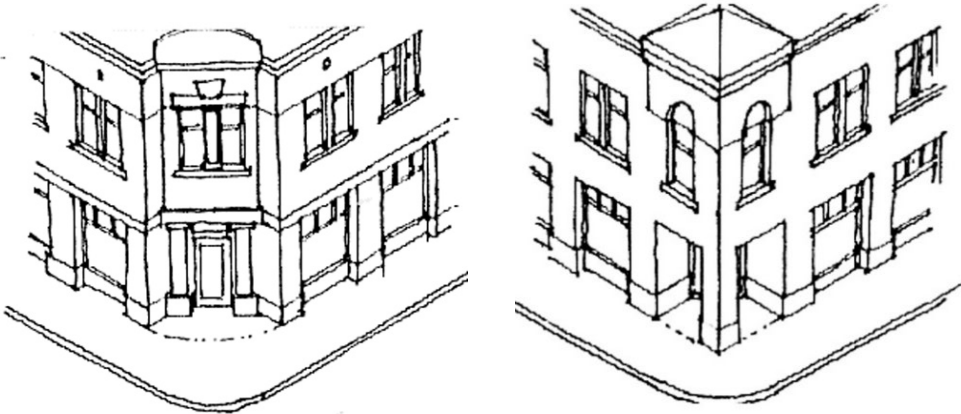
Pedestrians move slower than vehicular traffic and are more likely to observe articulation and smaller details. In order to retain pedestrians’ interest and make walking a pleasurable experience, buildings should have architectural elements that are detailed to be appreciated by the pedestrians and authentic representations of architectural styles. Variation in materials and colors and/or use of cornices, decorative columns, and other features are different ways of providing articulation.

- Depending on the architectural style, articulation or framing around the windows and doors using varied materials or colors can create interest in building façades.
- On façades that do not include entrances, windows, or display windows, articulation using vertical and/or horizontal elements, should be used on the façade to add visual interest. Applicant should refer to the Articulation and Decorative Elements and Windows and Doors subsection under Allowed and Encouraged Architectural Styles in Section 3.3 depending on the architectural style of the project
- All facades should emphasize three-dimensional detailing depending on the architectural style used. Such detailing provides depth and play of shadows creating visual interest on the façade.

3.6.3.3 Entry Orientation

- Primary entries should be on the primary street. The entry should be accentuated to make it visible from the street, depending on the architectural style.
- Entries oriented toward Sixth Street should be integrated with the colonnade or arcade structures.
- Entries providing access to uses on the upper levels should clearly visible from the street and integrated with the ground-floor façade to highlight the access location.
- Corner lots at the intersection of Streets are encouraged to have corner entries thus enabling entry from both streets while maintaining single point of entry.
- Development on corner lots should make a strong architectural statement and place more emphasis on the building corner.

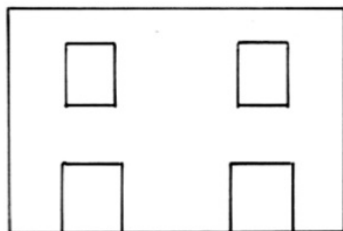
Corner Buildings, Strong Architectural Statement, Corner Entries. SOURCE: Michael Baker International



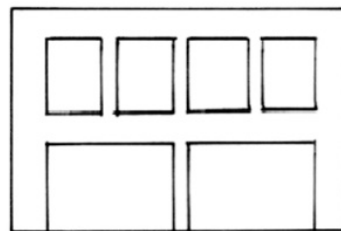
3.6.3.4 Window Design

- Windows should be used as architectural elements that add relief to the façade and wall surface while being true to the architectural style.
- The window design can be modified on upper levels to allow for the functionality of the space as intended. However, it should follow the rhythm established by the ground floor articulation.

Windows as Architectural Element. SOURCE: Michael Baker International



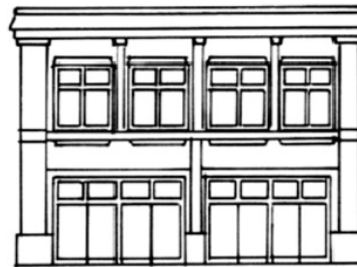
Proportion of opening sizes to building mass is too small



Increase opening sizes



Articulate openings

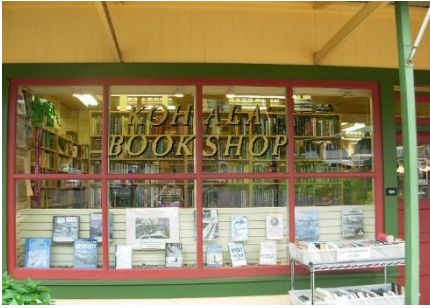


Break up building mass

Modified Upper Level Windows. SOURCE: Michael Baker International



Display Window- Providing Visual Access to the Interior. SOURCE: Brewbooks from near Seattle



Display Window- Providing No Visual Access to Interior. SOURCE: Editor5807



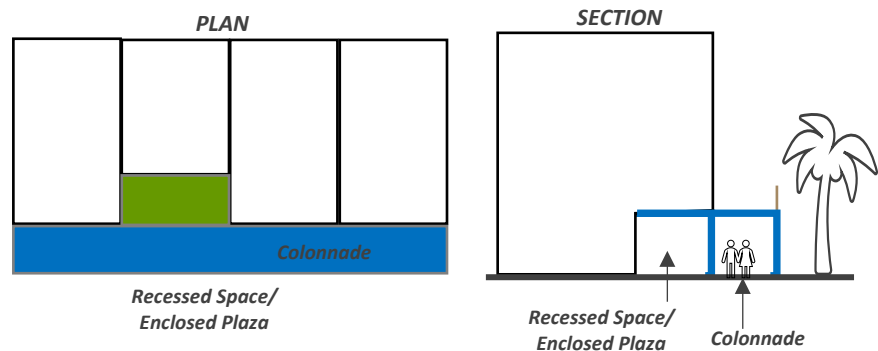
- Commercial storefronts should include street-oriented display windows in order to engage pedestrians. These windows should provide visual access to the building interior while also serving as an area for merchandise display.
- Enclosed display windows that provide minimal to no visual access to storefront interiors should be included where actual windows cannot be provided due to the nature of the building’s use.
- Exceptions to window display requirements can be made where display windows (open and enclosed) are not feasible. In this case, exterior walls should be designed to offer architectural relief or be screened by landscaping and designed to provide pedestrian amenities such as wider sidewalks or benches.
- Clear glass windows are encouraged especially for retail use to promote interaction between pedestrians and the businesses and to provide light and views into store interiors. The tinting of glass should be no more than 20% on all windows. Highly reflective window film is prohibited as the application can interfere with moving traffic.
- For both commercial and mixed-use buildings, real windows that face the street should be provided on the second floor. In mixed-use buildings, the second-floor windows should be fully functional and able to be opened.

3.6.3.5 Porches, Balconies, and Decks

3.6.3.5.1 Porches

- Porches are not conducive to the Main Street style of the Sixth Street Subarea. Instead, a continuous colonnade structure spanning entire blocks is desired. See Section 3.6.3.6 for Shade Structures. However, enclosed plaza spaces or recessed porches are allowed.

Commercial Uses Oriented Toward Sixth Street. SOURCE: Michael Baker International



- Recessed spaces are encouraged for buildings on Fifth and Seventh Streets as well as for buildings oriented on minor streets. Such a space should be designed to be consistent with the architectural style of the building to which they are attached and have sufficient depth and width to be occupiable spaces.

3.6.3.5.2 Balconies

- Window balconies if compatible with architectural style are encouraged on the upper floors if they do not interfere with street uses or detract from the common building line or patterns.

Window Balconies on Upper Floor. SOURCE: Pixie



- Faux balconies with windows are acceptable provided they integrate features from the architectural style of the building.
- Refer to Zoning Ordinance for setback considerations related to Balconies.
- When balconies on the upper floor run the entire length of the façade, they should be integrated with a colonnade structure on the ground floor. The depth of such balconies should not be more than the depth of the colonnade structure and should be made of lighter materials to give a feel of openness and maintain the visual continuity of the main building structure.
- Where possible, balconies should be oriented toward the street and not toward internal block parking areas.

*Lower and Upper Level Deck Examples.
SOURCES: Top- Jonathan Billinger;
Bottom- Aleniromswit*



*Examples of shade structure for decks.
SOURCE: Top- MB298; Bottom- Dan
Rademacher*



3.6.3.5.3 Decks and Patios

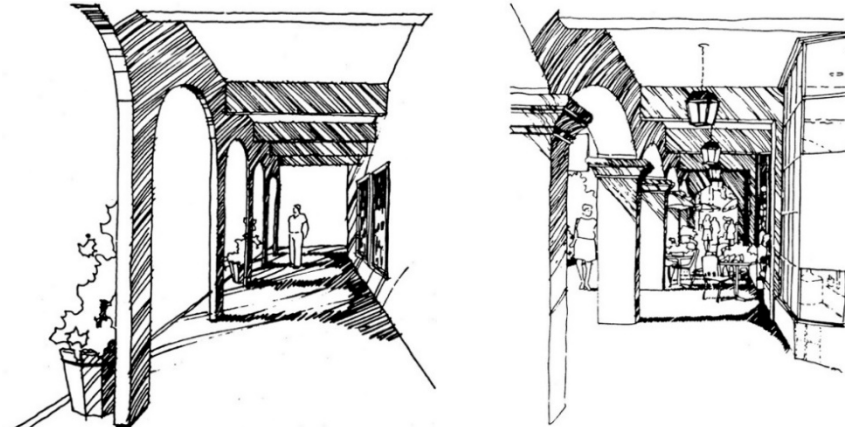
- Decks and patios are encouraged as they provide outdoor gathering/ dining spaces and activate the street life. Refer to Zoning Ordinance for allowable size, setback, and location of patios.
- Decks and patios should be ADA accessible
- Decks should have sufficient depth and width to be occupiable spaces.
- Upper level decks should have a minimum parapet of 36 inches. Though encouraged, parapets are not required if decks and patios are 30 inches above grade or lower.
- The parapet and other articulation of the deck structure should draw from the architectural style of the building or should be designed in away so as to not interfere with the character of the building.
- Decks should be made with durable materials with low heat absorption and should take climatic conditions into consideration. Some suggested materials are natural wood such as redwood, cedar and pressure-treated wood, Composites composed primarily of wood fibers and recycled plastic and Aluminum.
- Decks should be maintained in usable condition free from chipping, cracks, and tripping hazards. Staining and coloring should be done per manufacturer’s instructions on a regular basis.
- Decks and patios are encouraged to use shade structures in order to provide relief from harsh desert climate and rain. These structures can be such as Pergolas, Trellis, Tension membrane structures (TMS) or shade sails, retractable devices, such as canvas awnings or louvres.
- The shade structures should be maintained regularly. If such structures become unsightly, they should be replaced immediately.

3.6.3.6 Shade Structures

3.6.3.6.1 Colonnades and Arcades

- Shade structures such as colonnades and arcades are encouraged, especially on Sixth Street. Such structures should incorporate architectural features from the building’s style while ensuring the visual continuity of the walkway.

Colonnade Should Complement Architectural Style. SOURCE: Michael Baker International



These columns are much too thin. Columns with mass and integrity.

- On corners, colonnades or arcades may wrap around the side of the building facing the side street.
- The space above colonnades can be used as occupiable space.

3.6.3.6.2 Awnings

Awnings are not permitted on the first floor of buildings on Sixth Street Subarea. Awnings may be used on the upper floors to provide shade. Refer to Section 3.5.6 Shade Structure- Awnings in General Provisions for materials, design and maintenance guidelines.

3.6.4 Outdoor Gathering Areas

The outdoor gathering areas include paseos plazas/open spaces, courtyards, and outdoor dining areas. These areas give vitality and vibrancy to the place.

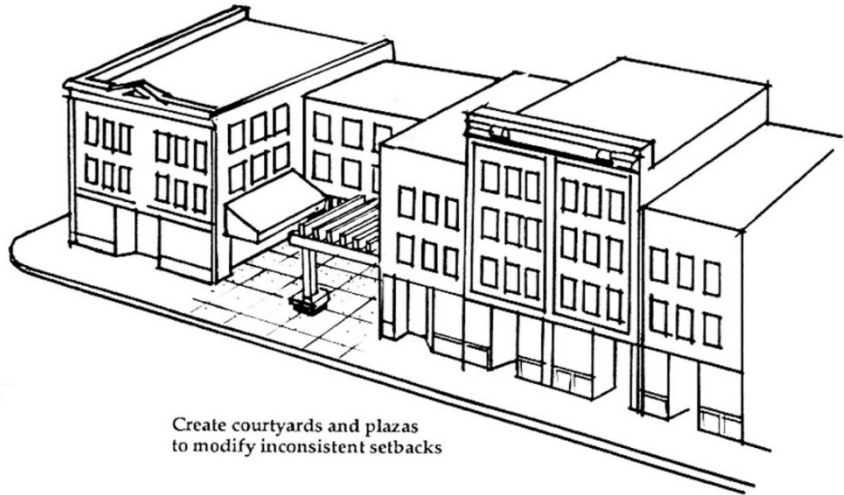
- **Paseos** are outdoor passages dedicated to pedestrian use. They establish connection between streets, parking areas, plazas and courtyards, and building entrances. These areas can be used for spillover dining and gathering spaces.
- **Plazas** are common open spaces that are readily accessible from the street. They provide for large gathering spaces. They can be integrated within single building design or can be created with the placement of 3 or more buildings to form a shared open space.
- **Courtyards** are similar to plazas but at smaller scale.
- **Outdoor dining area** are generally within the setback of the building and separated from sidewalks using a divider such as a

fence. They are generally used by people patronizing the business.

3.6.4.1 Plazas, Open Spaces, Gathering Areas

- Plazas, Open Spaces, Gathering Areas usable by the general public should be physically and visually connected to the public sidewalk.

Plaza Oriented Towards the Street. SOURCE: Michael Baker International



Placemaking Elements Example for Plaza Area. SOURCE: Charvex



Shade Structure Example for Plaza Area. SOURCE: Sekretärin



- Plazas, Open Spaces, Gathering Areas are should incorporate attractive landscaping.
- Plazas are encouraged to be designed to give an inviting feel using high-quality hardscape and focal elements such as water features public art, and murals.
- Use of Interesting shade structures is encouraged but such structures should not prohibit the penetration of sunlight to the ground floor or obstruct view of the storefronts.
- Escalators or elevators should not dominate the function and appearance of the plaza.
- Provision of seating in form of fixed furniture and seating walls is encouraged.
- Plazas developed as a part of residential development on the ground floor can remain private.

3.6.4.2 Paseos

- Paseos should connect interior spaces such as courtyards and parking to the primary street also in order to provide a pedestrian the ability to pass through the block without walking around it.

- Vehicular access, loading, or parking uses are prohibited within the paseo except during restricted hours as determined by the City.
- Paseos should be wide enough to feel safe for a pedestrian. Narrow spaces, even when lit, will tend to not be utilized. Increasing a Paseo's size can also allow for multiple uses such as dining and gathering spaces.
Paseos may be used as outdoor dining areas. However, they should be wide enough to accommodate a clear walking path for pedestrians and provide for ADA accessibility.
- Entries to the paseo, and storefront entries within the paseo, shall be designed and lighted so they do not create hiding places.
- Lighting should be provided from overhead fixtures, either mounted on the building facade or suspended from cables spanning the paseo so they do not obstruct the free-flow of pedestrians.
- Murals, sculptures, artwork, archways, water features, landscaping and other features that help with placemaking by creating interest for the users and thereby activating space in paseo areas are encouraged. These placemaking elements should be compatible with the architectural style of the building.

Active Paseo Space. SOURCE: Martin Falbisoner



Example of Active Paseo Area Connecting Two Streets. SOURCE: Comercio y Justicia



Example of Sidewalk Dining Areas in Frontage Zone. SOURCE:



Example of Sidewalk Dining Areas in Furnishings Zone, SOURCE: Runner1928



3.6.4.3 Sidewalk Dining Areas Fences and Barriers

- Fences and barriers are required to demarcate the outdoor gathering areas when they are in Frontage Zone (area between pedestrian walkway and the property line), so they do not encroach cause obstruction for pedestrians and provide a clear walkway for passersby.
- Fences may not be needed on pedestrian side if the outdoor dining is in the Furnishings Zone (area between pedestrian walkway and street. However, fence will be required on the street side of dining area.
- Fences and barriers shall be removable at any time if required; however, they shall be properly secured when the corresponding business is closed or not in use.
- This fencing or barrier should be semitransparent and architecturally compatible with the building’s architectural style. Refer to Zoning Ordinance for maximum allowable height of the fence or barrier.
- Fencing materials should be of good quality and durable, such as wrought iron, steel, or wood and be compatible with the architectural style of the building.
- No fence or barrier shall have any sharp or pointed pickets that could cause injury. All finishes should be clean and free of any exposed screws or other fasteners.
- Fences are encouraged to incorporate planter boxes that are easily removable. The planters should be and should be maintained at all free of dead plants. The plants should not exceed the height of the fence. Artificial plants are discouraged.

Example of Sidewalk Dining Areas in Frontage Zone. SOURCE: Will Buckner

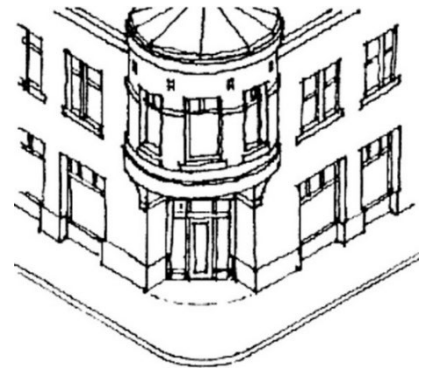


3.6.5 Buildings at Intersections

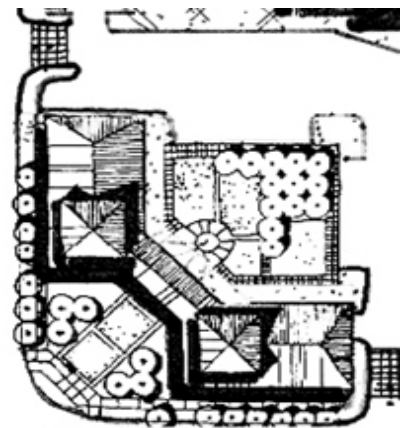
The buildings at the intersections of two streets are the most visible and have a greater effect on passersby. They provide entry to the street; thus, more articulation is desired. The architectural and other guidelines above are also applicable to the buildings at the intersections of Sixth Street with other major or minor streets. However, it is expected that these buildings will be treated as gateway buildings, especially at major intersections—Cesar Chavez Street and Grapefruit Boulevard.

- Several ideas are listed below for the corner buildings that will help create the gateway effect.
 - Buildings can be higher than the rest of the buildings on the street/ block.
 - Buildings can be recessed to create a small plaza space and include art, a fountain, or a focused landscaping feature.
 - Buildings can have a corner element appropriate to the architectural style, such as a bell tower.
 - Buildings can creatively use projections on the façade at the corners to emphasize the effect of the entryway.
 - Materials or colors could be varied at the corner, depending on the architectural style.
- A greater degree of ornamentation or articulation is desired appropriate to the architectural style compared to the rest of the structure.
- The corner buildings are encouraged to have corner entries to enable entering the building from both streets.

