



Coachella Civic Center, Hearing Room
53-462 Enterprise Way, Coachella, California
(760) 398-3502 ♦ www.coachella.org

AGENDA

OF A REGULAR MEETING
OF THE
CITY OF COACHELLA
PLANNING COMMISSION

January 19, 2022
6:00 PM

PURSUANT ASSEMBLY BILL 361, ALONG WITH THE GOVERNOR'S STATE OF EMERGENCY DECLARATION ISSUED ON MARCH 4, 2020, THIS MEETING MAY BE CONDUCTED VIA TELECONFERENCE.

If you would like to attend the meeting via zoom, here is the link:

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

Or one tap mobile :

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

Or telephone:

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Webinar ID: 845 4425 7915

Passcode: 380084

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

Public comments may be received 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 commission electronically via email to gperez@coachella.org. Transmittal prior to the start of the meeting is required. All written comments received will be forwarded to the commission and entered into the record.

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:

PLEDGE OF ALLEGIANCE:

ROLL CALL:

SPECIAL ORDER OF BUSINESS

Selection of Planning Commission Chair and Vice-Chair

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. [Draft Planning Commission Minutes - January 5, 2022](#)

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 Sunline Transportation Hub \(Architectural Review No 21-13\)](#)

The Sunline Transit Hub will serve as 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, five 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.

PUBLIC HEARING CALENDAR (QUASI-JUDICIAL):

3. [Coachella Valley Growers LLC Interim Outdoor Cannabis Cultivation](#)

Conditional Use Permit 345 to allow interim outdoor cannabis cultivation on a 79.39 acre site located at 50501 Fillmore Street. (APN 763-070-012 & 763-070-010). Coachella Valley Growers, LLC.

INFORMATIONAL:

ADJOURNMENT:

*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



53-462 Enterprise Way, Coachella, California
(760) 398-3502 ♦ www.coachella.org

AGENDA

DE UNA REUNIÓN ORDINARIA
DE LA
COMISIÓN DE PLANIFICACIÓN
DE LA CIUDAD DE COACHELLA

19 de enero, 2022

6:00 PM

DE ACUERDO CON EL PROYECTO DE LEY 361 DE LA ASAMBLEA, JUNTO CON LA DECLARACIÓN DEL ESTADO DE EMERGENCIA DEL GOBERNADOR EMITIDA EL 4 DE MARZO DE 2020, ESTA REUNIÓN SE PODRÁ REALIZAR POR TELECONFERENCIA.

Si desea asistir a la reunión a través de zoom, aquí está el enlace:

<https://us02web.zoom.us/j/84544257915?pwd=VTdHWitpYVdOUk1NQW8vZl1pU0ZQT09>

O one tap mobile:

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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:

ORDEN DEL DÍA ESPECIAL

1. Selección del presidente y vicepresidente de la Comisión de Planificación

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 - 5 de enero de 2022

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. Coachella Sunline Transit Hub - El Sunline Transit Hub servirá como un centro de transporte para los servicios de Sunline Transit Agency (Línea 111, Línea 91, Línea 92, Línea 95) e incluirá un edificio de oficinas/sala de descanso de 540 pies cuadrados para uso del personal de Sunline Transit Agency, cinco paradas de autobús, mejoras de paisajismo y un punto focal en la esquina para una futura instalación de arte público ubicada en la esquina sureste de Cesar Chavez Street y 4th Street.

CALENDARIO DE AUDIENCIAS PÚBLICAS (CUASI-JUDICIAL):

3. Cultivo provisional de cannabis al aire libre de Coachella Valley Growers LLC (Continuado desde el 5 de enero de 2022) - Coachella Valley Growers Inc. solicita un Permiso de uso condicional (CUP) 345 para permitir el cultivo provisional de cannabis al aire libre en 168 invernaderos agrícolas en un sitio vacante de 79,39 acres ubicado en la esquina sureste de Fillmore Street y Avenue 50 (50501 Fillmore Street).