Greater Degree of Ornamentation and Projection of Corner Element. SOURCE: Michael Baker International



Create a Small Plaza Space at the Corner Entrance. SOURCE: Michael Baker International



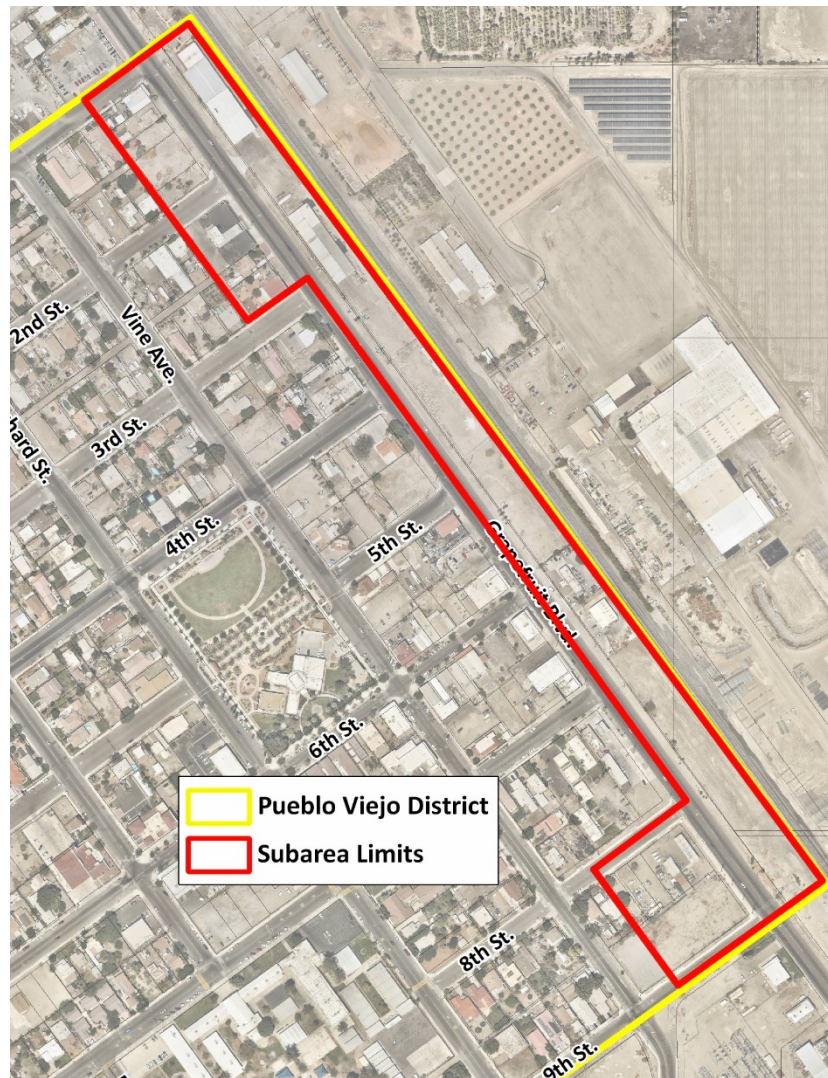
Greater Degree of Ornamentation and Projection of Corner Element. SOURCE: M.O. Stevens



3.7 GRAPEFRUIT BOULEVARD SUBAREA

Grapefruit Boulevard Subarea includes the parcels along highway 111 in the Pueblo Viejo District. These parcels have highway oriented light industrial businesses ranging from automobile repair, auto sales, gas stations, small stores and offices. Most of these businesses are expected to remain in place. The new buildings are also envisioned to be industrial or highway commercial making Grapefruit Boulevard a vehicle-oriented commercial corridor with automobile-scale buildings. Hence, the guidelines related to scale, massing, articulation and signage will be suited to an auto centric setting. However, it is also expected that the development of out-lots, vacant parcels and adaptive reuse of the structures could lead to development of uses such as bars and restaurants and hence, pedestrian-friendliness is a necessary part of the

Map C Grapefruit Boulevard Subarea Extents. SOURCE: Michael Baker International, Riverside County GIS



guidelines. The goal of design guideless for this area focus on creating a cohesive appearance using certain common elements and a unique look by incorporating colloquial architectural elements and art and history that relates to Coachella.

Grapefruit Boulevard between First and Ninth Streets should stand out from the majority of this thoroughfare and encourage passing automobiles to stop and enjoy all that Pueblo Viejo District has to offer. The intersection of Sixth Street and Grapefruit Boulevard is one of the three Gateways to Pueblo Viejo District and hence should be designed to reflect that. Refer Section 3.6 for Sixth Street Subarea guidelines. Buildings are expected to follow the architectural style guidance as described below.

3.7.1 Existing Buildings

Certain buildings on Grapefruit Boulevard though automobile oriented, have unique historic industrial characteristics and are encouraged to be restored and/or adapted to newer uses and/or additional uses. Some of the existing buildings if adapted to newer uses can result in outlots that can be developed with additional compatible uses. Preservation, restoration and adaptive reuse of these buildings is encouraged. Refer to Section 3.5.1 for guidelines related to existing buildings.

3.7.2 Site Design

3.7.2.1 Building Orientation and Setting

The larger lot sizes and automobile-oriented uses along Grapefruit Boulevard should be designed in a manner that fits in with the surrounding development pattern and context. However, ensuring that the new buildings establish a more appropriate development pattern is also necessary.

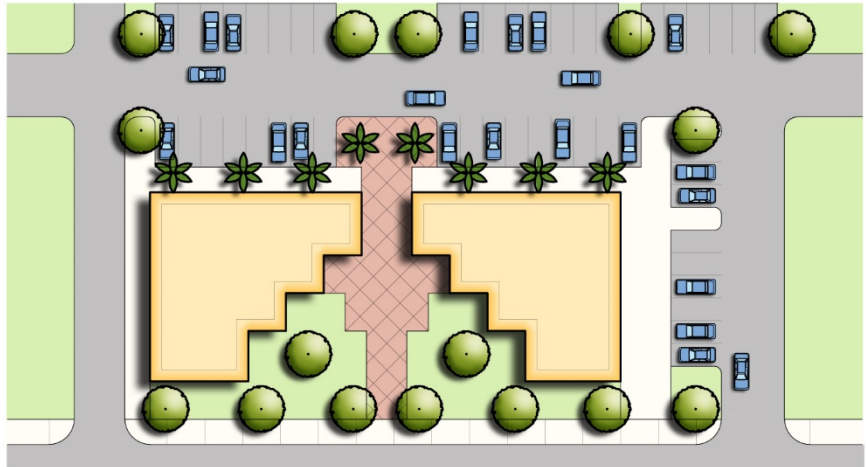
- Primary façade of buildings should be oriented toward Grapefruit Boulevard; Developers are encouraged to treat side facades visible from the street with similar design principles as they treat primary facade.
- Buildings should not be located in a manner that make them appear like “islands” surrounded by paved areas.
- As much as possible the office portions or pedestrian oriented uses should be oriented toward Grapefruit boulevard to create a pedestrian friendly environment.
- Developments should include usable outdoor open space (courtyards, plazas, shaded arcades and functional landscaped areas) whether located in setbacks or other areas. These could also be used as outdoor employee break/lunch areas.

Unique Architectural Features. SOURCE: Michael Baker International



- Mature trees and tree groupings, and significant vegetation should be preserved and incorporated into development’s usable open space where possible. Such features should be considered as strong site design determinants.
- Where industrial uses are adjacent to non-industrial uses, appropriate buffering techniques such as setbacks, screening, effects of industrial operations.

Pedestrian Friendly Building with Parking Behind the Building. SOURCE: Michael Baker International



Pedestrian oriented building parking in the front



Examples of Pedestrian Friendly Automobile Oriented Commercial/ Light Industrial Buildings. SOURCE: Michael Baker International



3.7.3 Architecture

3.7.3.1 Massing and Articulation

The automobile-oriented commercial uses and light industrial structures along Grapefruit Boulevard are expected to have larger building footprints. The larger the mass of a building with unbroken building walls and rooflines, the larger and bulkier it will appear. While faster moving traffic might not need building mass to be broken to the extent that a pedestrian oriented corridor such as Sixth Street might need, it should

not be forgotten that the Grapefruit Boulevard is also envisioned to house pedestrian oriented uses such as bars and restaurants and hence, there should be a balance between automobile-centric and pedestrian centric design with respect to massing and articulation. Bulkiness of buildings can be reduced through several methods that break massing and incorporating articulation. Guidelines include, but are not limited to:

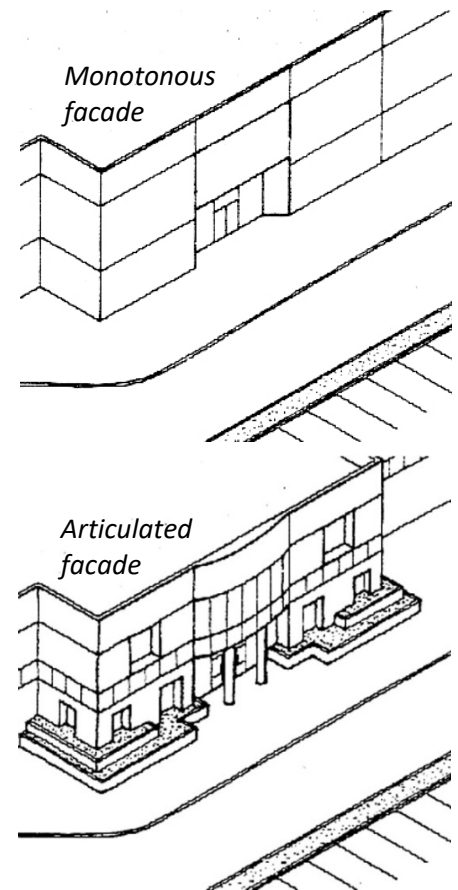
- At an intersection with a minor street, the side of the building facing the minor street should have a façade treatment.
- Developers are encouraged to use techniques such as recessing building floors and changing rooflines to break the mass of the building
- Breaks in building mass should be used to provide visual relief for long building facades. Vertical or horizontal offsets in the wall surfaces at regular intervals, including columns, projections, and recesses, depending on the architectural style of the building helps with breaking the monotony as well as mass of the building. Such treatments are encouraged every 30 to 50 feet
- Applicants are encouraged to incorporate other structures on the site instead of a single dominant building
- Articulating details around doors, windows, balconies and other openings help with breaking the monotony of the façade and are encouraged
- Building façade design oriented towards Grapefruit Boulevard should avoid long, repetitive, monotonous facades – particularly those that repeat the same design element several times along the same elevation
- Façade design should incorporate play of colors and materials depending on the architectural style of the building to break the monotony of façade

The collective architecture of buildings along a street defines the character of the corridor and gives it an identity. Developers are encouraged to draw cues from existing light industrial buildings, automobile repair shops and other existing structures along Grapefruit Boulevard that have distinctive architectural elements and style and in cohesion can create a unique industrial architecture inspired corridor.

3.7.3.2 Entry Orientation

- Primary entrances should be oriented toward Grapefruit Boulevard. Warehousing and industrial uses may have secondary entrances on the sides or rear of the building.
- Primary building entries should be readily identifiable by the moving traffic and well defined through the use of projections, recesses, columns, roof structures, or other design elements

Changes in Materials/ Colors and Using Articulation Interest and Breaks the Monotony of Façade. SOURCE: Michael Baker International



Prominent Entry Feature. SOURCE: Dfadden



based on the architectural style. The single massing break provided by the entry in long blank façade is not acceptable.

- Entries to the upper floors if used by different business offering should be readily visible by the moving traffic.

3.7.3.3 Door and Window Design

- Windows and doors are key elements of any structure's form and should relate to the scale of the elevation on which they appear and the Architectural style of the building. Windows and doors can establish character by their rhythm and variety.
- Clear glass windows are encouraged unless they are not feasible due to the nature of functional use.
- The tinting of glass should be no more than 20% on all doors and windows. Highly reflective film is prohibited as the application can interfere with moving traffic.

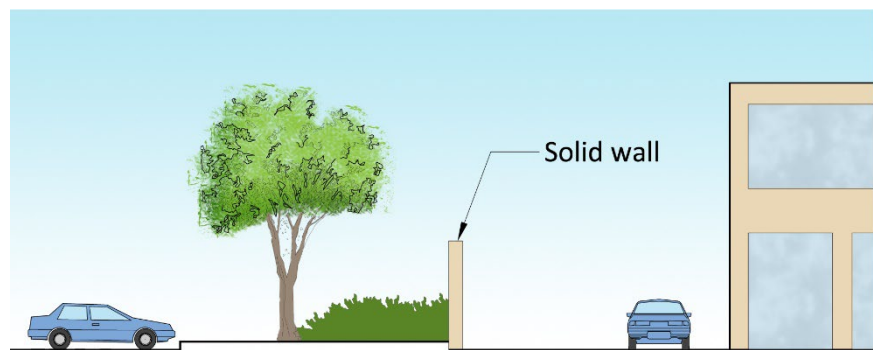
3.7.3.4 Awnings

- Awnings are permitted both on first as well as upper floors. Refer to Section 3.5.6 Shade Structure- Awnings in General Provisions for materials, design and maintenance guidelines.

3.7.3.5 On-site Screening

- Less visually aesthetic components necessary for industrial/commercial development such as loading areas, trash enclosures, mechanical equipment, and noise and odor producing functions should be located at the sides and/or rear of

Screening- Solid wall and Landscaping. SOURCE: Michael Baker International



main buildings, and screened with compatible architectural features and walls, and/or landscaping.

- Solid walls if necessary for screening should be no more than 6 feet high and made of solid masonry or concrete tilt-up with an

exterior finish compatible to the main structure. Landscaping should be used to reduce the starkness of such walls

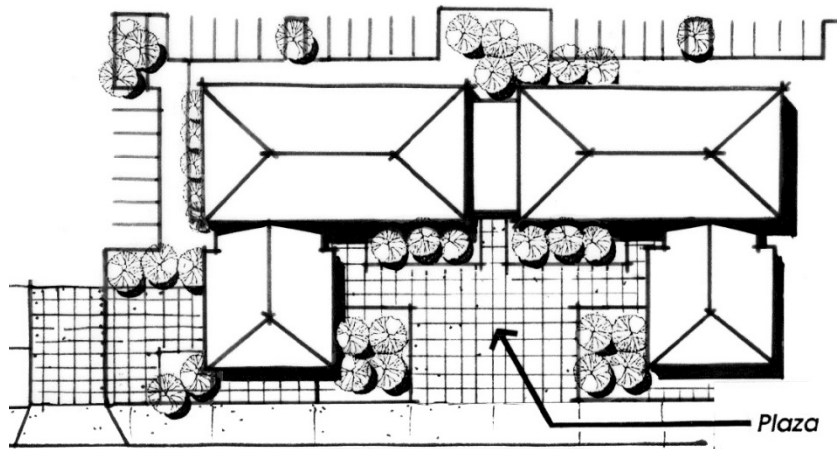
3.7.4 Off-Street Parking

- Parking lots should not be the dominant visual element of the site. Refer to Section 3.5.11 Off Street Parking guidelines in the General Provisions
- Developers are encouraged to locate parking on the sides or rear of the buildings.

3.7.5 Outdoor Gathering Areas

- Required setback areas are encouraged to be used as public open space, plazas, and other public amenities like sidewalks.
- The plazas are encouraged to be integrated with building design and to give an inviting feel using elements such as public art, landscaping, interesting shade structures, murals, arched walls creating gateways, and so on.

Plaza Integrated with Building. SOURCE: Michael Baker International



- Provision of seating in form of fixed furniture and seating walls is encouraged.
- Pedestrian walkways should be provided to connect building entrances with parking areas. It is strongly encouraged that these walkway areas provide pedestrian improvements including but not limited to shade structures, benches and furniture, and dining areas, if appropriate.
- Plazas, open spaces, and dining areas should be buffered from the high-speed traffic by a landscape buffer, architectural feature, or building.

Plaza Area Seating. SOURCE: Andy C



Pedestrian Walkways Connecting Parking to Entrance. SOURCE: Øyvind Holmstad



- Fences or barriers are encouraged to separate dining areas from open space and plazas where there is pedestrian traffic.
- Fences should be of good quality and made of wrought iron, steel, or wood. Other materials may be permitted if they are compatible with the architectural style of the adjacent building and the style of the dining furniture.

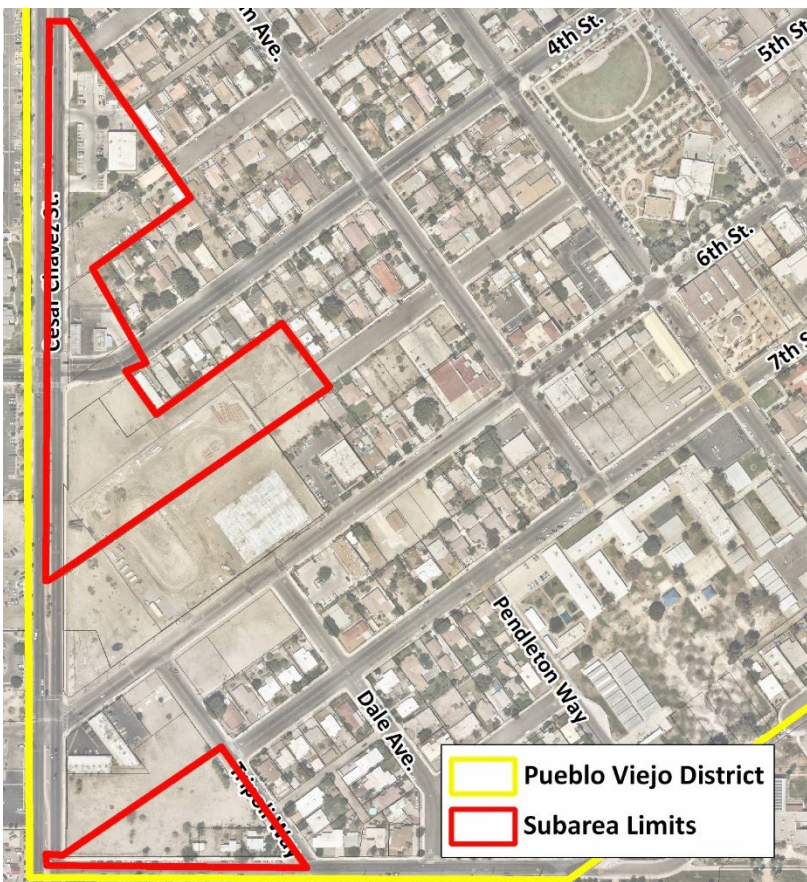
Plaza Space in Commercial Area. SOURCE: Payton Chung



3.8 CESAR CHAVEZ STREET SUBAREA

Cesar Chavez Street Subarea consist of parcels on the east side of Cesar Chavez Street as shown on Map D. The parcels on the southern side of the street are currently vacant while northern side houses auto-related uses such as gas station, AutoZone and so on. The rest of the corridor though not in the study area is developed in a conventional strip commercial style with single storied franchise stores and large expanse of parking. If unchecked the development of vacant parcels in this subarea as well as any redevelopment opportunity of existing built areas could follow the similar development patterns that is not conducive to pedestrian and bike traffic and will cater largely to automobile users. While uses along this fast-moving corridor are expected to remain primarily auto-centric, the areas are in immediate vicinity of Sixth Street and is positions for spillover effects and hence should be planned as a pedestrian and bike friendly corridor. Site design, massing, articulation, open space development and other placemaking elements play a role in creating such an environment that encourages pedestrian activity while catering to automobile users.

Map D Cesar Chavez Street Subarea Extents. SOURCE: Michael Baker International, Riverside County GIS



3.8.1 Existing Buildings

- Renovations and additions to existing structures in order to introduce new uses should be done appear as an originally conceived part of the design. New additions should match the current scale and proportions of the existing buildings. However, they need not replicate the existing structures. construction. Refer to Section 3.5.1 for guidelines related to existing buildings.

3.8.2 Site Design

3.8.2.1 Building Orientation and Setting

Buildings Oriented Towards Primary Street.
SOURCE: Michael Baker International



- Primary façade of buildings should be oriented toward Cesar Chavez Street; Developers are encouraged to treat side facades visible from the street with similar design principles as they treat primary facade.
- Development design should not lead to creation of superblocks. A finer pedestrian friendly block design no greater than 400 feet in length is preferred. These internal routes should be designed to connect to existing street grid. Such blocks also provide increased street frontages on the internal through-routes of these centers create more walkable setting for new buildings and public open spaces.
- Internal streets should contain no more than two through-lanes and sidewalks leading to parking areas
- Buildings should not be located in a manner that make them appear like “islands” surrounded by paved areas. Shared parking concepts and developments encouraging “park-once-and-walk” experience is encouraged.

Orientation and Articulation. SOURCE Michael Baker International



- Organize buildings and the spaces between them to cultivate street life. The arrangement of the buildings should entice customers out into the public spaces between the buildings.
- Where surface parking is required for development feasibility, surface lots should be to the rear of primary building frontages

and configured to allow their conversion to structured parking as land values rise and development intensity increases. Walkways connecting these parking spaces to front of buildings can be doubled as open spaces or paseos that are strategically located to be visible from large portions of development as well as street.

- Developments should include usable and attractive outdoor open space (courtyards, plazas, shaded arcades and functional landscaped areas) located in strategic locations to attract and promote pedestrian activity. These locations can that connect parking to the front of the buildings and can also be used as outdoor dining areas, mini playground spaces and other activity generating uses.
- Mature trees and tree groupings, and significant vegetation should be preserved and incorporated into development’s usable open space where possible. Such features should be considered as strong site design determinants.

3.8.3 Architecture

3.8.3.1 Massing and Articulation

- At an intersection with a minor street, the side of the building facing the minor street should have a façade treatment.
- Other facades directly visible from the street should have façade treatment.
- The central portion of development as well as bookends should be designed to be visibly taller and denser than rest of the development as these are most visible from the street.

Dominant Central Portion and Bookends. SOURCE: Michael Baker International

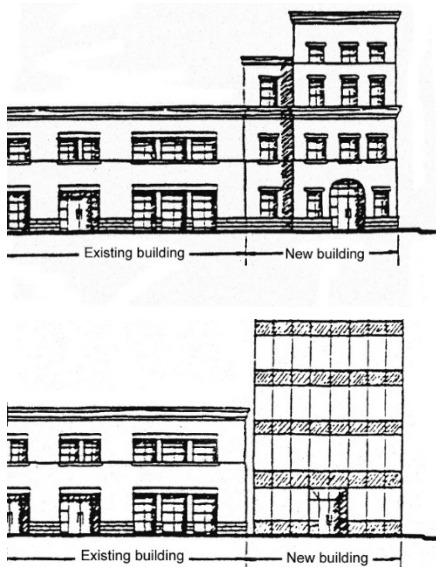


- Building design should avoid blank façades. A single, dominant building mass should not be used for larger buildings. Breaks in building mass should be used to provide visual relief for long building facades.
- In order to break the mass of a large store, consider expressing internal functions (i.e. bank, deli, and florist) as minor storefronts.

Articulation and Breaking the Facade. SOURCE: Michael Baker International



*New Expansion to Compliment Old Structure. (Image on the top shows addition using same architectural style. Bottom image shows different style but follows the banding thus complementing the existing building architecture).
SOURCE: Michael Baker International*



Franchise store Architecture Using Prescribed Architectural Guidelines.



- Incorporate two (or more) entrances along the front of large stores. If two entrances are not possible, consider partially wrapping the front of a large store with smaller stores. Wall planes should not run in one continuous direction for more than 30 feet without an offset or some form of articulation dependent on architectural style of the building.
- Substantial variations at massing breaks should include changes in height and the horizontal plane.
- Changes in materials, textures and the utilization of other architectural enhancements by use of vertical or horizontal architectural elements based on architectural style of the building that help break massing and create interest for passersby are also encouraged.

Frequent Changes in Façade. SOURCE: Michael Baker International



- Murals and landscape screening are greatly encouraged as they help in breaking mass of the building.
- Expansions to existing buildings should provide for continuity between the old building and the new addition. It is not necessary to match the existing building but should include prominent design elements of the old building to provide architectural compatibility between old and new.
- When using architecture of a franchise business such as fast food, it should be compatible with the neighboring buildings and should integrate features from architectural styles prescribed in Section 3.3. These franchise businesses should not be standalone structures but a part of overall development and should incorporate the architectural style of the overall development in their design.
- Buildings that derive their image primarily from applied treatments that express corporate identity are discouraged.

3.8.3.2 Entry Orientation

- Primary building entries should be readily identifiable by the moving traffic and well defined through the use of projections, recesses, columns, roof structures, or other design elements based on the architectural style. The single massing break provided by the entry in long blank façade is not acceptable.
- Entries to the upper floors if used by different business offering should be placed on the front of the building.

3.8.3.3 Door and Window Design

- Windows and doors are key elements of any structure’s form and should relate to the scale of the elevation on which they appear. Windows and doors can establish character by their rhythm and variety.
- Windows set back from the exterior wall surface to create variety and shadows in the wall planes are encouraged though the architectural style used will dominate the appearance, rhythm and design of these elements.
- Clear glass windows are encouraged unless they are not feasible due to the nature of functional use.
- Reflective glazing is prohibited.

3.8.3.4 Shade Structures

3.8.3.4.1 Colonnades and Arcades

- Shade structures such as colonnades and arcades are encouraged as part of internal site design to provide shaded walkways within the development or from parking lots or structures to building entrances.
- Developers should explore the possibility of connecting different buildings in large developments using colonnades and arcades and integrate them with open spaces such as courtyards, plazas, outdoor dining spaces and so on.

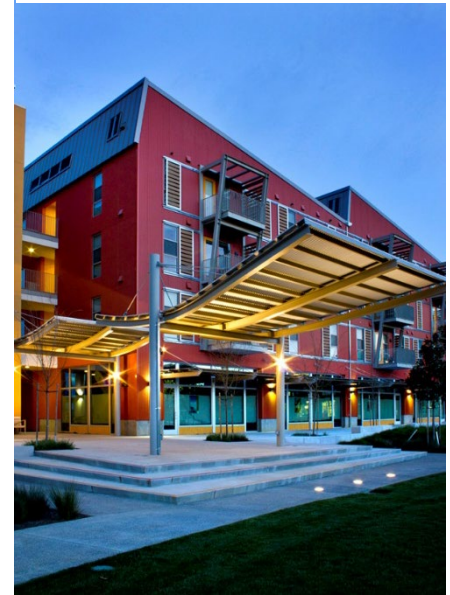
3.8.3.4.2 Awnings

- Awnings are permitted both on first as well as upper floors. Refer to Section 3.5.6 Shade Structure- Awnings in General Provisions for materials, design and maintenance guidelines.

3.8.3.5 On-site Screening

- Less visually aesthetic components necessary for large commercial developments such as loading areas, trash

Identifiable Entry. SOURCE: Michael Baker International



Awnings. SOURCE: Michael Baker International



enclosures, mechanical equipment, and noise and odor producing functions should be located at the sides and/or rear of main buildings, and screened with compatible architectural features and walls, and/or landscaping.

- Solid walls if necessary for screening should be no more than 6 feet high and made of solid masonry or concrete tilt-up with an exterior finish compatible to the main structure. Landscaping should be used to reduce the starkness of such walls

3.8.4 Off-Street Parking

- Parking lots should not be the dominant visual element of the site. Refer to Section 3.5.11 Off Street Parking Guidelines in the General Provisions
- Developers are encouraged to locate parking on the sides or rear of the buildings.

3.8.5 Outdoor Gathering Areas

- Required setback areas are encouraged to be used as public open space, plazas, and other public amenities like sidewalks.
- The plazas are encouraged to be integrated with building design and to give an inviting feel using elements such as public art, landscaping, interesting shade structures, murals, arched walls creating gateways, and so on.
- Provision of seating in form of fixed furniture and seating walls is encouraged.
- Pedestrian walkways should be provided to connect building entrances with parking areas. It is strongly encouraged that these walkway areas provide pedestrian improvements including but not limited to shade structures, benches and furniture, and dining areas, if appropriate.
- Plazas, open spaces, and dining areas should be buffered from the high-speed traffic by a landscape buffer, architectural feature, or building.
- Fences or barriers are encouraged to separate dining areas from open space and plazas where there is pedestrian traffic.
- Fences should be of good quality and made of wrought iron, steel, or wood. Other materials may be permitted if they are

Buffering Plaza Space. SOURCE Michael Baker International



compatible with the architectural style of the adjacent building and the style of the dining furniture.

Examples of Outdoor Gathering Areas. SOURCE: Michael Baker International



3.9 TRANSITION AREA

The Transition area comprises of parcels surrounding the Veterans’ park areas a block south of Seventh Street and east of Orchard Street. As the name suggest this is an areas in between residential and commercial areas. Design of site and structures are expected to integrate the surrounding characteristics of the land and the residential development pattern though used for commercial land uses. Most existing structures in this area are expected to remain with infill development occurring in the vacant parcels. The existing structures are expected to be converted to low traffic producing commercial uses as directed by zoning. The area is expected to have spillover effect from Sixth Street development with uses that are geared towards providing accommodations for tourists as well as locals and lighter commercial uses. The existing and new developments will have a view of newly redesigned Veterans’ Park and streetscapes. Similar to the Sixth Street Subarea, this area is envisioned as a pedestrian and bike friendly area. Horizontal and vertical mix of uses- residential, institutional, commercial, offices- is encouraged. However, building design should consider pedestrian scaled buildings and balancing it with need for privacy especially if there are residential uses on the ground floor. New buildings are expected to follow the architectural styles explained in Section 3.3. Other architectural styles other than the ones stated in the Section 3.3 may be allowed but subject more scrutiny and will require visualizations.

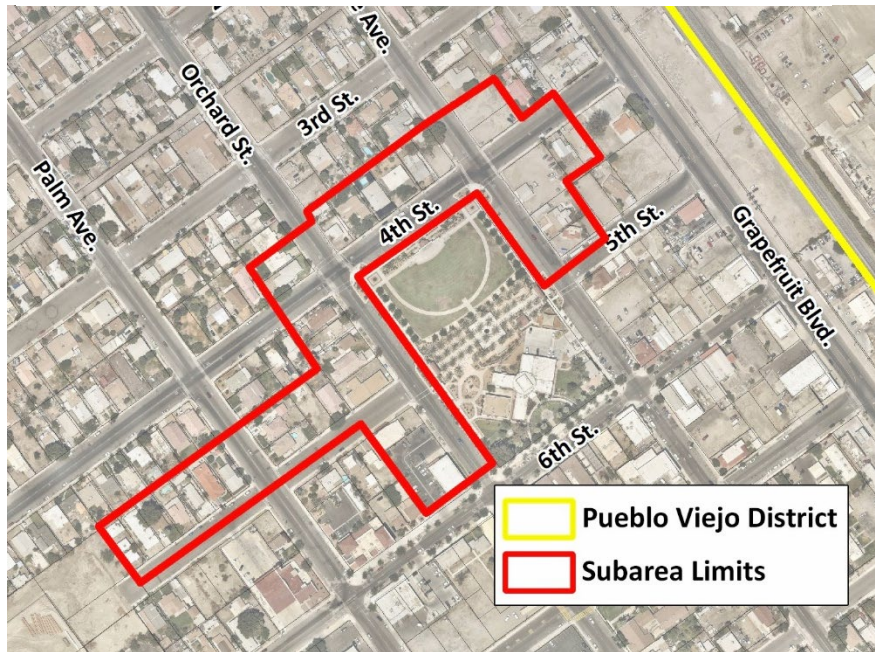
Existing Buildings Converted to Medical Office. SOURCE: Sardaka




Existing Buildings converted to artist's studio. SOURCE: Ildar Sagdejev



Map E Transition Area Subarea Extents. SOURCE: Michael Baker International, Riverside County GIS



	Pueblo Viejo District
	Subarea Limits

Existing Buildings Converted to Medical Office. SOURCE: Rept0n1x



Existing Building Converted to an Inn. SOURCE: Roger Kidd



3.9.1 Existing Buildings

- Any additions/ renovations to existing structures, conversion of uses to commercial, changes in parking area, and addition of signage should be done in a manner that it does not change the residential character of the area and compatibility with the surrounding neighborhood.
- Additions should respect the scale and massing of existing structure and should not become dominant part of the development.

Existing Buildings. SOURCE: Michael Baker International



- The architectural and articulation of new addition should draw from style of the existing building. However, they need not replicate the existing structures.
- Refer to Section 3.5.1 for additional guidelines related to existing buildings.

3.9.2 Site Design

3.9.2.1 *Building Orientation, and Setting*

- Building orientation facing the primary street is important for creating street appeal, enhancing aesthetics, and drainage considerations and encouraged.
- Parcels surrounding the park should be oriented to take maximum advantage of visual and physical access to the park.
- Buildings should use four-sided architecture, meaning all visible sides of the building should have façade treatment. However, the primary entry will be on the primary street.
- Open spaces should be oriented toward the street (see Section 3.6.4.1 and 3.6.4.2 in Outdoor Gathering Areas Section).

3.9.3 Architecture

3.9.3.1 *Massing and Articulation*

Due to spillover effects of Sixth Street development and existence of Veterans' Park, pedestrian activity is expected in this area. Hence, the massing and articulation should be designed to appeal to the slower moving pedestrian traffic rather than vehicular traffic. Emphasis on detailing and use of quality materials will be important since pedestrians move slower than vehicular traffic and are more likely to observe articulation and smaller details.

- In order to retain pedestrians' interest and make walking a pleasurable experience, buildings should incorporate changes in massing as well as articulation and detailing that are authentic representations of architectural styles. Changes in the architectural style, variation in materials and colors materials, horizontal and vertical articulation elements, framing around the windows and doors, changes rooflines and wall planes and so on break the monotony of the façade and create interest for pedestrians.
- All facades should emphasize three-dimensional detailing depending on the architectural style used. Some examples are use of elements such as cornices, window moldings and reveals to cast shadows and create visual interest on the facade.

- Tile artwork, plaques, decorative glass, and lighting fixtures are encouraged to provide visual relief to façades. These elements should reflect the building’s architectural style.
- Artwork and architectural relief integrated into building design is encouraged and should be appropriate to the setting.

3.9.3.2 *Entry Orientation*

- Primary entries should be on primary street. The entry should be accentuated to make it visible from the street depending on the architectural style.
- Direct and visible ground floor access to uses located in upper levels should be noticeable from the street and integrated with ground floor façade to highlight their location. Entries should be further emphasized if the uses are located on the front facade.

3.9.3.3 *Door and Window Design*

- Doors and Windows should be used as architectural elements that add relief to the facade and wall surface while being true to the architectural style.
- Commercial storefronts (if on ground floor) should include street-oriented display windows in order to engage pedestrians.
- Windows for residential uses on ground floor should be designed to provide privacy to the residents while creating a pedestrian scale environment. An example would be to provide windows above pedestrian sight level with articulation is provided at the pedestrian level.
- Exceptions to window covering requirements can be made where display windows (open and enclosed) are not feasible. In this case, exterior walls should be designed to provide architectural relief or be screened by landscaping and designed to provide pedestrian amenities such as wider sidewalks or benches.
- Clear glass windows are encouraged unless they are not feasible due to the nature of functional use.
- Clear glass windows are encouraged especially for retail use to promote interaction between the pedestrians and the businesses. Highly reflective window film is prohibited as they can interfere with moving traffic.

3.9.3.4 *Porches, Balconies, and Decks*

3.9.3.4.1 Porches

- Porches are encouraged and should be designed to be consistent with the architectural style of the building to which they are attached and provide sufficient depth and width to be occupiable spaces.

Porch Example. SOURCE: Stalane



3.9.3.4.2 Balconies

- Window balconies if compatible with architectural style are encouraged at the upper floors. Faux balconies with windows are acceptable provided they integrate features from the architectural style of the building.
- Where possible, balconies should be oriented towards the street/ park area and not towards internal block or parking areas.

Deck Example. SOURCE: Acabashi



3.9.3.4.3 Decks

- Decks should be designed to be aesthetically unobtrusive and should provide sufficient depth and width to be occupiable spaces.
- The parapet and other articulation of the deck structure should draw from the architectural style of the building.

3.9.3.5 Awnings and Canopies

- Awnings and canopies may be used on first floor as well as upper floors of the building. Refer to Section 3.5.6 Shade Structure-Awnings in General Provisions for materials, design and maintenance guidelines.

3.9.4 Outdoor Gathering Areas

3.9.4.1 Plazas, Open Spaces, Gathering Areas

Due to transitional and residential nature of the area large plazas or paseos are not expected in this area. Rather front yard space converted to small plaza, open space or gathering areas is envisioned.

- Required setback areas are encouraged to be used as public open space, plazas, and other public amenities like sidewalks.
- Open spaces, gathering area and dining areas should be buffered from the high-speed traffic by a landscape buffer, architectural feature, or building.
- Pedestrian walkways should be provided to connect building entrances with sidewalks. These should be separate from vehicular access.
- Attractive landscaping and use of elements such as water fountains, art work, playground equipment and so on make smaller gathering spaces lively and are encouraged. However, installation of such elements should respect the scale of the building.
- Perimeter fencing separating sidewalks from gathering areas is generally discouraged unless used for outdoor dining areas.

3.9.4.2 Sidewalk Dining Areas Fences and Barriers

- If open spaces oriented towards sidewalks are used for dining, fencing or barriers should be provided to separate dining areas from sidewalks. Refer to Section 3.6.4.3 under Sixth Street Subarea for guidelines related to Sidewalk Dining Area Fences and Barriers

3.10 SIGNS AND PUBLIC ART

3.10.1 Signs

Signs are important element of commercial/ mixed use corridors and play an important role in establishing the visual character of a place. They are vital component for many businesses because they serve as the primary identification tool for an establishment and often advertise goods or services that businesses may provide. However, a sign that has a cluttered look will undermine the character of the building and overall street appearance, while clean, attractive, and aesthetically pleasing signage can give a unique identity to the street and contribute to the overall visual appeal of the area. The general guidelines in this section provide guidelines that are applicable to all sign type that are further detailed in this section. A matrix is also provided that suggests permitted sign type by subarea.

3.10.1.1 General Sign Guidelines

- Repetitious signage should be avoided.
- No more than three signs are allowed for each building.
- The signs should not be placed closer together than 5 feet. A-frame signs can be placed closer than 5 feet from another sign for the same business.
- The design of each sign should incorporate a maximum of four colors. All signs of a single business should be of a similar color palette.

3.10.1.1.1 Sign Message

- The primary sign should only display the business's name. Secondary signs may include information regarding products provided.
- Sign message should be aesthetical pleasing and should not give a cluttered appearance.

3.10.1.1.2 Sign Lighting

- Any external spot or flood lighting should be directed at the sign and away from pedestrian walkways and/or roadways. Lighting should not create a glare for motorists or pedestrians.
- External spot or flood lighting fixtures should be simple in design, should blend into the appearance of the sign, and should not obscure the sign's graphics.