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



Coachella Civic Center, Hearing Room
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(760) 398-3502 ♦ www.coachella.org

MINUTES

OF A REGULAR MEETING
OF THE
CITY OF COACHELLA
PLANNING COMMISSION

January 05, 2022
6:00 PM

PURSUANT ASSEMBLY BILL 361, ALONG WITH THE GOVERNOR'S STATE OF EMERGENCY DECLARATION ISSUED ON MARCH 4, 2020, THIS MEETING MAY BE CONDUCTED VIA TELECONFERENCE.

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CALL TO ORDER: **6:02 P.M.**

PLEDGE OF ALLEGIANCE:

ROLL CALL:

Commissioners Present: Commissioner Figueroa, Commissioner Leal, Vice Chair Navarrete, Chair Virgen (All Planning Commissioners participated via teleconference)

*Commissioner Gonzalez shown on the Zoom meeting and not considered present during the roll call since he was not audible during the roll call. Commissioner Gonzalez was considered present during the approval of the minutes.

Staff Present: *Gabriel Perez, Development Services Director
 *Nikki Gomez, Associate Planner
 *Rosa Montoya, Planning Technician
 *Rene Rosales, Code Enforcement Manager
 *Participated in meeting via teleconference

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.”

CHAIR VIRGEN MOVED TO APPROVE THE AGENDA.

APPROVAL OF THE MINUTES:

1. Draft Planning Commission Minutes – December 15, 2021

IT WAS MOVED VICE CHAIR NAVARRETE AND SECONDED BY CHAIR FIGUEROA TO APPROVE THE AGENDA.

2. Approved by the following roll call vote:
3. AYES: Vice Chair Navarrete, Chair Virgen, Commissioner Figueroa, Commissioner Gonzalez, Commissioner Leal.
4. NOES: None.
5. ABSTAIN: None.
6. ABSENT: None

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:

PUBLIC HEARING CALENDAR (QUASI-JUDICIAL):

2. Coachella Valley Growers LLC Interim Outdoor Cannabis Cultivation - Conditional Use Permit 345 to allow interim outdoor cannabis cultivation on a 79.39 acre site located at 50501 Fillmore Street. (APN 763-070-012 & 763-070-010) Applicant: Coachella Valley Growers, LLC

Nikki Gomez, Associate Planner, narrated a PowerPoint Presentation for the item for the requested continuance. A copy of the Presentation is on file in the Planning Division.

IT WAS MOVED BY VICE CHAIR NAVARRETE AND SECONDED BY COMMISSIONER GONZALEZ TO CONTINUE TO JANUARY 19, 2022 PLANNING COMMISSION CONSIDERATION OF CONDITIONAL USE PERMIT NO. 345.

Approved Continuance of the item by the following roll call vote:

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

NOES: None.

ABSTAIN: None.

ABSENT: None.

3. Fountainhead Plaza (Continued from December 15, 2021)

Tentative Parcel Map 37940 (Revision), Conditional Use Permit (CUP) 346, CUP 347, CUP 321 (modification), Architectural Review (AR) 21-12, and AR 20-03 (modification) to develop 5.06 acres of an 8.25 acre property to include a 2,028 sq. ft. Starbucks drive thru building, a 2,600 sq. ft. Panda Express drive thru restaurant and a 20,442 sq. ft. Aldi supermarket with Type 20 Alcohol Sales (Off-Sale Beer and Wine) at the northeast corner of Cesar Chavez Street and First Street (APN# 778-020-007 and 778-010-017). Applicant: Coachella Retail Realty Associates, LP.

Gabriel Perez, Development Services Director, narrated a PowerPoint Presentation for the item and presented an Errata for revised conditions for Resolution No. PC 2021-25. A copy of the Presentation is on file in the Planning Division.

Chair Virgen opened the meeting for public comment at 6:35 p.m.

Craig Smith, representing Fountainhead Development, LLC, reported since the previous January 5, 2022 Planning Commission meeting that a security company was hired for the commercial center, pursued a site clean-up, observed the need for landscaping replacement in existing landscape areas, agreed to construct a block wall at the Aldi and Panda Express pads, and plans project construction within 7-8 weeks. He stated Aldi supermarket operations agree to be the on-site maintenance manager for the commercial center and he would install date palm trees with the proposed development as requested by the Commission.