- Back-lit signs are discouraged unless back lighting is used for individually cut letters
- Halo-lit illumination or reverse channel letters are encouraged.
- Cabinet lit signs are prohibited.
- Blinking or flashing lights are prohibited.
- All mechanical equipment for the lighting of a sign should be hidden from view.
- Where signs face residential areas, lighting should be minimal.

Backlit Lighting for Individual Letters.

SOURCE: Nina Stössinger



3.10.1.2 Sign Types by Subarea

The following text describes the various types of signs that can be used in each subarea. However, the choice of sign type should be based on the subarea’s character, land uses, traffic, and the audience the sign attracts. For example, Sixth Street is expected to be transformed into a pedestrian-friendly environment with restaurants and ground-floor retail. Signs in this subarea should cater to slower-moving traffic and even slower pedestrians that will appreciate detailing and articulation. As such, a pedestrian scale is appropriate for projecting signs, hanging signs, and other sign types. In contrast, motorists in the faster-moving vehicles on Grapefruit Boulevard or Cesar Chavez Street appreciate larger signs with illumination and larger lettering that makes signs easy to read while driving. While other pedestrian-level signs will give character to these two subareas, the signs may not be as frequent as those seen on Sixth Street. Table AA shows various signs and the suggested subareas in which they may be used.

Table AA: Sign type by subarea

Sign Type	Suggested Subarea (Frequent Use)	Remarks
Projecting	<ul style="list-style-type: none"> ■ Sixth Street Subarea ■ Transition Area ■ Grapefruit Boulevard 	These signs are to be used frequently in the Sixth Street Subarea and in the Transition Area, both of which are expected to attract pedestrians. Projecting signs can be used by businesses along Grapefruit Boulevard that may cater to pedestrian traffic.
Hanging	<ul style="list-style-type: none"> ■ Sixth Street Subarea ■ Transition Area ■ Grapefruit Boulevard 	These signs are to be used frequently in the Sixth Street Subarea and in the Transition Area, both of which are expected to attract pedestrians and have shade structures.

<p>Window</p>	<ul style="list-style-type: none"> ■ Sixth Street Subarea ■ Transition Area ■ Grapefruit Boulevard ■ Cesar Chavez Street 	<p>Window signs cater to pedestrian traffic and are expected to be used in pedestrian-oriented areas such as the Sixth Street Subarea and the Transition Area. They are expected to be used less frequently along Grapefruit Boulevard and Cesar Chavez Street.</p>
<p>A-Frame Sign</p>	<ul style="list-style-type: none"> ■ Sixth Street Subarea ■ Transition Area 	<p>Window signs cater to pedestrian traffic and are expected to be used in pedestrian-oriented areas such as the Sixth Street Subarea and the Transition Area. They are not expected to be used on Grapefruit Boulevard and Cesar Chavez Street.</p>
<p>Wall Sign</p>	<ul style="list-style-type: none"> ■ Transition Area ■ Grapefruit Boulevard ■ Cesar Chavez Street 	<p>These signs are effective in areas with faster-moving traffic where the signs are to be read in a relatively shorter amount of time. Larger signs with bigger text facilitate quick reading and are to be used along Grapefruit Boulevard and Cesar Chavez Street. They can be used in the Transition Area though are not encouraged. Wall signs are not to be used in the Sixth Street Subarea.</p>
<p>Monument Sign</p>	<ul style="list-style-type: none"> ■ Grapefruit Boulevard ■ Cesar Chavez Street 	<p>These signs are effective in areas with faster-moving traffic where the signs are to be read in a relatively shorter amount of time. Larger signs with bigger text facilitate quick reading and are to be used along Grapefruit Boulevard and Cesar Chavez Street. Monument signs are not to be used in the Sixth Street Subarea and the Transition Area.</p>

3.10.1.3 Sign Types

This section describes various sign types and includes guidelines for their use.

3.10.1.3.1 Projecting Signs

Projecting signs are attached to a building façade and project at a 90-degree angle from the face of the building. Projecting signs should be oriented toward pedestrians and should only be used when a shade structure is not located on the building’s façade. Along Grapefruit Boulevard, projecting signs should only be used along pedestrian walkways that connect parking areas with building entrances and on storefronts adjacent to plazas or open space.

- Projecting signs should be flat in nature, with signage details embossed into or projecting slightly from the sign material.
- Sign design, supports, and brackets should be compatible with the architectural style of the building from which the sign projects.
- Projecting signs should be mounted to the ground-floor façade, with a vertical clearance of 8 feet.
- Signs should be of a visually interesting design that may include irregular outlines, internal cutouts, and/or two- or three-dimensional symbols or icons.
- Projecting signs (excluding supports or brackets) should fit within a rectangle with a maximum area of 6 square feet.
- A minimum clearance of 12 inches is required between the building façade and the beginning of the sign, with a minimum projection of 36 inches.

3.10.1.3.2 Hanging Signs

Hanging signs are attached to the underside of a shade structure (for example, a colonnade, arcade, or canopy) and should be placed at a 90-degree angle from the building façade. Hanging signs should be oriented toward pedestrians and should only be used under shade structures. If shade structures are included along pedestrian walkways between parking areas and building entrances, hanging signs may be appropriate for businesses along Grapefruit Boulevard.

- Hanging signs should not project farther than the shade structure to which they are attached.
- Hanging signs should not be attached to shade structures whose height is greater than that of the ground floor.
- A minimum vertical clearance of 8 feet is required.

Projecting Signs. SOURCE: Michael Baker International



Hanging Signs. SOURCE: Michael Baker International



- Hanging signs (excluding supports or hangers) should fit within a rectangle with a maximum size of 4 square feet.
- A minimum clearance of 12 inches is required between the building façade and the beginning of the sign, with a minimum projection of 36 inches.
- Signs should be of a visually interesting design that may include irregular outlines, internal cutouts, and/or two- or three-dimensional symbols or icons.

3.10.1.3.3 Window Signs

Window signs are signs that are painted, etched, or adhered to windows or doors within the façade of a building. These signs can be only text or a combination of text with graphic items.

Window Sign. SOURCES: Top- Michael Baker International; Bottom- Brewbooks from near Seattle



- Window signs should not occupy more than 15 percent of the available window area of a building façade.
- Sign text should not be more than 8 inches in height.
- Window signs should be applied directly to the interior of the window or hung on the inside of the window as close to the glass as possible. Any blank space should be transparent.
- Window signs should be made of high-quality materials, including but not limited to paint, gold leaf, and/or neon. Etching or sandblasting are also appropriate methods of window sign installation.
- Window signs and associated graphics should complement the architectural style of the building and the design of the storefront interior.
- Neon signs should only be hung in windows.

3.10.1.3.4 A-Frame Signs

A-frame signs are temporary signs that stand on their own and are usually placed on the sidewalk in front of the business they advertise.

- A-frame signs should be made of durable, sturdy materials, including but not limited to wood or metal, with open bases that can withstand a variety of weather conditions and will not be easily sun-bleached.
- Glass, breakable materials, paper or laminated paper, PVC pipes, or illumination are prohibited for A-frame signs.
- Signs should be designed to look organized, with minimal text and large graphic elements.

- A-frame signs should be easily movable and should not be installed permanently.
- A-frame signs should have a maximum sign area of 8 square feet and can have a maximum of two sides of this size.
- All text on A-frame signs should be between 2 and 4 inches high. Text associated with the business’s logo should be exempted from this guideline.
- Rectangular A-frame signs should be no more than 4 feet in height and 2 feet in width. These signs should have an open base.
- Shaped silhouette A-frame signs should be no more than 5 feet in height and 3 feet in width. These signs should not exceed the maximum sign area of 8 square feet.
- A-frame signs should be placed on the sidewalk in such a way that 5 feet of sidewalk area is still available and doorway access is not impeded.
- A-frame signs should be placed only along the business’s frontage.
- A-frame signs should be placed on the sidewalk no sooner than half an hour before the business’s posted opening time and should be taken in from the sidewalk no later than half an hour after the business’s posted closing time.
- A-frame signs should be placed along the curb on the street side of the sidewalk.
- Each business should only have one A-frame sign.

A-frame Signs. SOURCE: Infoqmatation



3.10.1.3.5 Wall Signs

Wall signs are attached directly to the façade of a building and are of a three-dimensional shape.

Wall Signs. SOURCE: Michael Baker International

- Wall signs should project no more than 12 inches from the wall of the façade to which they are attached.
- Wall signs should not extend beyond the edges of the building façade to which they are attached and should not cover doorways or windows.
- Wall signs should not cover more than 15 percent of the building façade.
- Wall signs should complement the architectural style of the building, in style and proportion.
- Signs should be designed to provide shadow relief and a well-designed substantial appearance.



3.10.1.3.6 Monument Signs

Monument signs are freestanding signs that primarily draw the attention of motorists. These signs are often used for developments in which the main building is set back from the street right-of-way.

Monumental Sign. SOURCE: Dj1997



Monumental Sign. SOURCE: ReptOn1



- Monument signs should be installed on two posts or a substantial base.
- Monument signs should be designed to be architecturally compatible with the building for which they provide signage.
- The base should consist of stone, brick, stucco, or other sturdy, permanent, and durable material and should be at least 18 inches in height.
- The sign face should consist of durable materials, including but not limited to metal, aluminum, and/or wood.
- Landscaping should be integrated into the sign and should surround the entirety of the base. The landscaping should be designed to ensure sign legibility for the life of the sign.
- Monument signs should avoid identifying multiple tenants. However, monument signs should be no closer than 100 feet from each other. If lot width and building design do not permit multiple monument signs on the property, the sign should be designed to incorporate the development’s anchor tenants.
- Monument signs should be externally lit. Internally lit monument signs are prohibited. In the case of neon, exceptions may be made.
- Site addresses should appear on the monument signs and will not count as part of the sign area. Addresses should be no less than 9 inches in height.
- Monument signs should be perpendicular to the adjacent street and sidewalk and should have not more than two parallel sign faces.
- Monument sign face should be no more than 50 square feet. The height of the sign’s side should be no more than 6 feet.

3.10.2 Public Art

Public art refers to murals, statuary, and installations in public realm and areas of private realm accessible to general public. Public art projects come in many forms and can be permanent or temporary art installations with varied viewpoints. They create a vibrant environment and give a uniquely identity and placemaking aspect to an area. However, establishing clearly defined criteria for art installations is necessary to avoid conflicts and tensions between various sects of people using a place

and providing a cohesive look. Along with artwork itself, its siting and maintenance should as be clearly defined.

Murals are categorized as public art and are an important part of the urban fabric of Pueblo Viejo. They represent not only the residents of Coachella but also the zeitgeist of the time at which they were installed. New development offers an opportunity to plan for mural locations in a way that will complement the intended architectural style of the buildings. Murals should be consistent with Chapter 5.70, Art Murals, of the City of Coachella’s Municipal Code.

3.10.2.1 Site Selection and Placement

- Public art is encouraged to be installed in areas experiencing or expected to experience high levels of pedestrian traffic such as sidewalks and plaza areas or places that create entrance to the area such as medians, and circles.
- Public art should be easily visible and accessible to the public and serve as gathering places for people
- Public art should be part of the City's circulation system and enhance the overall public environment and pedestrian streetscape experience
- Public art should establish landmarks and neighborhood gateways.
- The placement of public art should not block entrances, windows, signage, and pedestrian circulation.
- The placement of public art should not interfere with the line of sight of the oncoming traffic

3.10.2.2 Content

- Public art should not include commercial signage, logos, or advertising. However, they may include dedications.
- Public art projects are encouraged to be diverse and derive content from local history, community, geography, and environment.
- Public art should be expected to integrate into the overall design of the larger
- context in which it is placed. It should not be conceived as an afterthought.

Public Art in Sidewalk Area. SOURCE: Géza Stremeny (sculpture) / Yoav Dothan (photo)



Temporary Art Installation. SOURCE: Martin Falbisoner



Public Art in Plaza Area. SOURCE: Beyond My Ken



3.10.2.3 Materials and Construction

- Public Art should be constructed with durable materials that will withstand the elements and can be washed to remove dirt and graffiti.
- Public art projects are encouraged to be made of environmentally sustainable materials.
- Temporary installations may be allowed for no more than two weeks, using non-durable materials based on with City's approval. However, such installations should be firmly anchored to ground or structure depending on the type of installation. The City may ask for its removal prior to time limit if it suffers significant damage/ deterioration.

3.10.2.4 Maintenance

- The maintenance of public art on private property will the responsibility of property owner.
- The artwork should be presentable at all times and devoid of unpleasant look due to conditions such as discoloration, rust, and so on.

Existing Mural in Pueblo Viejo District. SOURCE: Michael Baker International



4 PUBLIC REALM DESIGN GUIDELINES

4

The public realm refers to the street right-of-way and includes sidewalk space and roadway space. Planners and designers are focusing on a variety of ways to integrate multiple modes of travel—not just motorized vehicles—with the land uses they serve. Alongside traditional transportation by car, new developments are rediscovering multimodal transportation by improving transit, pedestrian, and bike connectivity that lead to amenity-rich, walkable, bikeable, and sustainable communities. These approaches are designed to provide transportation choice, reduce air pollution and other environmental impacts, enhance public health, and support amenities. The public realm guidelines concentrate on the commercial/mixed-use streets in the Pueblo Viejo District although traffic calming features are suggested for the residential streets. The chapter begins with explanation of streetscape concepts for each of the commercial street along with an illustrative section. This section is followed with General Guidelines that are applicable to all commercial streets. Traffic Calming section lays out various ways of calming traffic in both commercial and residential areas of the District and Landscaping Guidelines provides plant palette for various streets.

4.1 STREETScape CONCEPTS

In 2015, the City implemented new streetscape design along three blocks of Sixth Street from Palm Avenue to Grapefruit Boulevard. This streetscape will inspire the streetscape design on the remaining commercial streets. However, all streets are different and should be designed per the space available, context, pedestrian activity, and land uses to which they cater. Each street should have its own distinct character, though some elements such as street furnishings, lighting, and signage act as tying elements that give uniformity and order to the whole District. Streetscapes should continue the design principles, materials, planting, lighting, furnishings, and general streetscape design per the newly built streetscape on Sixth Street.

While detailed streetscapes are to be designed as and when the City is ready to implement these projects, shown below are the typical streetscapes that are suggested to create a multimodal public realm along the commercial/mixed-use streets of Pueblo Viejo.

- Sixth Street, from Grapefruit Boulevard to Cesar Chavez Street
- Fifth Street, from Grapefruit Boulevard to Cesar Chavez Street
- Seventh Street, from Grapefruit Boulevard to Tripoli Avenue

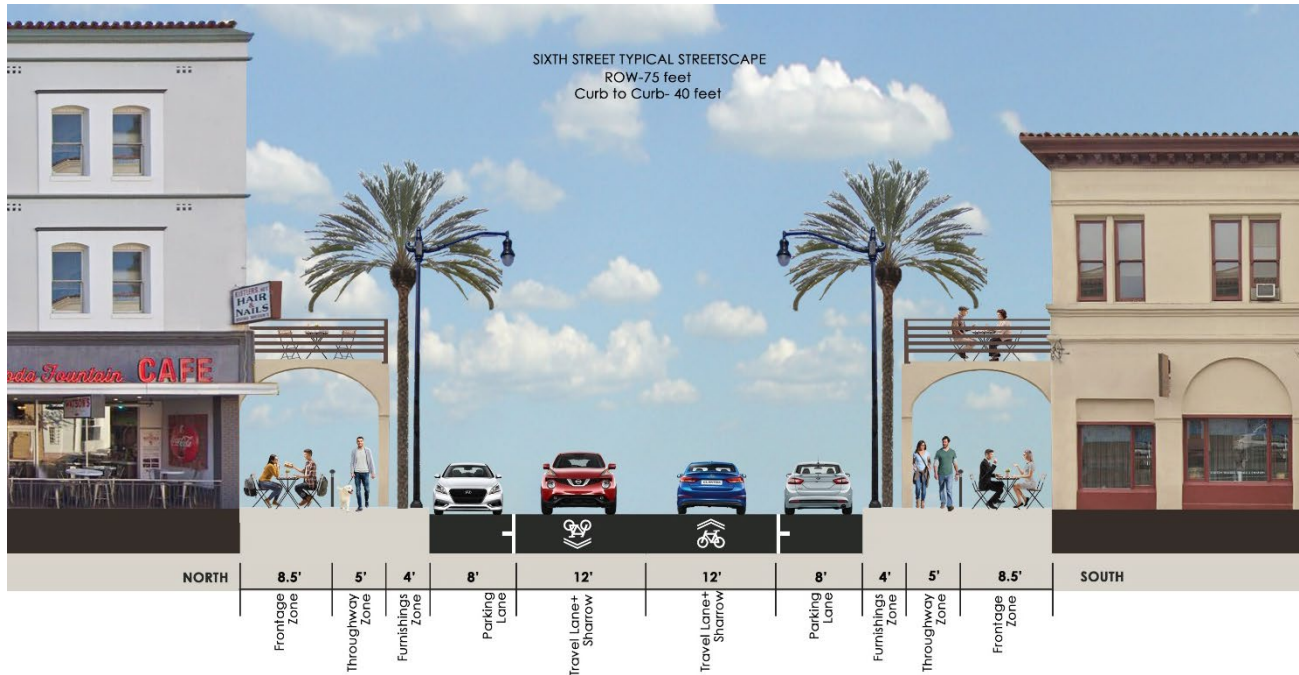
- Grapefruit Boulevard, from Bagdad Avenue to Park Lane
- Cesar Chavez Street, from Bagdad Avenue to Park Lane
- Orchard Street, from Sixth Street to Fourth Street
- Vine Avenue, from Sixth Street to Fourth Street

4.1.1 Sixth Street

From Grapefruit Boulevard to Cesar Chavez Street

The streetscape of Sixth Street will be a continuation of the recently implemented streetscape in the three blocks of Sixth Street from Grapefruit boulevard to Palm Avenue. As depicted in the street section below, it consists of one lane on each side of the street and parking lane. Due to restriction of space and need for enhanced pedestrian area, a shared bicycle facility is suggested on this street. The sidewalk area consists of a 4 feet Furnishings Zone that will accommodate plantings, light poles, bike racks, way finding maps, and other utilities. As an urban corridor the Furnishings Zone is preferred to be hard paved with tree grates and planter pots and can be used as an extension of sidewalk area (Throughway Zone). Dependent on City’s permission this area can also be for outdoor dining space. The Throughway Zone and the Frontage Zone (spillover space between 5 feet clear walking space and parcel line) are approximately 13.5 feet wide and shaded with a colonnade/ Arcade structure. Frontage Zone will house street furniture (sidewalk dining, benches and trash cans).