Jesus Gonzalez, applicant representative, thanked the commission and staff and said the developer has a reputation for doing the right thing and the development would be one that everyone could be proud of. He

further stated that drive thru establishments and outdoor restaurants are important due to the impacts of covid-19 and that the public prefers to use the drive thru rather than enter restaurants.

Francis Chu, applicant representative, stated that the design for Panda Express would not change despite concerns about the need for a redesign as the applicant felt the design is consistent with McDonald's and Taco Bell restaurants. He further stated that the future 7-Eleven fuel station and convenience store would incorporate the architecture similar to the Walgreens building. Mr. Chu stated the Aldi building was redesigned to limit to appearance of the rooftop equipment and expressed concern for Condition 73 regarding roof top equipment screening. He requested that language of the condition be modified to state that the roof top equipment not be visible from street level since he stated the rooftop equipment would not be visible until 700 feet away.

During the ensuing discussion, the Commissioners, either individually or in agreement, provided the following commentary:

- Inquired about status of the code enforcement issues.
- Requested addition of date palms in the landscape plan.
- Expressed support of the block wall required as rear screening at the site.
- Inquired about the origination of the rooftop equipment condition and agreed that rooftop screening is important for this project.
- Inquired about maintenance obligations in the conditions of approval.

Staff responded to Commissioner inquiries that they were able to meet with the applicant at the site and reported that code abatement work was occurring and that trash removal and fencing still needed to be addressed. Staff identified that the rooftop equipment screening condition is a standard condition that has been consistently applied to commercial projects in the past. Lastly, staff clarified for the Commission that landscape plans between the existing and proposed development would be coordinated by staff to ensure compatibility.

IT WAS MOVED BY COMMISSIONER GONZALEZ AND SECONDED BY COMMISSIONER FIGUEROA TO:

- APPROVE RESOLUTION NO. PC 2021-25 A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION APPROVING CONDITIONAL USE PERMIT NO. 346, CONDITIONAL USE PERMIT NO. 347, AND ARCHITECTURAL REVIEW 21-12 TO ALLOW THE CONSTRUCTION OF A 2,600 SQ. FT. DRIVE-THRU RESTAURANT AND A 20,422 SQ. FT. SUPERMARKET WITH TYPE 20 (BEER AND WINE) ALCOHOL SALES ON 2.85 ACRES OF VACANT LAND LOCATED AT THE NORTHEAST CORNER OF FIRST STREET AND CESAR CHAVEZ STREET. (APN 778-020-007 AND 778-010-017).
- APPROVE RESOLUTION NO. PC 2021-26 A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION RECOMMENDING THAT THE CITY COUNCIL APPROVE AMENDMENTS TO ARCHITECTURAL REVIEW 20-03 AND CONDITIONAL USE PERMIT 321 TO ALLOW THE CONSTRUCTION OF A 2,028 SQ. FT. DRIVE-THRU COFFEE SHOP AND A 4,088 SQ. FT. MINI-MARKET WITH ALCOHOL SALES AND 24 HOUR OPERATION ON 3.1 ACRES OF

A 5.9 ACRES OF VACANT LAND LOCATED AT THE NORTHEAST CORNER OF FIRST STREET AND CESAR CHAVEZ STREET. (APN 778-020-007 AND 778-010-017)

Subject to modified conditions identified in the Errata presented for Resolution No. PC 2021-25 to include added condition of approval text in bold and deleted text in strikeout:

Prior to Issuance of Building Permits

34. Provide a set of proposed Covenants, Conditions and Restrictions (CC&R) for review and approval. The proposed CC&Rs shall contain the Association's/Owner's maintenance obligations with respect to various facilities including, but not limited to, right-of-way and private landscaping, private streets, sidewalks, utilities, street lights, and Water Quality Management Plan (WQMP) features. This document must be submitted to and approved by the City before it is submitted to any other governmental entity. ~~The City of Coachella shall be listed as an express third party beneficiary, be reviewed and approved by the City Attorney's office prior to recordation, and state that the CC&Rs cannot be amended without prior written consent of the City.~~

Landscaping

42. The Planning Division may request minor substitutions of plant materials or request additional sizing or quantity of materials during plan check. **Revisions to the landscape plans may occur with administrative approvals by the Development Services Director or designee to ensure overall landscape consistency within the with the existing landscape schedule of the commercial center.**

Code Enforcement

- 81. Prior to certificate of occupancy the applicant shall enter into a maintenance agreement for the Fountainhead Plaza commercial center landscape areas, retention basins, developed and undeveloped pads to ensure maintenance in a first class condition.**

Approved the item by the following roll call vote:

- AYES: Vice Chair Navarrete, Chair Virgen, Commissioner Gonzalez, Commissioner Leal, Commissioner Figueroa.
- NOES: None.
- ABSTAIN: None.
- ABSENT: None.

INFORMATIONAL:

Gabriel Perez, Development Services Director, reported on:

- Available conferences and training for Commissioners including the League of California Cities Planning Commissioners Academy and the National and State American Planning Association Conferences.
- Future Planning Commission meetings would have Spanish translation available.
- Work with IT to have Planning Commission meetings available on Youtube again.

ADJOURNMENT: 6:58 P.M.

*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

DRAFT



STAFF REPORT 1/19/2022

TO: Planning Commission

FROM: Gabriel Perez, Development Services Director

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

SPECIFICS: The Sunline Transit Hub will serve as 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, five 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.

EXECUTIVE SUMMARY:

Sunline Transit Agency (Sunline) requests Planning Commission approval of the Coachella Sunline Transportation Hub (Transit Hub) for bus service that includes 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).

BACKGROUND:

The subject site is a .86 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 project is currently under construction and planned to be complete in 2022. The City Engineer authorized a Lot Line Adjustment (LLA 2018-02) that created the alignment for a one-way loop street that would provide the main entrance from Cesar Chavez Street and exit 4th Street and provide access to both the Transit Hub and the Pueblo Viejo Villas development. The loop street also provides access to angled parking in front 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.

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 Cesar Chavez Street to pick up and drop off bus riders at the bus shelter locations and exit back onto Mario Lazcano Drive onto Fourth Street. A bus shelter island includes two bus shelters with seating and overhead canopy. Three bus shelters are located near the Cesar Chavez Street sidewalk, which can be serviced by buses in the planned bus turnout on Cesar Chavez or the driveway within the transit hub. 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.

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 with an existing chain link fence. A wrought iron fence upon completion of the transit hub project will replace the chain link fence.

Figure 1: Rendering of the transit hub at a perspective view to the South



Architectural Design

The visible transit hub design features includes five (5) bus shelters consisting of two (2) hypar sail panels per bus shelter to provide shade for waiting bus riders. Hypar architecture is described as using infinite planar, linear elements, which form a smooth, continuous surface. The shade structure shown are yellow in color with brown colored (bronze powdercoat) metal supports. Two 96" long benches with a wood seat will be located beneath each bus shelter with a bronze powdercoat color. Three (3) litter receptacles are proposed with a bronze powder coat color. Decorative street lighting consistent with 6th Street lighting standards is incorporated.

Figure 2: Example of Trash Container and Bus Hypar Shade Sail



The proposed Sunline building is a pre-fabricated building. Staff expressed concern about the original building design with a pre-fabricated exterior look that is incompatible with the Pueblo Viejo design guidelines. 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.

Figure 3: Rendering of the Sunline Breakroom Building



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.”

Landscape Design

The plant palette originally included 12 date palm trees would be planted at a 16 foot brown trunk height. The date palm trees were removed on a revised landscape plan and replaced with shade trees consisting of “Desert Willow” and “Texas Ebony.” The Pueblo Viejo landscape design guidelines suggests California Fan Palm, Hong Kong Orchid, or Chinese Elm for ornamental trees on Cesar Chavez Street. Proposed shrubs include trailing indigo bush, grey desert spoon, California Encelia, and Mexican Bush Sage. These shrubs or plants are not identified as recommended plant types in the Pueblo Viejo landscape design guidelines. Staff recommends that a combination of date palms and shade trees be incorporated into the landscape design to reduce heat island effects and that plants be substituted with the succulents, shrubs, and perennials recommended in the Pueblo Viejo design guidelines. Landscape surfaces will utilize decomposed granite, Baja Cresta Rubble (6”-12”) and Palm Springs Gold Boulders (3’-5’).