Sixth Street Streetscape. Source: Michael Baker International



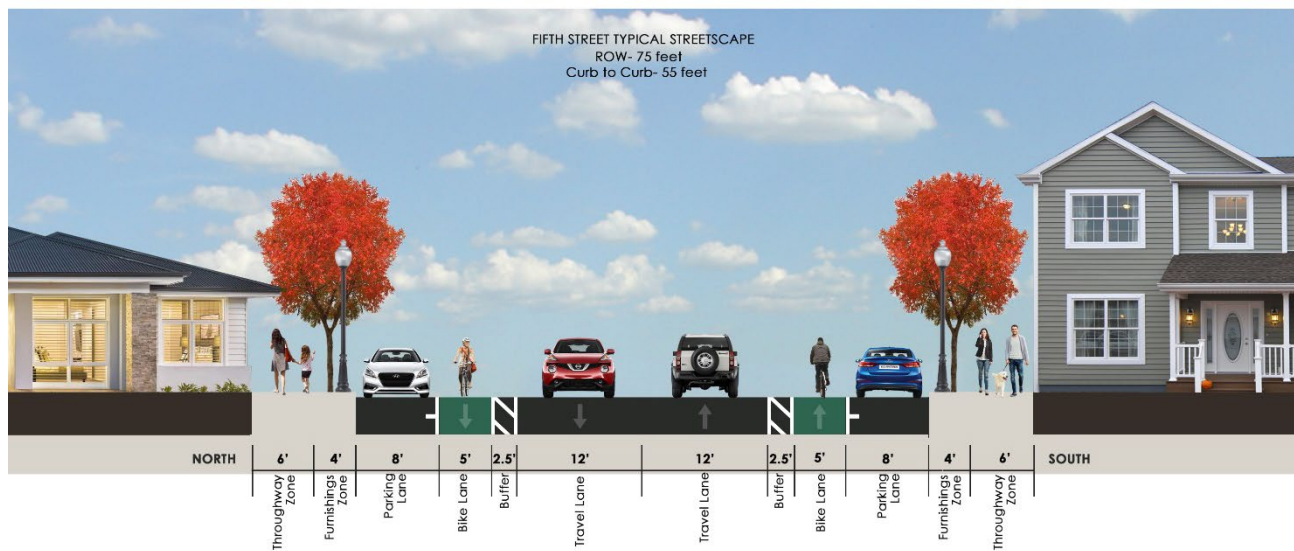
The private realm guidelines will help in making walking a pleasurable experience for pedestrians but details in public realm such as treatment of sidewalk with inlays, markings, and patterns in paving can add to this experience. The place making features such as plazas or gathering spaces that may a part of public realm will follow guidelines listed under this category in private realm as applicable (see Section 3.6.4). Traffic calming and landscaping on this pedestrian oriented corridor will play a large part in attracting foot traffic.

4.1.2 Fifth Street

From Grapefruit Boulevard to Cesar Chavez Street

Fifth Street is a part of Sixth Street Subarea and a parallel street to Sixth Street to the north. The street is expected to see spillover effects of development along Sixth Street on the south side of the Street and have transitional land uses on the north side. The street is also expected to cut through the development in Block XX and intersect with the Cesar Chavez Boulevard. While there will be pedestrian activity, it is not expected to be as intense as Sixth Street leading to minimum area (4 feet) for Furnishings Zone and a comfortable Throughway and Frontage Zone (approximately 6 feet). The proposed roadway has one travel lane in each direction, a buffered bike lane, and on-street parallel parking. Being a parallel street to Sixth Street and having ample right of way, this street is a good candidate for a bike facility. Hence a buffered bike lane is proposed.

Fifth Street Streetscape. Source: Michael Baker International

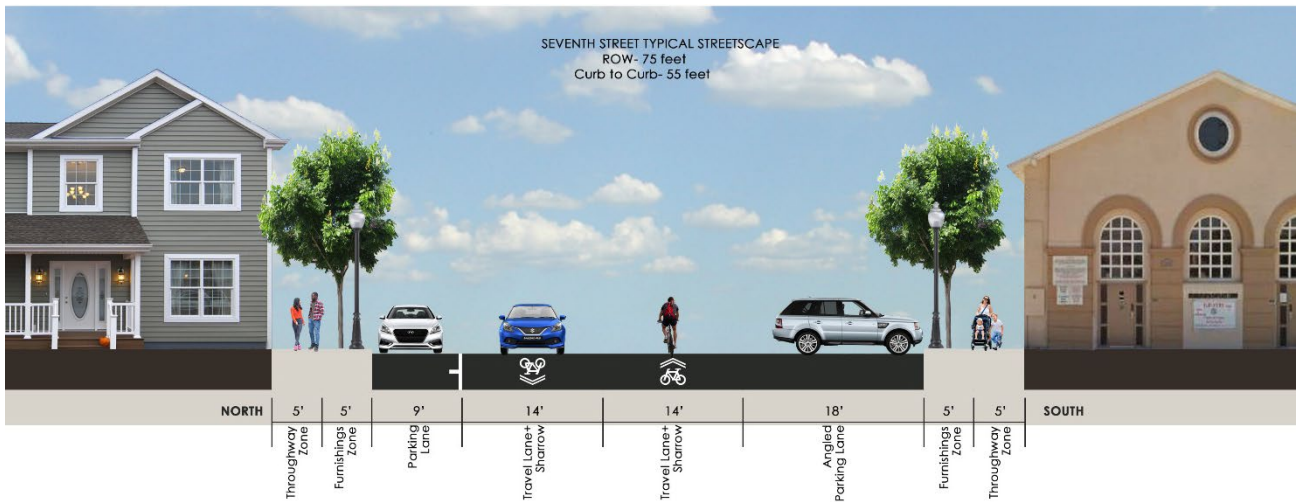


4.1.3 Seventh Street

From Grapefruit Boulevard to Tripoli Avenue

The Seventh Street is also a part of Sixth Street Subarea and a parallel street to Sixth Street towards the southside. The street is also expected to see spillover effects of development along Sixth Street in certain blocks. The school block and residential uses on the south side of the street are not expected to change. The configuration of Street includes 5 feet Furnishings Zone and 5 feet of Throughway and Frontage Zone. The ample right of way allows for accommodation of angled parking on south side and parallel parking on the north side of the street. In addition to parking, the proposed facility includes one travel lane with Sharrows to accommodate bikes.

Seventh Street Streetscape. Source: Michael Baker International



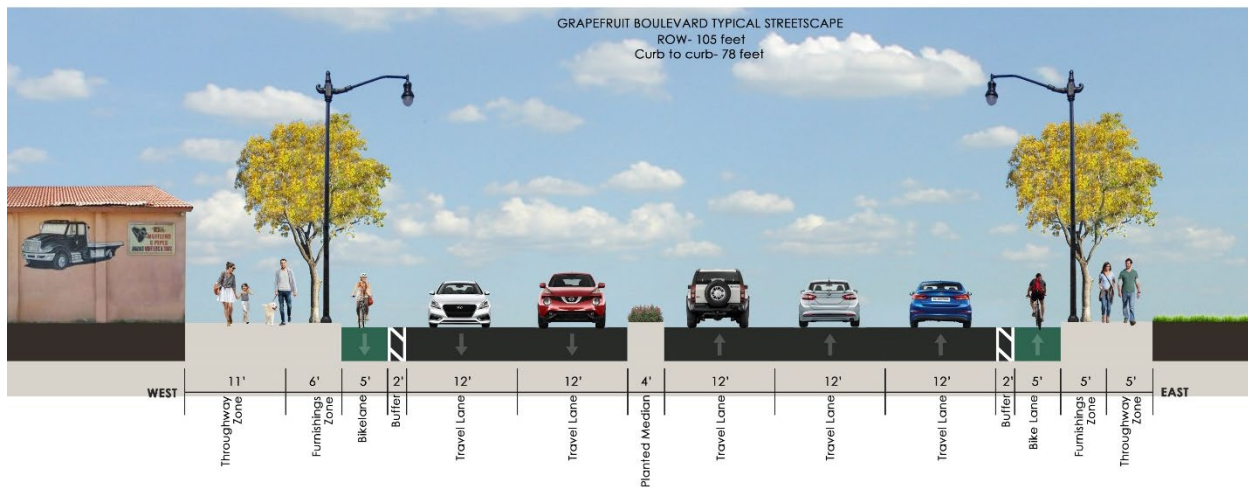
4.1.4 Grapefruit Boulevard

From Bagdad Avenue to Park Lane

Grapefruit Boulevard is a State Route 111, with a speed limit of 45 mph and provides connection to State Route 86. It caters to commercial and light industrial uses in the Pueblo Viejo District and it is expected to be that way in the future. The east side of the street has vacant land bordered by railway tracks. Currently, there is one travel lane in each direction, on street parking and a turn lane. Though being a gateway to the City and to the Pueblo Viejo District, the street does not have an appeal and does not look unique to Coachella. It has ample right of way and is in need of an upliftment.

Based on Cities current General Plan Update’s Mobility Element, Grapefruit Boulevard falls in “Primary Arterial with Enhanced Bicycle Facilities” category. The suggested configuration calls for two 12 feet lanes in north side of the street and three 12 feet lanes on the south side of the street. There is no street parking provided on this street. The proposed concept also calls for buffered bike lanes in both directions. A 4 feet planted median is also proposed. It will not only create an aesthetically pleasing corridor with a gateway effect but will also help with access management and traffic flow. The walkway area in the north is larger than the south side of the corridor as it is expected to get more

Grapefruit Boulevard Streetscape. Source: Michael Baker International



pedestrian activity.

4.1.5 Cesar Chavez Street

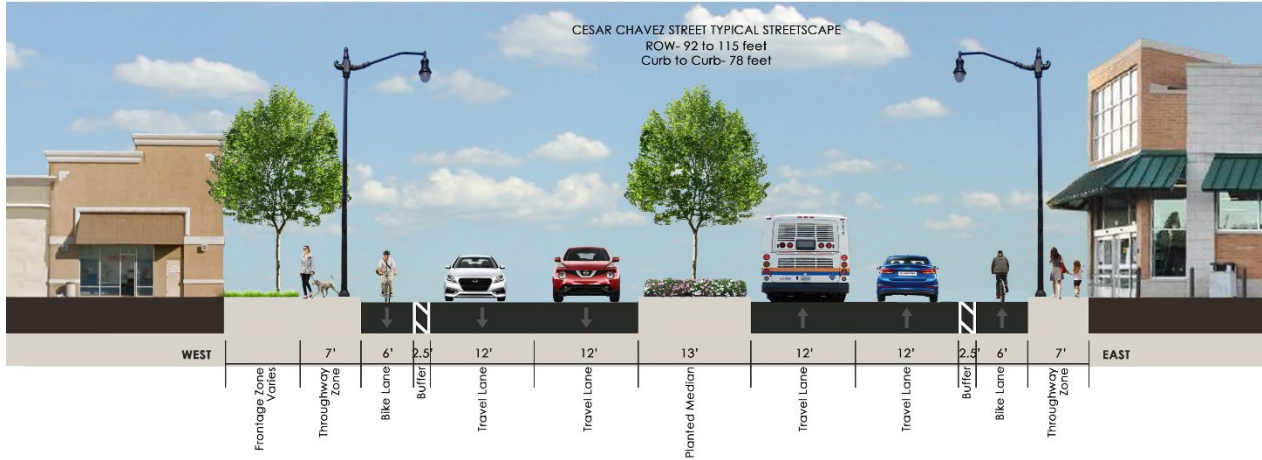
From Bagdad Avenue to Park Lane

Cesar Chavez Street is a commercial corridor with big box stores, strip malls, apartment complex, and other commercial uses. The vacant land at the intersection with Sixth Street is proposed to house a transit center. Currently, there are two lanes in each direction and a planted median in parts of the corridor and turn lane in the rest. While there are pedestrian facilities, the streetscape design does not encourage walking. Being a major gateway to the District the street will need upliftment and incorporation of multimodal facilities.

The proposed configuration has two 12 feet travel lanes in each direction, no parking, a 13 feet wide planted median, and a buffered bike lane. The Throughway/furnishing zone has a combined 7 feet of space based on the existing curb lines restrictions leaving no room for street trees. However, smaller potted plant arrangements can enhance the aesthetics of the

walkway. The Frontage Zone varies in the North based on the development and parcel lines. This space can be used for planting trees and other placemaking opportunities such as installation of gateway features, art and so on. The planted median will also give much needed gateway effect.

Cesar Chavez Street Streetscape. Source: Michael Baker International



4.1.6 Orchard Street

From Sixth Street to Fourth Street

The Orchard Street has recently been reconfigured with angled parking on the park side and parallel parking on the other side of the Street. It has one lane in each direction and enhanced pedestrian realm. However, the street lacks bicycle facility. The Street has right of way to accommodate bicycle lanes or can be marked as a share the road facility by sharrow markings on the street. This will provide bike connections from the Fifth street and to the Park.

4.1.7 Vine Avenue

From Sixth Street to Fourth Street

Vine Avenue has recently been reconfigured similar to the Orchard Street and has no bike facilities. It too has right of way to accommodate bicycle lanes or can be marked as a share the road facility by sharrow markings on the street to provide bike connections from the Fifth street and to the Park.

4.2 GENERAL GUIDELINES

4.2.1 Active Living Components

Active living components—pedestrian, bicycle, and transit facilities—should be integral to the streetscape design in Pueblo Viejo District.

4.2.1.1 Pedestrian Facilities

Walking is the most basic form of transportation. The creation of an attractive and safe pedestrian environment is a critical part of developing more livable communities. Pedestrian facilities should be safe and accessible to all types of users, connect to places where people want to go, encourage interaction, be attractive and of pedestrian scale, easy to use, economical to build, and easily maintainable. The main forms of pedestrian facilities are sidewalks and trails including street crossings and curb ramps. Enhancements include pedestrian signals (including countdown signals and lights embedded in crosswalks), raised crosswalks, and street furniture, lighting, and landscaping.

Sidewalks

Connectivity between buildings, land use areas, and adjacent development, both existing and new, can be achieved through the site-sensitive design of pedestrian areas such as sidewalks. These elements may be integrated into the street design and cohesively designed to connect residential, office and retail/commercial areas, and transit stops.

Sidewalks are divided into three zones:

1. **Furnishings Zone**
 2. **Throughway Zone**
 3. **Frontage Zone**
- The **Furnishings Zone** is defined as the area of the sidewalk appropriate for planting trees and the placement of street furniture, bike racks, trash receptacles, and light poles.
 - The width of Furnishings Zone is to be a minimum of 6 feet.
 - See related guidelines for landscaping, active transportation, lighting, and street furniture in this section.
 - The **Throughway Zone** is defined as the area of the sidewalk that is utilized for moving pedestrians along the corridor.
 - The width of Throughway Zone is to be a minimum of 5 feet.
 - Throughway Zone must be clear without any obstacles.

- The Throughway Zone should be covered with a colonnade or arcade structure on Sixth Street.
 - A shaded structure is an optional for the rest of the streets in Pueblo Viejo District.
- The **Frontage Zone** is defined as the area of the sidewalk between the property line and the Throughway Zone.
 - The width of this area varies and may be combined with setbacks to provide additional area for outdoor activities.
 - Frontage Zone may be used in a variety of ways such as outdoor dining areas, locations for public art, fountains, planter boxes, or for pedestrian space for window shopping, festive decorations, or small kiosk areas.

Sidewalk Zones. SOURCE Michael Baker International



- All sidewalks should be accessible pursuant to ADA standards.
- Ramps at corners, midblock, or at driveways should be pursuant to the California Department of Transportation’s (Caltrans) ADA standards.
- Truncated domes (dark gray color) should be used at the ramps per Caltrans’ standards.

- The transition between ramps and gutters to the road surface should be smooth.
- Curb ramps are required at every corner of the intersection.

Materials and Construction

- Sidewalks should be constructed of concrete that meet City standards.
- Any color addition to the concrete must approved by the City.
- Sidewalks should be constructed to promote the safety of the users, meaning they should be smooth and free of uneven surfaces that may cause a pedestrian to trip and fall.
- Elements such as engravings, inlays, embeddings, mosaic work, and other types of public art elements are encouraged to project the unique character of the community. These are placemaking elements and create interest for pedestrians. However, these elements should not cause obstructions to ADA accessibility or other safety concerns and should be approved by the City.
- Sidewalks should be built with appropriately spaced expansion and control joints so as to not cause cracking in the concrete.
- If used, tree grates should be flush with the sidewalks.

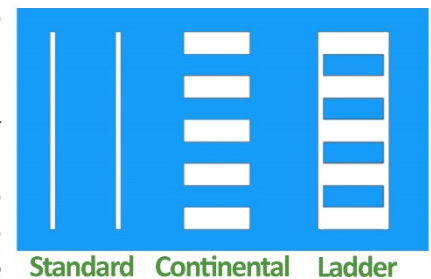
Public Art and Pavers. SOURCE: Jeangagnon



Pedestrian and Bicycle Crossings

- Marked crosswalks are most effective when they can be identified easily by motorists and pedestrians. They should present a visual contrast with the surface of the street. Marked crosswalks may be provided at all major-minor and minor-minor intersections as well as at midblock crossings.
- The use of longitudinal stripes in addition to or in place of the standard transverse markings can significantly increase the visibility of a marked crosswalk to oncoming traffic and are encouraged.
- Thermoplastic pavement marking material should be used for pavement markings including crosswalks.
- Decorative crosswalks typically made with bricks or other specialty paving are encouraged. They make the crosswalk more visible to oncoming traffic. These should be provided at all major intersections such as Sixth Street intersections with Grapefruit Boulevard and Cesar Chavez Street. Decorative crosswalks may also be used at other intersections and midblock crossings. The FHWA Memorandum “MUTCD - Official Ruling 3(09)-24(l) – Application of Colored Pavement” dated August 15, 2013 provides the following clarification on acceptable decorative treatment at marked crosswalks and should be followed in Pueblo Viejo District:

Marked Crosswalks. SOURCE: Michael Baker International



Decorative Crosswalk. SOURCE: Piotrus



“Examples of acceptable treatments include brick lattice patterns, paving bricks, paving stones, setts, cobbles, or other resources designed to simulate such paving. Acceptable colors for these materials would be red, rust, brown, burgundy, clay, tan or similar earth tone equivalents. All elements of pattern and color for these treatments are to be uniform, consistent, repetitive, and expected so as not to be a source of distraction. No element of the aesthetic interior treatment is to be random or unsystematic. No element of the aesthetic interior treatment can implement pictographs, symbols, multiple color arrangements, etc., or can otherwise attempt to communicate with any roadway user.”

Raised Crosswalk. SOURCE: Richard Drdul



- Raised crosswalks are encouraged to be used at locations where speeding is prevalent.
- Midblock crossings should be highly visible and installed in areas with large neighborhood blocks, typically more than 400 feet. Use of frequent midblock crossings can disrupt traffic flow and create safety concerns for pedestrians.
- A refuge island is a cut in a median island or median (refer to Section 4.3 Traffic Calming Features) to provide refuge for pedestrians and bicyclists. It is an effective tool in increasing overall comfort and facilitates pedestrian and bicycle crossing. Refuge islands offer a protected space for pedestrians and bicyclists to wait for an acceptable gap in traffic, especially at unsignalized crossings, and reduce overall crossing length.

4.2.1.2 Bicycle Facilities

Bicycle facilities are very important in creating a multimodal transportation Pueblo Viejo District. The Streetscape Concepts in Section 4.1 suggests various facilities that can be incorporated in the available right of way in the commercial areas of Pueblo Viejo District. It is suggested that a bicycle connectivity plan be created for the Pueblo Viejo District area to assess the feasibility of various bikeway types on the streets of the District and ensure connectivity to businesses in the commercial areas. Low speed and low traffic residential streets should be looked at to provide traffic calming features and cover them as bike boulevards. As far as possible, analysis should assess the feasibility of the bike facility from the safest to the least safe option in the order listed below.

- Separated trail
- Curb/median-separated cycle track
- Post-separated cycle track
- Elevated cycle track
- Buffered green bike lane
- Buffered bike lane
- Green bike lane
- Striped bike lane

- Bike boulevards
 - Sharrows with signs
 - Share the road signs
 - No facility
- Caltrans standards and National Association of City Transportation Officials (NACTO) guidelines should be followed in the design of these facilities along the roadway and at crossings.
 - The bike facilities should be connected to transit and pedestrian facilities.