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 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.

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 recommendation on how the project may be modified to improve its consistency with each design guideline.

Spanish Colonial revival Architecture

3.3.1.2 Walls

- Smooth or sand-float finish concrete with tastefully placed adornments
- **Recommendation 1:** Use a smooth trowel finish for stucco for Sunline building.

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
- **Recommendation 2:** Use terra-cotta tile ornaments

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.
- **Recommendation 3:** Utilize decorative window grilles and incorporate light green window color.



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
- ☐ **Recommendation 4: Include outdoor lighting features on the building consisting with 3.3.19.**

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.
 - 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.
- ☐ **Recommendation 5: Incorporate decorative wrought iron fencing at the retention basin consisting with Pueblo Viejo Design Guidelines**

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



Pedestrian and Bicycle Crossings (page 4-173)

- Decorative crosswalks typically made with bricks or other specialty paving are encouraged. “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....”
- ☐ **Proposed design provides one crosswalk with interlocking pavers (Sandstone color)**

Benches (page 4-178)

- 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.
- ☐ **Proposed design is consistent with Guidelines.**

Bench Used in Sixth Street Streetscape. SOURCE: Victor Stanley



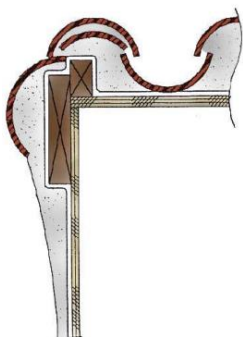
ENVIRONMENTAL IMPACT CONSIDERATION

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.

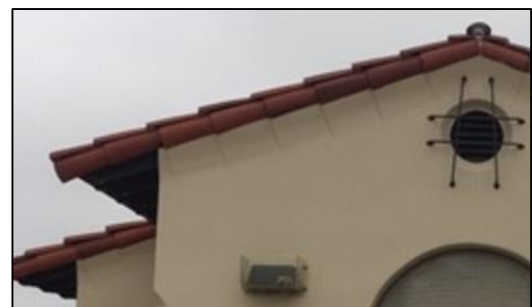
RECOMMENDATIONS

Staff can support the project as proposed incorporating the following recommendations, in addition to those noted above to improve the overall appearance of the project. Staff believes it is important that the transit hub make a welcoming entry statement to the Pueblo Viejo District and be demonstrate compatibility with the Pueblo Viejo Villas as contemplated as a transit-oriented development. Some design recommendations may result in additional costs beyond those budgeted for the project and require further appropriation from the City Council. Staff seeks the Planning Commission's comments and welcomes additional comments and recommendations.

6. Slake the stucco at the edge of the gable roof on the Sunline building to encapsulate the tile.



This creates an attractive shadow pattern



Source: San Clemente Architectural Design Guidelines

7. Add a decorative feature along the expanse of the Sunline building wall to avoid appearance of a long blank wall. Features such as cornice trim with terra-cotta or

decorative tile accents similar to the Veteran's Park restroom serves as an example of added decorative features to an otherwise blank wall expanse.



8. 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.
9. Widen 6 foot sidewalk areas to 8 feet to enhance pedestrian access.
10. Incorporate date palm tree with the landscape design and substitute trees and plants with the types recommended in the Pueblo Viejo design guidelines.
11. Add trees and plants at the retention basin between fencing and curb where landscaping is currently sparse.
12. Utilize a larger caliper groundcover material similar to that used at Veteran's Park.
13. Modify bus shelter overhead structures to a design that is consistent with the Pueblo Viejo design theme.

ALTERNATIVES:

- 1) Adopt Resolution No. PC 2022-01 approving Architectural Review No. No. 21-13;
- 2) Adopt Resolution No. PC 2022-01 approving Architectural Review No. No. 21-13 adding recommendations 1-12 as conditions of approval;
- 3) Deny the proposed project;
- 4) Continue this item and provide staff and the applicant with direction.

RECOMMENDED ALTERNATIVE(S):

Staff recommends alternative #2 or 4.