Bicycle Parking

- Bicycle racks should be placed in the Furnishings Zone at strategic locations specified by the City. The racks should be installed between street trees, planter boxes, and other street furnishings.
- Racks should be located so that an average of two bicycles may be parked every 200 feet.
- Maximum distance between any two rack locations is not to exceed 600 feet.
- Bicycle stands should complement the streetscape design, materials, and color palette in the area.

Separated Bike Lane. SOURCE: Paul Krueger



Buffered Bike Lane. SOURCE: Paul Sableman



4.2.1.3 Transit Facilities

Bus Stop Placement

Bus stops should be placed in strategic locations as specified by the Sunline Transit Agency and as determined by a traffic/transit study of the roadway. Many factors influence the location of stops, such as site-specific safety considerations, traffic patterns, intersection geometry, passenger origins and destinations, pedestrian accessibility, route design, frequency of use, density and land use, service type (express vs. local), and available space. In general, pedestrian-oriented areas have closely placed bus stops (approximately 0.25 miles) compared to areas with less pedestrian focus.

The guidelines below apply to the placement of bus stops.

- It is preferred that bus stops be located on the far side of a roadway (right after an intersection) because that location is the safest for passengers exiting the bus and minimizes conflicts with other vehicles. Midblock or near-side stop (just before an intersection) may be used in some situations, depending on Bus pull-out bays are preferred over curbside stops and should be integrated into streetscape design where possible.
- The bus stop should be placed in the Furnishings Zone and should not spill into the Throughway Zone.
- Bus stops should be placed in such a way that they are visible to transit users.
- The bus stop boarding, and alighting area should have a firm, stable surface and should be handicap accessible pursuant to ADA standards.

Sunline Transit Agency Bus Stop. SOURCE: Michael Baker International



- It is advised that all bus stops in the Pueblo Viejo District incorporate a shelter per Sunline Transit Agency’s standards.

4.2.2 Parking

On street parking is encouraged in the commercial areas as it has several advantages. Besides providing convenient parking for businesses, on street parking can reduce the need for provision of off street parking depending on city’s zoning code and thereby reducing impervious surface required for development. It also acts as a traffic management tool by providing a safety barrier for pedestrians and reduces motor vehicle speeds.

- On-street parking is encouraged in the commercial areas.
- Multi-space parking meters are encouraged compared to individual pole mounted meters as they incorporate more customer-friendly features such as on-screen instructions and acceptance of credit cards for payment.
- Parallel or angle parking may be based on street configuration as determined by a traffic study and the streetscape design.
- The on-street parking stall dimensions should follow City’s parking standards.
- Each parking stall should be individually marked.

*Multi-space Parking Meter Example.
SOURCE: Zorro2212*



4.2.3 Access Management

Access management is the practice of properly locating and designing access to adjoining properties to reduce conflicts and improve safety while maintaining reasonable property access and traffic flow on the public street system.

- Minimize curb cuts to reduce conflicts between vehicles, pedestrians, and bicyclists; locate driveways and major entrances away from intersections and away from each other to minimize effects on traffic operations; minimize potential for crashes; provide for adequate storage lengths for turning vehicles; and reduce conflicts with pedestrians.
- Consider using curbed medians and locating median openings to manage access and minimize conflicts.
- Use turn lanes where medians are not possible to avoid delays in traffic flow.
- Use cross streets and alleys to provide access to parking and loading areas behind buildings.

4.2.4 Street Furnishings

Street furnishings have a significant aesthetic impact on the streetscape. Therefore, attention should be paid to all street furnishings to maintain

consistency along the corridor. Examples of street furniture include benches, trash bins, telephone booths, water fountains, and recycling/trash containers.

- Commercial area street furnishings should follow the palette established by the Sixth Street streetscape design. The City will create a developer contribution program to fund the street furnishings as properties are developed. The City will install all the street furnishings, which will ensure the consistency of the streetscape.
- The selected designs for street furnishings not described in the Sixth Street streetscape design should be compatible with the established palette and be simple, functional, easily maintained, sturdy, and of good commercial-grade quality.
- The materials should be nonreflective and be able to withstand weather conditions.
- The materials that come in contact with pedestrians should have a low heat absorption index.
- **Benches**
 - Benches in commercial areas should follow the palette established by the Sixth Street streetscape design: 96-inch Classic series bench, Model C-196, bronze powder-coat color with IPE wood seat, manufactured by Victor Stanley. Benches should be attached to the ground per the manufacturer's recommendation.
 - Benches should be placed in the Frontage Zone similar to the current Sixth Street design.
 - The frequency of benches will vary by subarea, with the pedestrian-friendly Sixth Street Subarea having at least two benches per block compared to Grapefruit

Bench Used in Sixth Street Streetscape. SOURCE: Victor Stanley



Boulevard or Cesar Chavez Street with one bench per block.

- The City will determine the location of the benches based on detailed streetscape plans.
 - Once installed, the benches are to be maintained by property owners.
- **Recycling and Trash Containers**

- Trash containers in commercial areas should follow the palette established by the Sixth Street streetscape design: Dynasty Series litter receptacle, Model DYN-36, bronze powder-coat color with side opening, manufactured by Victor Stanley. Containers should be attached to the ground per the manufacturer’s recommendation.
- It is recommended that the new streetscape design use trash and recycling containers. Recommended model: Dynasty Series litter receptacle, Model DYN-242, bronze powder-coat color with side opening, manufactured by Victor Stanley. Containers should be attached to the ground per the manufacturer’s recommendation.
- Recycling and trash containers should be placed in the Frontage Zone, similar to the current Sixth Street design, and in line with the benches.
- The placement of the containers will follow the design of the streetscape. However, it is advised that one set of containers be placed every 200 feet in areas with heavy pedestrian traffic such as the Sixth Street Subarea.
- Containers should be placed so that they are easily visible.
- The containers should have clear and visible symbols for trash and recycling.
- Recycling and trash containers should be maintained by the property owner.

Trash Can Used in Sixth Street Streetscape. SOURCE: Victor Stanley



Trash and Recycling Can Used in Sixth Street Streetscape. SOURCE: Victor Stanley



■ **Public Art**

- Apart from regular street design, streetscapes should provide for a periodic “surprise element” in the form of public art. These elements may be stand-alone structures or interactive art pieces, gateway elements, or artistic gathering places. Surprise elements not only play an important role in attracting the public, they also help create an identity within each subarea.

Use of Public Art as Surprise Element. SOURCE: Jeangagnon



■ **Utilities**

- Utility connections and support should be located in the Furnishings Zone to avoid conflict with pedestrian movement in the rights-of-way.

Example of Tree Grate. SOURCE: David Schott from Redmond



- New utility upgrades and service to development parcels should be installed belowground and should be easily accessible. These should be approved by the City’s Public Works Department in coordination with other regulating agencies.
- Existing utility boxes such as telephone boxes could be converted into pieces of art to add character to the neighborhood.

■ **Tree Grates**

- Tree grates may be used in the commercial areas based on the streetscape design.
- Tree grate design and material should complement the street furnishings.
- Tree grates should be a minimum of 5 feet square.
- Tree grate should flush well with the sidewalk in order to prevent any injury to pedestrians related to uneven surface

4.2.5 Lighting

- The City has an established palette for lighting along Sixth Street. This palette should be continued in all commercial areas.
- The City will create a developer contribution program to fund the lighting as properties are developed. The City will install all the street lighting, which will ensure the consistency of the streetscape.

4.2.6 Gateways and Entries

According to the Vision Plan for Pueblo Viejo, major gateway features are suggested at three intersections.

- Cesar Chavez Street and Grapefruit Boulevard
- Sixth Street and Grapefruit Boulevard
- Sixth Street and Cesar Chavez Street

Following guidelines are suggested for the design of the Gateways and Entry structures

- To create a "sense of arrival" or entry, there must be a significant change in the spatial arrangement to the scale of which the pedestrian and the vehicle driver can perceive the change.
- The size and scale of an entry is important as it must be bold enough to capture the attention and memory of the user.
- To create a visual change, contrast of spatial elements and design features are required. To strengthen the entry statement, a

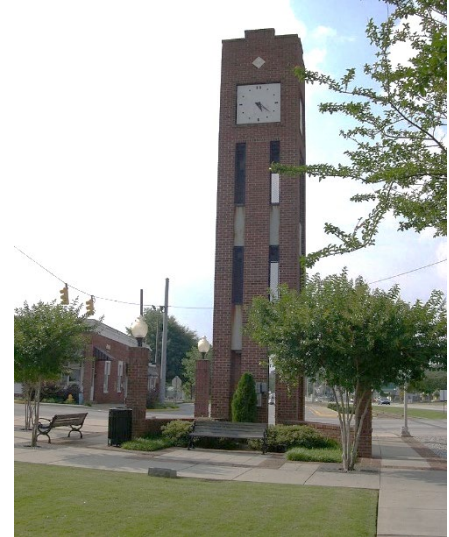
combination of a vertical support structure with an overhead horizontal structure is recommended.

- The Gateways should be designed in a way that its materials and design reflect the Spanish colonial revival or Mission Revival architectural style.
- Gateways and Entry structure should be placed in a way to not cause obstructions to the line of sight.

Example of a Gateway. SOURCE: Charvex



Gateway Tower Example: SOURCE: Jerry Stevens



4.2.7 Roadway Signage

- The City has an established palette for roadway signs along Sixth Street. This palette should be continued in all commercial areas.
- Signage location and installation should be per MUTCD standards or as specified by the City based on detailed streetscape design.
- Signage should be clearly visible to the intended traffic.
- The signage installation should be in the Furnishings Zone and should not create obstructions in the Throughway Zone.

4.2.8 Wayfinding

Exterior wayfinding signs help locals and visitors orient to a place and easily find shops or restaurants.

- Wayfinding signs may be placed near landscaped areas in the Furnishings Zones at major intersections. They can also be placed at strategic locations that can also double as plaza spaces in commercial areas.

- The design of wayfinding signs should complement the distinctive characteristics of the subareas and the street furniture in the commercial areas.
- Maps may be designed as interactive or static.
- Maps should be designed as easy to read, and graphics should be clear and easily understood.
- The maximum height permitted is 6 feet, or as approved by the City.
- The maximum width permitted is 4 feet, or as approved by the City.
- Illumination should be subdued and not garish.

Wayfinding Signage Example. SOURCE: Stevekeiretsu Wayfinding Signage Example. SOURCE: Seattle City Council from Seattle



4.3 TRAFFIC CALMING FEATURES

Traffic calming features are used to reduce vehicle speeds and make it safer and more comfortable for other modes to coexist with the automobiles. A variety of traffic calming features are available for use in streetscape design. Commercial streets are expected to attract pedestrians and bicyclists and hence streetscape design with strategically incorporated traffic calming features will help maintain speed limit while encouraging walkability.

Residential streets are well established in the Pueblo Viejo District. However, speeding and cut-throughs are an issue. Further, because of the lack of space on the commercial streets to accommodate facilities for bicyclists, the residential neighborhood streets are an option for creating alternative routes in the form of bike boulevards. These accommodations and general safety involve a reduction in the speed of motor vehicles moving along the residential neighborhood streets.

Every street is different, and further study is needed to implement one or more suitable methods for each street and purpose it serves. Described below are some methods that can calm traffic and increase the real as well as perceived sense of safety for pedestrians and bicyclists in the residential areas of Pueblo Viejo. The Table B contains a matrix that shows the applicability of these features by streets.

- **Medians.** A median is the portion of the roadway separating opposing directions of the roadway or separating local lanes from through travel lanes. Medians may be depressed, raised, or flush with the road surface. Medians are generally linear and continuous through a block and allow vehicles to travel efficiently. They can also encourage pedestrians to cross away from crosswalks. The presence of a median (especially a raised planted median) gives the perception of narrower lanes, in turn causing vehicles to slow down. Medians also reduce the length of the crossing if accompanied with a median island, making crossing safer for pedestrians and bicyclists.
- **Median Islands.** A median island is an island in the middle of the roadway, typically with landscaping for aesthetic reasons, in order to narrow the vehicle travel lanes. They are generally located midblock and can be used as a gateway to the street or community. A median island can be combined with a refuge island (a cut created to provide refuge for pedestrians) when midblock crossings are warranted.
- **Reduced Lane Widths.** According to the AASHTO Green Book, for rural and urban arterials, lane widths may vary from 10 to 12 feet.

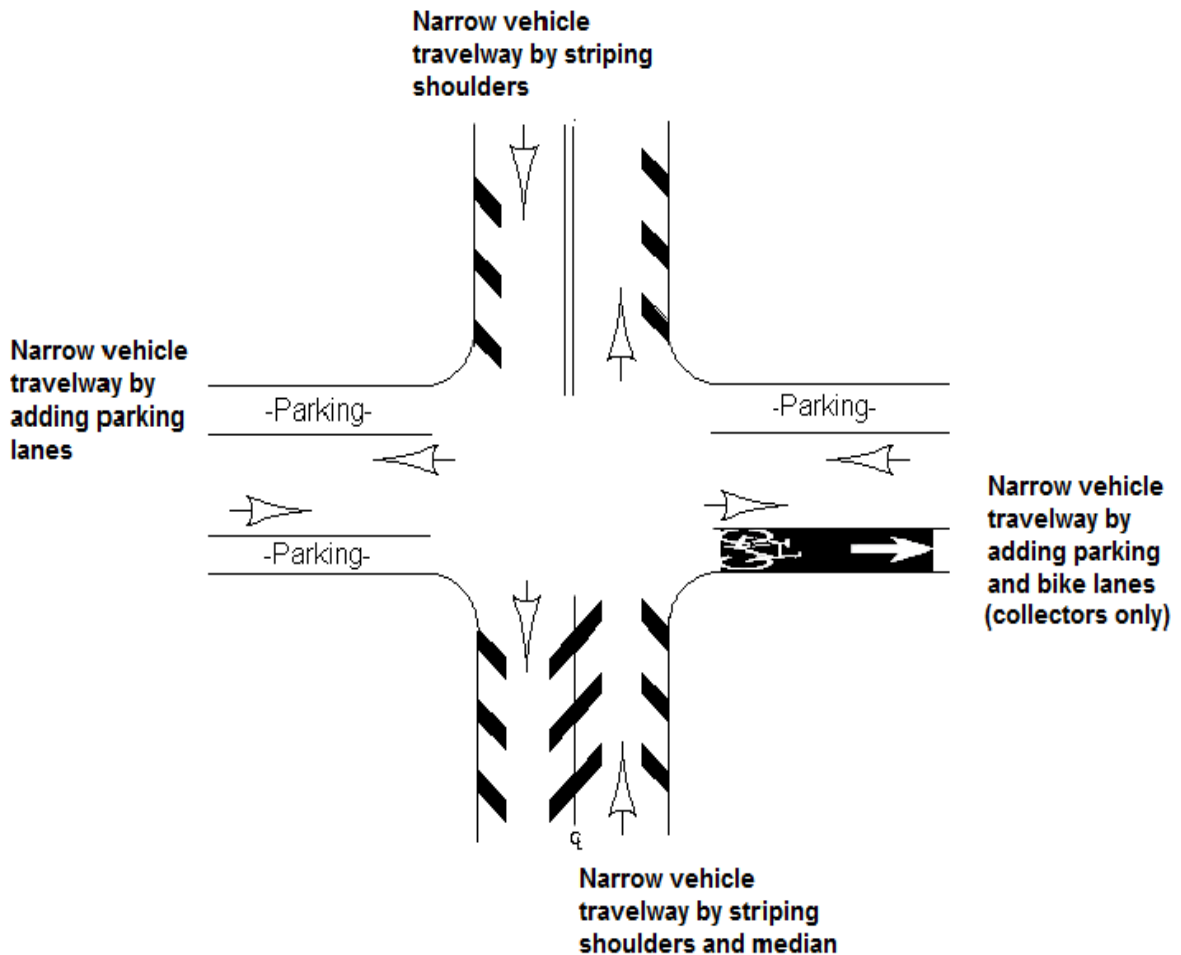
Median Island. SOURCE: Richard Drdul



For roadways at low speeds (45 mph or less) narrower lane widths are normally quite adequate and have some advantages. When there is excess space available, it can be repurposed to provide features such as bike lanes, enhanced pedestrian facilities, and on-street parking without the need to physically widen the roadway. All roadways in Pueblo Viejo District have speed limit of 45 mph or less and hence narrow roadways can be applied as a traffic calming feature.

- Pavement Markings.** Most streets in the Pueblo Viejo District have no pavement markings, leaving the street wide open for speeding vehicles. Pavement markings allocate limited space for moving traffic, keeping vehicles in their lanes and helping motorists slow down. The perception of narrower streets tends to make motorists drive slower. Various options for pavement markings are shown in figure below

Pavement Marking. SOURCE: Traffic Calming Guide for Neighborhood Streets, Virginia Department of Transportation, 2017



- **Curb Extensions/ Bulb-outs.** Curb extensions/bulb-outs are provided at driveways and at intersections. They can be effective at intersections in reducing crossing length and increasing visibility, making crossing safer for pedestrians and bicyclists. The presence of curb extensions/bulb-outs gives the perception of narrower lanes, in turn causing vehicles to slow down. They may result in a loss of parking but do include space for landscaping, creating community character and a pedestrian-friendly environment. The curb extensions must be carefully planned and designed to work with the existing driveway locations and the function of existing drainage and street sweeping systems.

Landscaping in Curb Extensions. SOURCE: Richard Drdul

Curb Extensions in Commercial Area. SOURCE: Andrew Bossi



- **Chokers.** Chokers are curb extensions that reduce the overall width of the roadway. They create a pinch point along the street. Chokers can be created by bringing both curbs in, or they can be done by more dramatically widening one side at a midblock location. They should be clearly visible to oncoming traffic and should incorporate landscaping.
- **Chicanes.** Chicanes create a horizontal diversion of traffic and can be gentler or more restrictive depending on the design. Shifting a travel lane has an effect on speeds as long as the taper is not so gradual that motorists can maintain speeds. For traffic calming, the taper lengths may be as much as half of what is suggested in traditional highway engineering.
- **Speed Humps.** Speed humps can serve to slow traffic and are especially effective on residential roadways and other low-volume roadways. However, they can be discouraged by fire departments due to potential reductions in response times. While speed humps may be effective at reducing speed at the location of the hump itself, vehicles may speed up between the humps depending on the distance between them and other

Speed Hump. SOURCE: Richard Drdul



factors such as stop signs and signalized intersections. Noise impacts should also be considered as a factor due to an increase in the noise level from vehicles passing over the humps, as well as the additional noise from vehicles braking in advance of the humps and accelerating after crossing them.

Speed Lump. SOURCE: Whatlep



- **Speed Lumps.** A speed lump is a modified speed hump where openings are added to accommodate emergency or other large vehicles so that they can use the openings without traversing the raised portion to minimize speed reduction. However, the size of the speed lumps ensures that passenger vehicles cannot likewise avoid traveling over at least one set of lumps. Like speed humps, speed lumps should be clearly visible and are generally placed midblock.
- **Speed Tables.** Speed tables provide an overall gentler transition than speed humps because they incorporate a larger flat area. They improve noise levels compared to speed humps. Speed tables should be clearly visible and are generally placed midblock.

Raised Crosswalk. SOURCE: Scott Batson



- **Raised Crosswalks.** In addition to marked or decorative treatments, raised crosswalks make pedestrians more visible to oncoming traffic, in addition to serving as a speed reduction facility for vehicles due to the horizontal deflection of the roadway. The elevation of the crosswalk serves to reduce speeds almost like a speed hump and textured materials. Raised crosswalks should be designed pursuant to ADA standards. Since they increase visibility, it is suggested that midblock crossings be treated as raised crosswalks.

PMSD Sign. SOURCE: Richard Drdul



- **Raised Intersections.** Raised intersections make for an overall gentler transition compared to speed humps and can provide visually attractive traffic calming on two or more streets at once.
- **High Visibility Crosswalks.** Refer to the discussion of crosswalks in Section 4.2.1.1, Pedestrian Facilities.
- **Pole-Mounted Speed Display (PMSD) Signs.** This sign combines a speed limit sign with a radar speed feedback sign that displays the real-time speed of an approaching vehicle, which tends to make motorists reduce their speed. The signs are highly effective on roadways identified for traffic calming and should be placed at the beginning of a street section. A 200-foot visibility distance should be provided.
- **Traffic Calming Circles and Mini-Roundabouts.** Traffic calming circles are smaller than roundabouts and can fit within the area available for area intersections. They are most appropriate for

residential neighborhoods where speeding might be an issue. When left-turning traffic is heavier, an alternative solution is a mini-roundabout. The primary difference between a traffic circle and a mini-roundabout is that with the mini-roundabout, the central area must be traversable by long vehicles and cannot be landscaped. Instead, it is often raised slightly and paved with a special treatment to discourage traffic. Automobiles will generally circulate properly around the mini-roundabout, while trucks will turn over the raised area slowly.

Mini Roundabout. SOURCE: Stephen Sweeney



- **On Street Parking.** On-street parking, in effect, reduces the width of the street, leading to slower driving. Parking also separates traveling cars from the sidewalk, helping to improve pedestrian safety.

On Street Parking and Lane Making Giving Perception of Reduced Lane Width. SOURCE: Andrew Bossi



Table B: Traffic calming feature by street

Type of Traffic Calming Feature	Suggested Streets for Application
Medians	<ul style="list-style-type: none"> ■ Grapefruit Boulevard ■ Cesar Chavez Street
Median Islands	<ul style="list-style-type: none"> ■ Fifth Street ■ Sixth Street ■ Seventh Street ■ Grapefruit Boulevard ■ Cesar Chavez Street ■ Orchard Street ■ Vine Avenue ■ Residential Streets
Reduced Lane Widths	<ul style="list-style-type: none"> ■ Fifth Street ■ Sixth Street ■ Seventh Street ■ Grapefruit Boulevard ■ Cesar Chavez Street ■ Orchard Street ■ Vine Avenue
Pavement Markings	<ul style="list-style-type: none"> ■ Fifth Street ■ Sixth Street ■ Seventh Street ■ Grapefruit Boulevard ■ Cesar Chavez Street ■ Orchard Street ■ Vine Avenue ■ Residential Streets
Curb Extensions/Bulb-outs	<ul style="list-style-type: none"> ■ Fifth Street ■ Sixth Street ■ Seventh Street ■ Orchard Street ■ Vine Avenue ■ Residential Streets
Chokers	<ul style="list-style-type: none"> ■ Residential Streets
Chicanes	<ul style="list-style-type: none"> ■ Residential Streets
Speed Humps	<ul style="list-style-type: none"> ■ Fifth Street ■ Sixth Street ■ Seventh Street ■ Orchard Street ■ Vine Avenue ■ Residential Streets

Speed Lumps	<ul style="list-style-type: none"> ■ Residential Streets
Speed Tables	<ul style="list-style-type: none"> ■ Residential Streets
Raised Crosswalks	<ul style="list-style-type: none"> ■ Fifth Street ■ Sixth Street ■ Seventh Street
Raised Intersections	<ul style="list-style-type: none"> ■ Fifth Street ■ Sixth Street ■ Seventh Street ■ Grapefruit Boulevard ■ Cesar Chavez Street
High Visibility Crosswalks	<ul style="list-style-type: none"> ■ Fifth Street ■ Sixth Street ■ Seventh Street ■ Grapefruit Boulevard ■ Cesar Chavez Street ■ Orchard Street ■ Vine Avenue ■ Residential Streets
Pole-Mounted Speed Display (PMSD) Signs	<ul style="list-style-type: none"> ■ Fifth Street ■ Sixth Street ■ Seventh Street ■ Grapefruit Boulevard ■ Cesar Chavez Street ■ Orchard Street ■ Vine Avenue ■ Residential Streets
Traffic Calming Circles and Mini-Roundabouts	<ul style="list-style-type: none"> ■ Residential Streets
On Street Parking	<ul style="list-style-type: none"> ■ Fifth Street ■ Sixth Street ■ Seventh Street ■ Orchard Street ■ Vine Avenue ■ Residential Streets

4.4 LANDSCAPING GUIDELINES AND PLANTING PALETTE

4.4.1 Shade and Tree Canopy

- The palette of plant materials should create an aesthetically pleasing space through a mix of colors, heights, and types of plants.
 - Trees should provide vertical interest.
 - Shrubs should be used as a natural fence that shields vehicles from the pedestrian sidewalk.
 - Flowering plant material in a variety of colors at the ground level or in planters is encouraged.
- Creative design and the use of native and drought-tolerant plants are required. The latest editions of *Western Garden Book* as well as Coachella Valley Water District Publication *Lush and Efficient-Landscape Gardening in the Coachella Valley*, should be referred to when finalizing the tree palette.
- Landscaping can be incorporated into open tree wells, planter pots, and fences.
- Ample space should be provided for the growth of trees, so the roots do not damage sidewalks as they grow.

4.4.2 Planter Boxes/Containers

There are opportunities along some of the commercial corridors such as Sixth street to incorporate planter boxes in the design. The main aim of this planter boxes will be to provide physical as well as perceived separation from the moving traffic as well as to add color splash to the streetscape. Below are suggested guidelines.

- The City planter boxes should be located in the Furnishings Zone of the streetscape and be consistent for the entire Streetscape in order to provide continuity of design.
- The City planter boxes should be made of durable material that can be easily maintained and can withstand wear and tear due to rough handling. Some materials used for City provided planter boxes are concrete, cast stone, Glass fiber reinforced concrete ay.
- Planter boxes provided by private property owner in Frontage Zone can be of varying materials and shapes as long as they are complementary to building architecture and streetscape and well maintained at all times.
- The planter boxes both in Furnishings Zone and Frontage Zone should not encroach on clear space allocated for pedestrian walkway.

- Planter boxes should be placed in such a way to provide easy access to underground utilities lids
- Planter boxes should be placed in manner to not interfere with drop off zones, disabled parking and loading zones.
- Planter boxes should be made heavy enough to not be lifted by couple individuals in order to avoid theft or easy movement of the planter boxes.
- Planter boxes should be at least 30 inches in height.
- The shape and sized of planter boxes should be complementary to the streetscape design and function.



4.4.3 Planting Palette

4.4.3.1 *Street and Ornamental Trees*

The street and ornamental tree palette proposed here are suggestive purposes and may be changed based on the design of the streetscape. However, it is suggested that the trees should be chosen to thrive in the harsh desert climate of Coachella. The latest edition of Western Garden Book should be referred to when finalizing the tree palette for the streetscapes for Pueblo Viejo District.

Street trees and ornamental trees are suggested for each street to provide its own unique identity. There are a variety of ways to configure these trees and will depend on the design of streetscape. Below is the suggested matrix and pictures by the street.

Sixth Street

Street Tree- Date Palm - Phoenix dactylifera



Characteristics

- Height: 80 - 100 feet
- Width: 20 - 40 feet
- Tree Shape: Feather Palm
- Foliage: Evergreen; Gray Green
- Leaves Shape: Frond and Pinnatifid
- Flowers: Spring or Summer; Yellow
- Fruit: Fall; Brown Drupe
- Shading Capacity: Moderate

Ornamental Tree- Pink Dawn Chitalpa - x Chitalpa tashkentensis 'Pink Dawn'



Characteristics

- Height: 25 - 35 feet
- Tree Shape: Rounded, Umbrella or Vase Shape
- Foliage: Deciduous; Gray Green, Gold
- Leaves Shape: Lanceolate to Ovate
- Flowers: Spring, Summer or Fall; Showy and Pink
- Shading Capacity: Moderate

Seventh Street

Street Tree- Chinese Flame Tree - Koelreuteria bipinnata



Characteristics

- Height: 20 - 40 feet
- Width: 15- 30 feet
- Tree Shape: Rounded, Umbrella or Vase Shape
- Foliage: Deciduous
- Leaves Shape: Bipinnately Compound, Medium Green, Bronze or Gold
- Flowers: Summer or Fall; Yellow
- Fruit: Fall; Prolific, Orange, Red or Rose Capsule

Ornamental Tree (Option-1) - Palo Verde - Cercidium x 'Desert Museum'



Characteristics

- Height: 20 - 25 feet
- Width: 12 - 15 feet
- Tree Shape: Rounded or Umbrella
- Foliage: Deciduous; Blue Green or Medium Green
- Leaves Shape: Pinnately Compound Odd
- Flowers: Spring; Bright Yellow
- Shading Capacity: Moderately Low

Ornamental Tree (Option-2) - Crepe Myrtle - Lagerstroemia indica



Characteristics

- Height: 20 - 25 feet
- Width: 20 - 25 feet
- Tree Shape: Oval, Rounded, Umbrella or Vase Shape
- Foliage: Deciduous; Bronze, Dark Green, Red, Gold, Orange Multicolored
- Leaves Shape: Oval
- Flowers: Summer; Showy. Lavender, Pink, Red, Rose or White
- Fruit: Fall; Brown Capsule
- Shading Capacity: Moderately Dense

Fifth Street

Street Tree- Chinese Pistache - <i>Pistacia chinensis</i>	
	<p>Characteristics</p> <ul style="list-style-type: none"> ■ Height: 25 - 35 feet ■ Width: 25 - 35 feet ■ Tree Shape: Oval, Rounded or Umbrella ■ Foliage: Deciduous; Medium Green, Red, Gold, Orange or Multicolored ■ Leaves Shape: Pinnately Compound Even with Oblong to Elliptical Leaflets ■ Flowers: Spring; Inconspicuous ■ Fruit: Summer or Fall; Prolific- Red or Mostly Blue Drupe ■ Shading Capacity: Moderately Dense
Ornamental Tree (Option-1) - Crepe Myrtle - <i>Lagerstroemia indica</i>	
	<p>Characteristics</p> <ul style="list-style-type: none"> ■ Height: 20 - 25 feet ■ Width: 20 - 25 feet ■ Tree Shape: Oval, Rounded, Umbrella or Vase Shape ■ Foliage: Deciduous; Bronze, Dark Green, Red, Gold, Orange Multicolored ■ Leaves Shape: Oval ■ Flowers: Summer; Showy. Lavender, Pink, Red, Rose or White ■ Fruit: Fall; Brown Capsule ■ Shading Capacity: Moderately Dense
Ornamental Tree (Option-2) - Buddhist Bauhinia - <i>Bauhinia variegata 'Candida'</i>	
	<p>Characteristics</p> <ul style="list-style-type: none"> ■ Height: 20 - 35feet ■ Width: 20 - 30 feet ■ Tree Shape: Rounded or Umbrella Shape ■ Foliage: Deciduous to Partly Deciduous, Light Green ■ Leaves Shape: Lobed and Palmate ■ Flowers: Spring or Summer; Showy-Fragrant White ■ Fruit: Summer; Brown Pod ■ Shading Capacity: Moderate

Grapefruit Boulevard

Street Tree- Arizona Ash - *Fraxinus velutina* 'Bonita



Characteristics

- Height: 30 - 50 feet
- Width: 30 - 40 feet
- Tree Shape: Conical or Oval Shape
- Foliage: Deciduous ; Medium to Light Green, Gold
- Leaves Shape: Pinnately Compound Odd
- Flowers: Spring; Inconspicuous
- Fruit: Summer or Fall; Yellow or Mostly Green Winged Seed
- Shading Capacity: Moderate

Ornamental Tree - Honey Mesquite - *Prosopis glandulosa*



Characteristics

- Height: 25 - 35 feet
- Width: 25 - 35 feet
- Tree Shape: Rounded
- Foliage: Deciduous ; Green
- Leaves Shape: Bipinnately Compound
- Flowers: Spring or Summer; Inconspicuous- Yellow
- Fruit: Spring; Brown Pod
- Shading Capacity: Low to Moderately Low

Cesar Chavez Street

Street Tree- California Fan Palm - *Washingtonia filifera*



Characteristics

- Height: 50 - 70 feet
- Width: 10 - 20 feet
- Tree Shape: Fan Palm
- Foliage: Evergreen; Dark Green
- Leaves Shape: Palmate
- Flowers: Year Round; Inconspicuous
- Fruit: Year Round; Black Drupe
- Shading Capacity: Dense

Ornamental Tree (Option-1) - Hong Kong Orchid - *Bauhinia blakeana*



Characteristics

- Height: 20 - 40 feet
- Width: 20 - 25 feet
- Tree Shape: Umbrella
- Foliage: Partly Deciduous; Gray Green
- Leaves Shape: Lobed and Palmate
- Flowers: Fall or Winter; Fragrant Pink, Purple or Rose
- Fruit: Fruitless
- Shading Capacity: Moderate

Ornamental Tree (Option-2) - Chinese Elm- *Ulmus parvifolia*



Characteristics

- Height: 40 - 60 feet
- Width: 50 - 70 feet
- Tree Shape: Oval, Rounded or Umbrella
- Foliage: Evergreen to Partly Deciduous; Glossy Dark Green, Bronze or Gold
- Leaves Shape: Elliptic to Ovate
- Flowers: Summer or Fall; Inconspicuous
- Fruit: Fall; Brown or Mostly Green Winged Seed
- Shading Capacity: Moderate

Other Options

Ornamental Tree (Option-1) - Desert Willow - *Chilopsis linearis*



Characteristics

- Height: 15 - 30 feet
- Width: 10 - 20 feet
- Tree Shape: Rounded or Umbrella
- Foliage: Deciduous; Blue Green or Medium to Dark Green, Gold
- Leaves Shape: Linear
- Flowers: Spring or Summer; Showy Fragrant- Lavender, Pink, Rose or White
- Fruit: Fall; Brown Capsule
- Shading Capacity: Low

Ornamental Tree (Option- 2) - Ocotillo - *Fouquieria splendens*



Characteristics

- Height: 18 - 20 feet
- Width: 8 - 10 feet
- Tree Shape: Vase Shape
- Foliage: Type; Color
- Leaves Shape: Ovate Leaves on Spiny Stems
- Flowers: Spring or Summer; Tubular- Red
- Shading Capacity: Low

Ornamental Tree (Option-3) - Pomegranate - *Punica granatum*






Characteristics

- Height: 18 - 20 feet
- Width: 12 - 15 feet
- Tree Shape: Oval, Umbrella or Vase Shape
- Foliage: Deciduous; Glossy Light to Medium Green, Gold
- Leaves Shape: Oblong
- Flowers: Spring or Summer; Showy- Orange, Pink or Red
- Fruit: Fall; Prolific- Brown or Red Berry Shading Capacity: Moderate to Dense

4.4.3.2 Container Plantings

Various varieties of grasses, dwarf shrubs, flowering perennials and succulents are suggested here planting in containers in the public realm. These plants are drought tolerant and well suited to Coachella region. The palette is suggested for Pueblo Viejo District as a whole. These plants can be mixed and matched to create unique combination along each streetscape that have planter boxes. The suggested plants can be used by private property owners for planting in Frontage zone of they choose. The latest edition of Western Garden Book should be consulted to determine any planting that is not suggested in the palette below for container planting in public realm as well as areas open to public in private realm.

Grasses and Grass-like Plants

Carex		
		<p><u>Blooming</u></p> <p>Early Summer</p>
Festuca		
		<p><u>Blooming</u></p> <p>Summer</p>
Stipa		
		<p><u>Blooming</u></p> <p>Non-flowering</p>

Dwarf Shrubs

Nandina



Blooming

Late Spring, Early Summer

Calliandra



Blooming

Seasonal Bloomer

Dwarf Rose



Blooming

Spring to Frost




Convolvulus



Blooming

Late Summer

Flowering Perennials

Teucrium		<u>Blooming</u> Summer
		
Origanum		<u>Blooming</u> Summer to Fall
		
Salvia		<u>Blooming</u> Summer to Fall
		

Succulents

Sedum	
	<p><u>Blooming</u></p> <p>Summer to Fall depending on the type on the species</p>
Echeveria	
	<p><u>Blooming</u></p> <p>Summer to Fall depending on the type on the species</p>
Aloe	
	<p><u>Blooming</u></p> <p>Seasonal Bloomer</p>
Agave	
	<p><u>Blooming</u></p> <p>Rarely Blooms</p>