Attachments:

1. PC Resolution No. 2022-01 for AR No. 21-13
Exhibit A - Conditions of Approval for AR No. 21-13
2. Vicinity Map
3. Site Plan and Civil Plan

4. Landscape Plan
5. Architectural Renderings – (AR No. 20-13)
6. Proposed Building Design
7. Original Sunline Building Design with Floor Plan
8. Bush Shelter Examples
9. Veteran's Park Building Photo Examples
10. Pueblo Viejo Design Guidelines

RESOLUTION NO. PC2022-01

Attachment 1

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, FIVE BUSE 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, five 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 held a duly noticed public hearing on 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 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.

PASSED APPROVED and ADOPTED this 19th day of January 2022.

Stephanie Virgen, 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. PC2022-01, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 19th day of January 2022, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gabriel Perez
Planning Commission Secretary



VICINITY MAP

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

SUNLINE TRANSIT, COACHELLA TRANSIT HUB IMPROVEMENTS

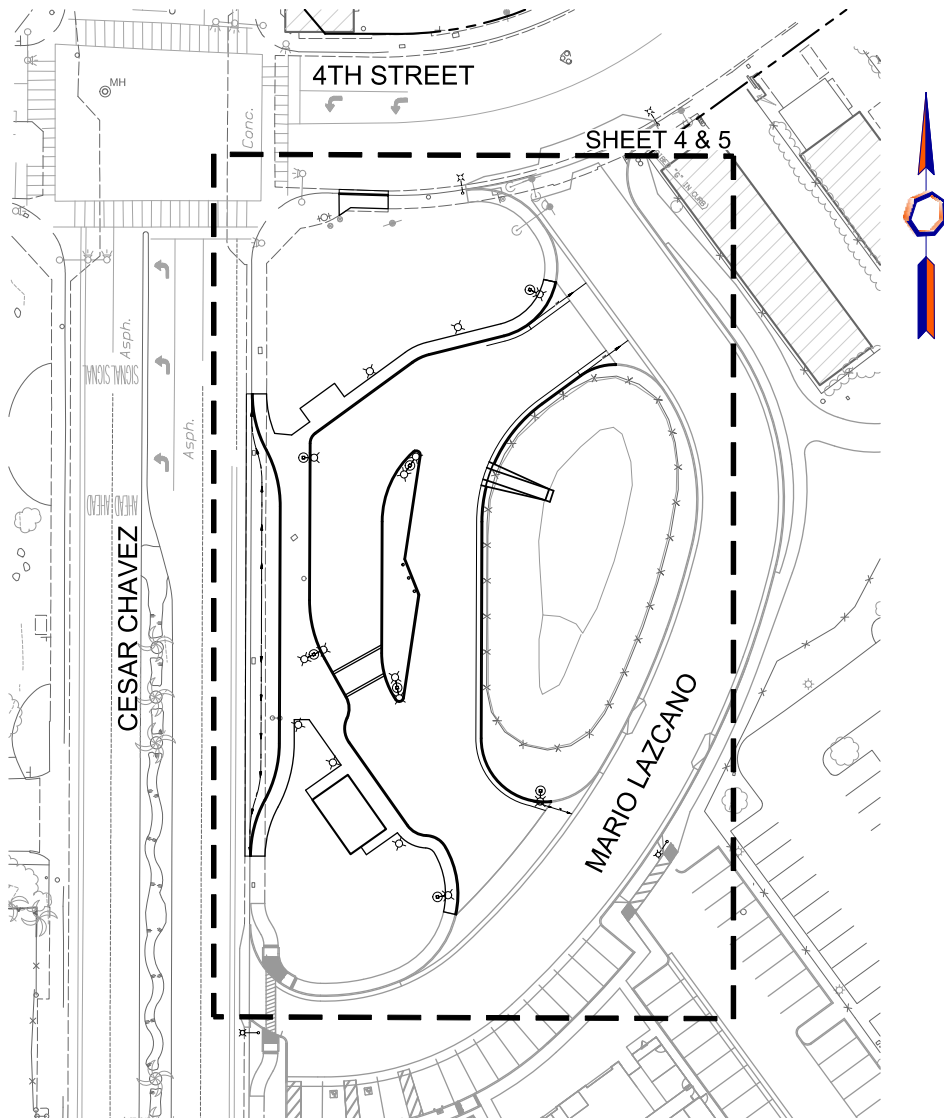
LOCATED IN A PORTION OF SECTION 5, TOWNSHIP 6 SOUTH, RANGE 8 EAST, SAN BERNARDINO MERIDIAN.