Bull nose corners at all building corners

Stucco shall be smooth stucco

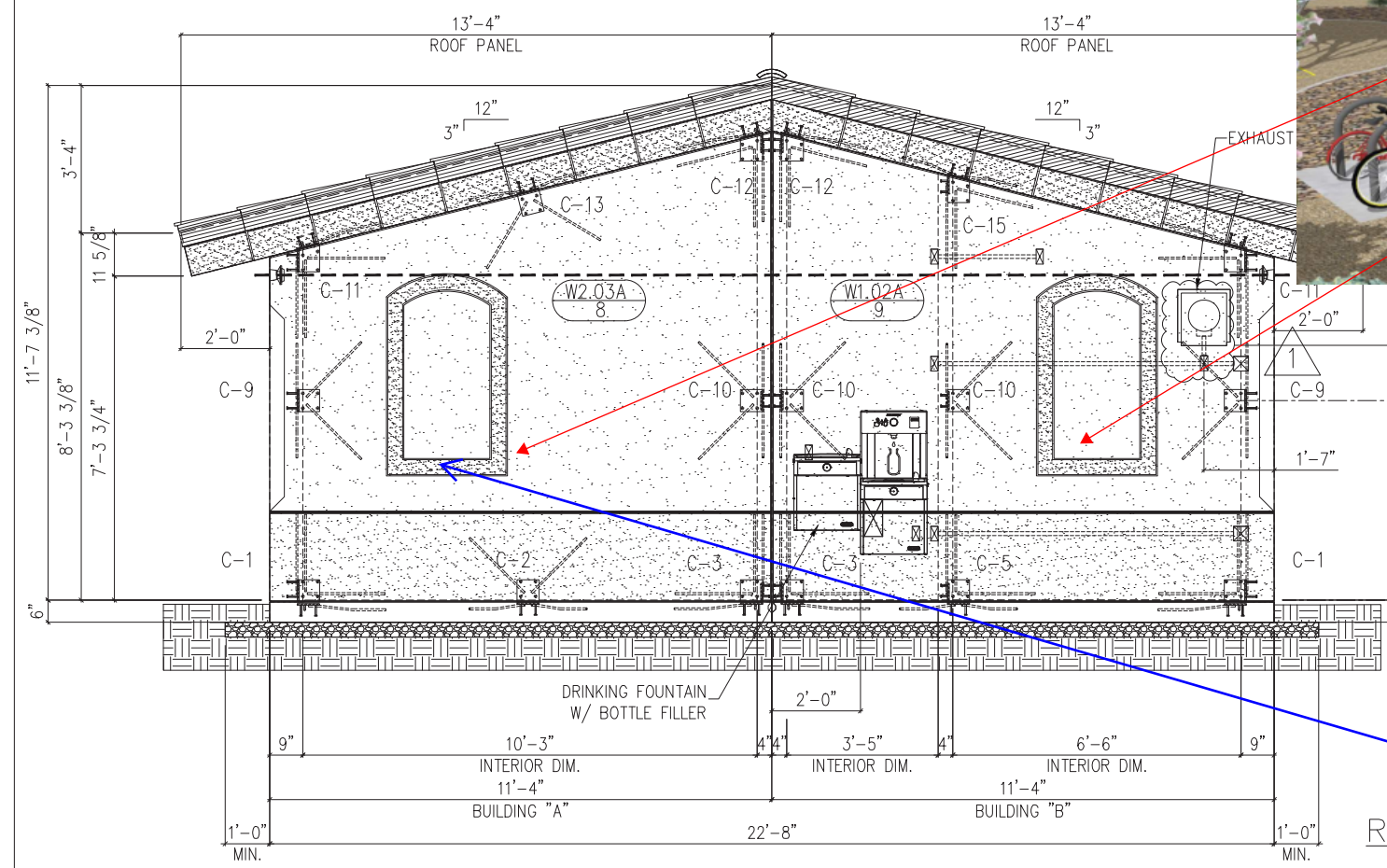
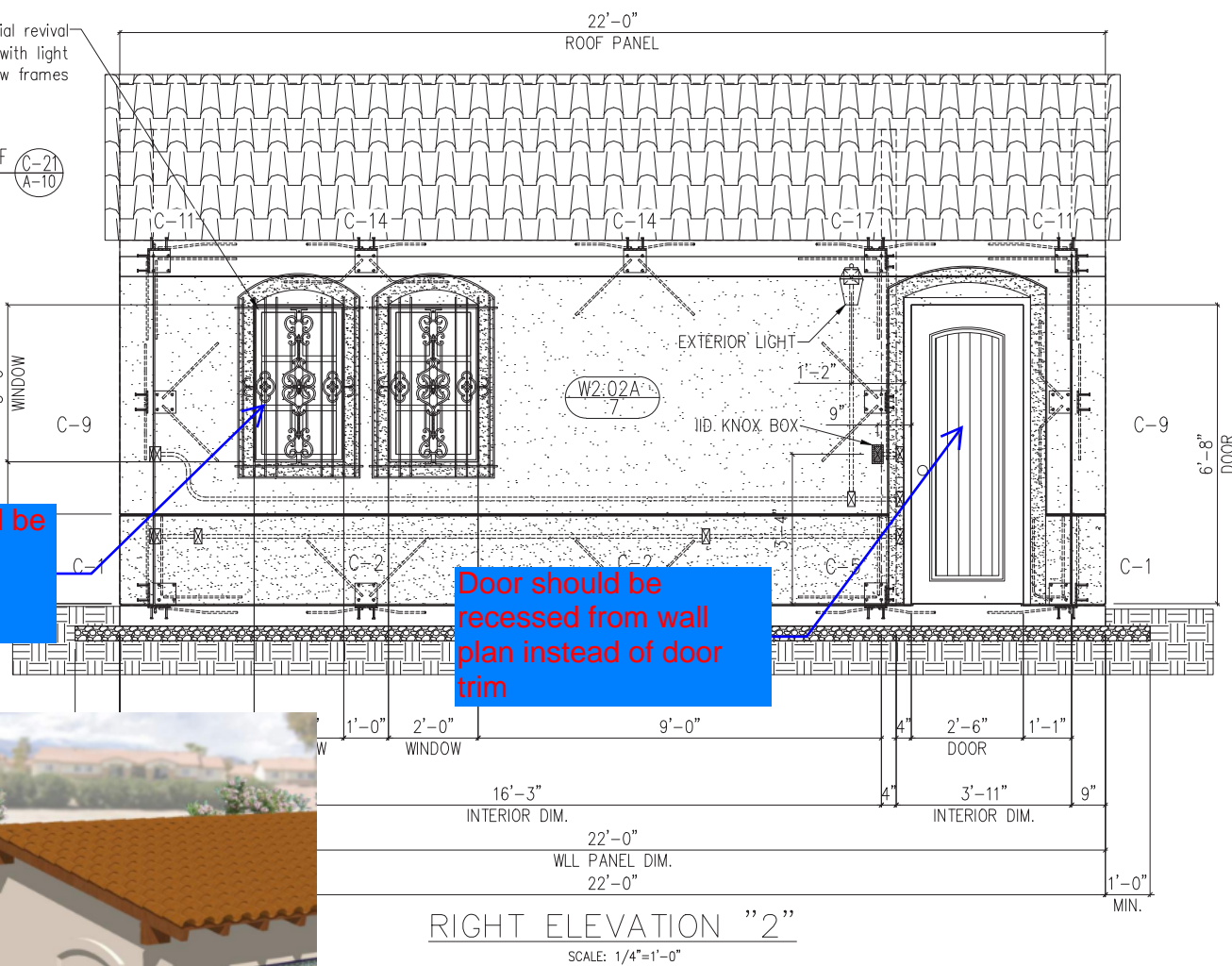
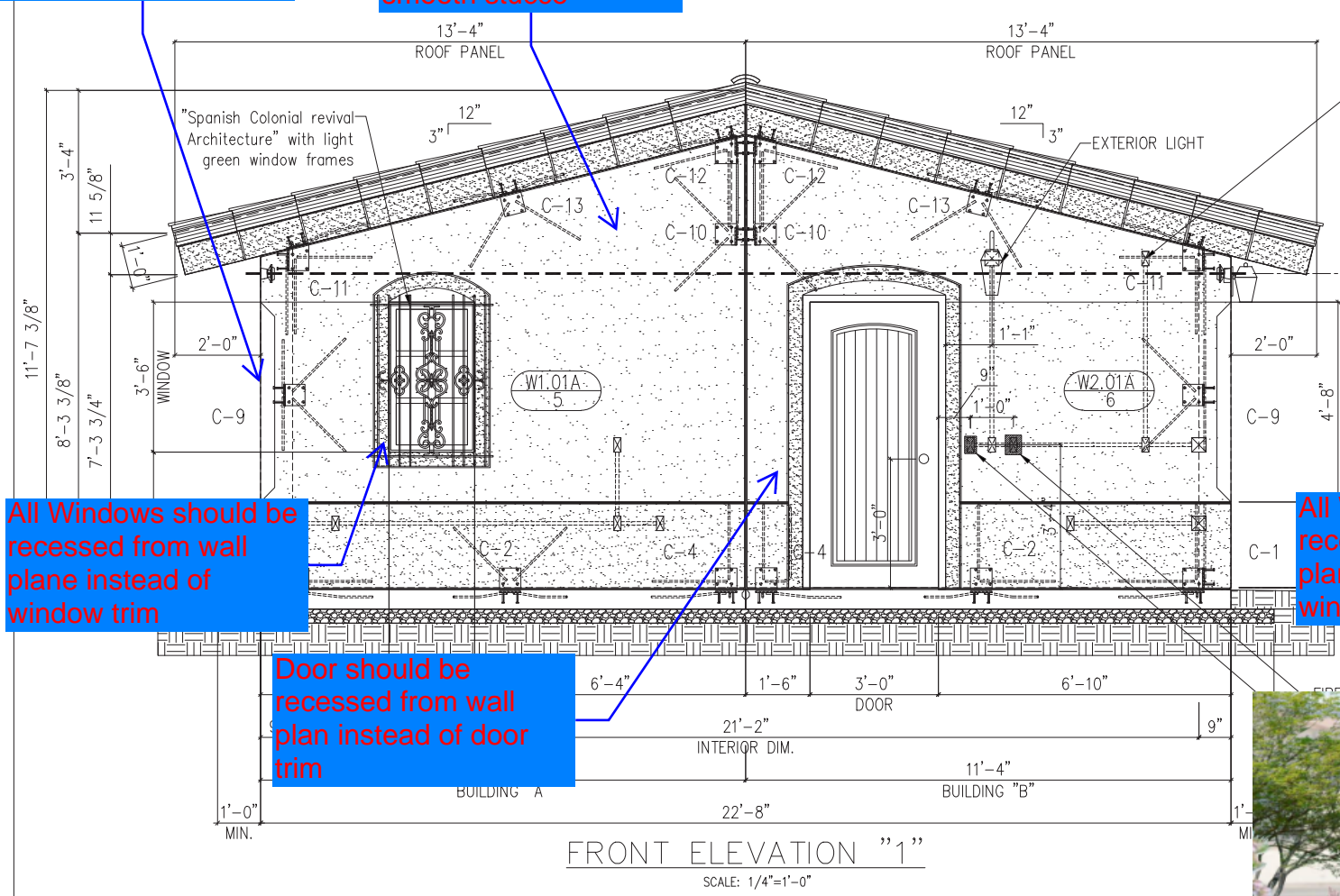
All Windows should be recessed from wall plane instead of window trim

All Windows should be recessed from wall plane instead of window trim

Door should be recessed from wall plan instead of door trim

Door should be recessed from wall plan instead of door trim

Reject approval and provide detail of tiles.



POST-TENSIONING:

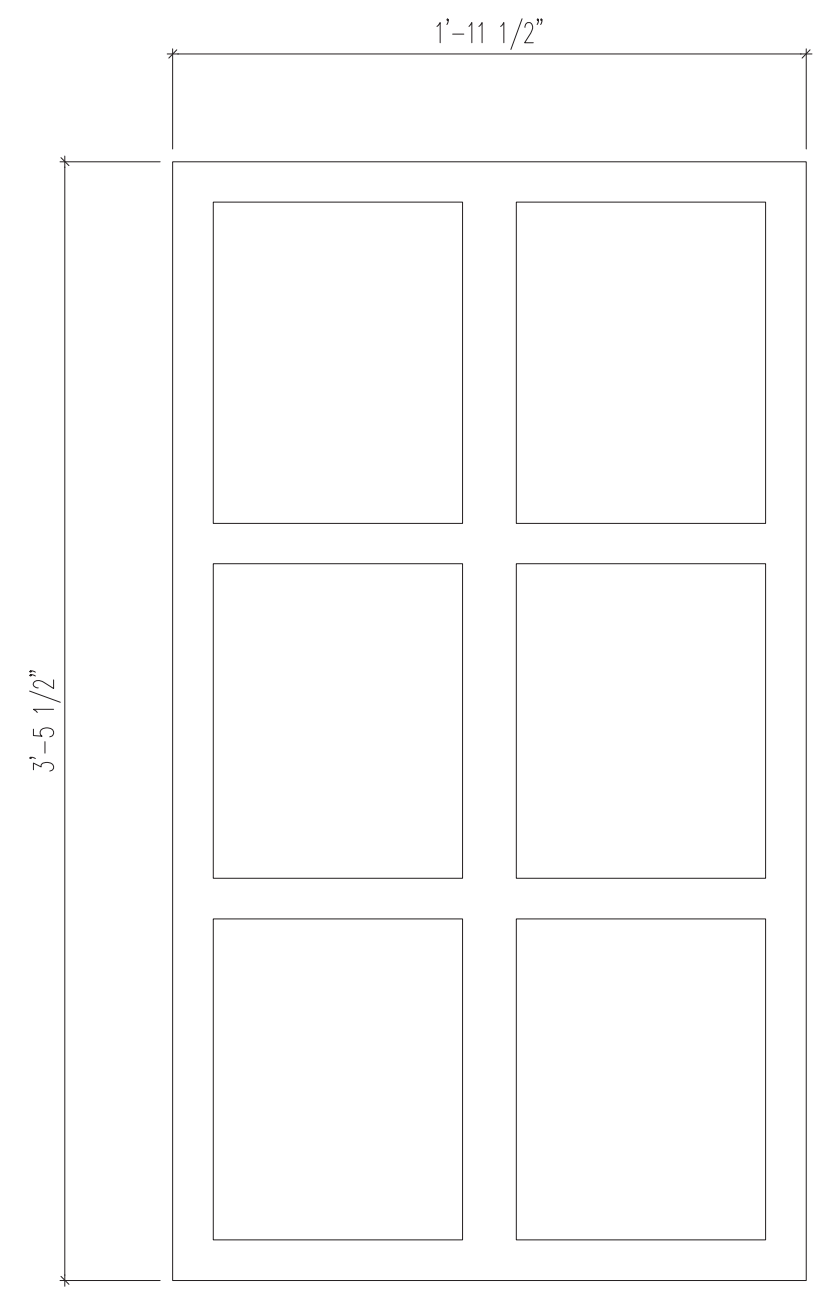
1. Working Force 0.7 x 200 kips per Strand
2. 0.5" 270 ksi 7-Wire, Low-Relaxation PT Strand per ASTM A416
3. Post-Tensioning to be Completed Prior Roof Slabs installation.

FOUNDATION NOTE:
See Civil Plans for Overexcavation and Foundation Details for the Building pad.

APPROVED
Coachella Building Division.
Approval of these plans shall not be construed as a permit for, or approval of, any violation of any of the provisions of the state or local laws. One set of approved plans must be kept on the job site until completion.
By: L.Diaz DATE: 04/25/2024

ISSUED FOR CONSTRUCTION 01-30-24

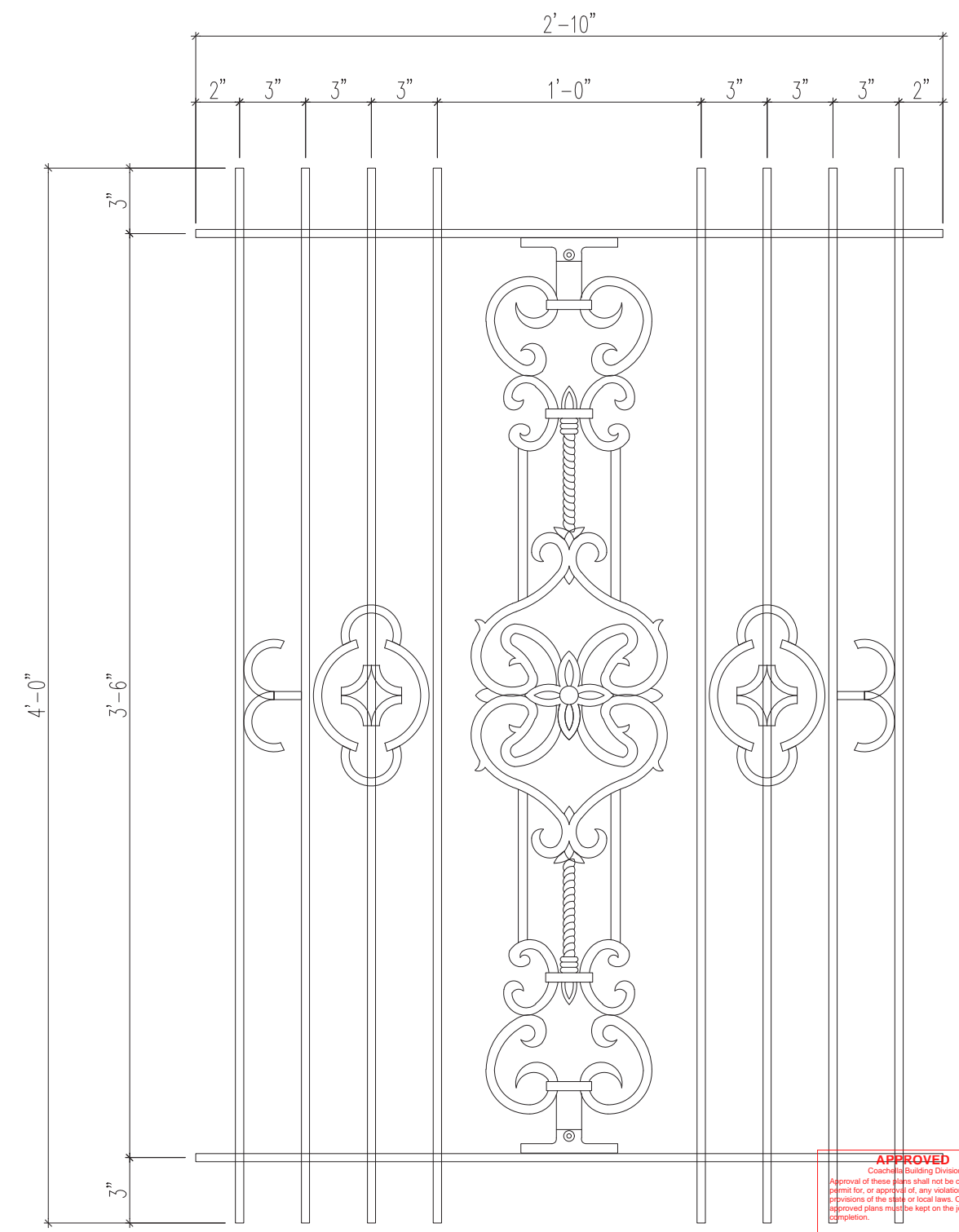
		STRUCTURE CAST		
DATE:	08-08-22	REVISIONS		
DRAWN BY:	HS	NO:	DATE:	DESCRIPTION
CHECKED BY:	LG	1	01-30-24	REVISED AS NOTED
JOB NO:	21-109310			
OWNER:	SUNLINE TRANSIT AGENCY			
ENGINEER:	BMI Consulting			
CONTRACTOR:	THREE PEAKS			
PROJECT:	SUNLINE COACHELLA HUB EAST-SET BUILDING 22'-8" x 22'-0"			
EXTERIOR ELEVATIONS				
DWG NO:	A-03			



ALUMINUM WINDOW

QTY.=3

W-01



WROUGHT IRON WINDOW GRILLE

QTY.=3

WG-01

APPROVED
 Coachella Building Division.
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 By: L.Diaz DATE: 04/25/2024

On May 29, 2024, at 4:31 PM, Brad Donais <bdonais@hept7.com> wrote:

Gabriel:

Sorry on the delay in getting this narrative back to you, as I was waiting on the construction side to chime in on what can be done to the building aesthetics per the following list. The following is what could be done to the building and any potential issues with each requested correction.

The SunLine breakroom building was constructed via concrete panels with all the wall elements such as window and door openings, pop-outs, etc., integral with the concrete walls. To get the stucco appearance in the concrete, the surface was sand blasted. Due to the construction material and process of this prefabricated building, several of the requested changes are either not possible at this stage, or if provided may provide an undesirable final appearance. The following is a listing of the requested changes and a brief discussion on the item.

Color of the scaling near roof gables. The paint color of the scaling near the gables can be changed to any color as requested by the City. We would recommend waiting until the tile roof gets installed before make final decision on color change.

No Exposed Rafters. This element was removed from the building design based on a joint SunLine / City meeting to discuss the building aesthetics. No change will be made on adding this element back into the building.

Window Grills. Review the existing window grills and if they are not acceptable, we may be able to work with the vendor on providing an acceptable grill.

Window and Door recesses. The window and door recesses were placed per the final submitted plans for building permit review, and recessing of the elements at this time will be difficult and likely cause aesthetic issues with likely patching. SunLine is not proposing to make this requested change.

Rear Arches extend to ground. The removal of the bottom frame of the pop-outs may be removed as requested, however, the area under the removed concrete will be extremely difficult to blend into the exterior wall, to the extent that the final appearance may look worse than the pop outs. SunLine is not proposing to make this requested change.

Wall tile mosaics. The tile mosaics along with the "Coachella Transit Hub" will be installed by the General Contractor with that work expected to be complete before the end of June.

Bull nose corners. Like the pop outs and due to the means of construction, the building out of the exterior structure corners to provide a bull nose appearance, will likely lead to an unacceptable final appearance. Furthermore, placement of concrete to create a "bull nose" appearance will create a long-term maintenance issue with likely flaking or spalling of the concrete patch. SunLine is not proposing to make this requested change.

Let me know if you have any questions on the above.

Brad Donais, P.E.
Sr. Project Manager / Principal

<image001.png>

Quality, Dedication & Experience
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