GENERAL NOTES:

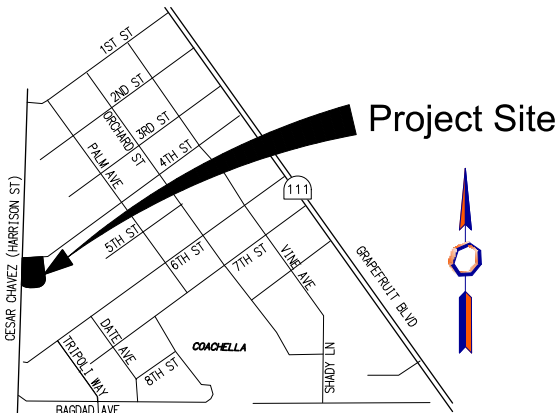
- ALL DESIGN, MATERIALS, AND CONSTRUCTION WORK SHALL CONFORM TO THE CITY OF COACHELLA STANDARD SPECIFICATIONS AND PROCEDURES AND THE CITY OF COACHELLA STANDARD DRAWINGS AND TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK), MOST CURRENT EDITIONS AND THESE APPROVED PLANS.
- 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.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND SHALL MAINTAIN ALL FACILITIES COMPLETE AND UNCOMPLETED UNTIL ACCEPTED BY THE CITY.
- 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.
- 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.
- ALL ELEVATIONS SHOWN TO BE EXISTING ARE FROM A RECENT SURVEY OF THE ENGINEER AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
- 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.
- 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.
- OSHA SAFETY ORDERS AND OSHA CONFINED SPACE ENTRY REQUIREMENTS SHALL BE FOLLOWED AT ALL TIMES WITHOUT EXCEPTION.
- 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.
- 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.
- 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.
- 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.
- 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.
- CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS INCLUDING, BUT NOT LIMITED TO, TRENCH SAFETY AND CONFINED SPACE ENTRY.
- 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.
- ALL REVISIONS TO DRAWINGS SHALL BE APPROVED BY THE CITY ENGINEER IN WRITING PRIOR TO CONSTRUCTION.
- THE 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.
- 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.

STREET IMPROVEMENT NOTES:

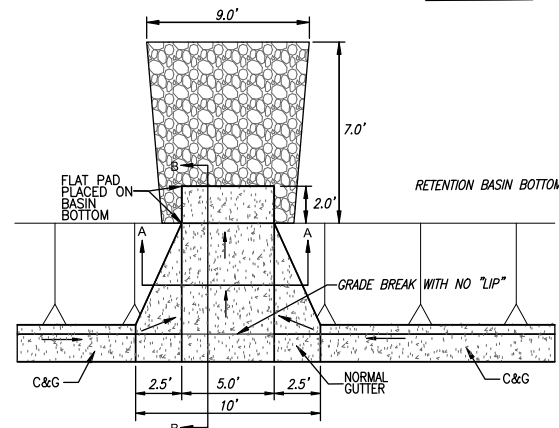
- CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARING OF THE PROPOSED WORK AREA AND RELOCATION COSTS OF ALL EXISTING UTILITIES. ALL UNDERGROUND FACILITIES WITH LATERALS SHALL BE IN PLACE PRIOR TO PAVING THE STREET SECTION, INCLUDING, BUT NOT LIMITED TO SEWER, WATER, ELECTRIC, GAS, DRAINAGE, TELEPHONE, CABLE TV, ETC.
- 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.
- 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.
- 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.
- 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).
- WHEEL CHAIR RAMPS SHALL BE CONSTRUCTED AT ALL CURB RETURNS IN CONFORMANCE WITH CITY STANDARD DRAWING S-26 AND ADA REQUIREMENTS.
- THE CONTRACTOR SHALL INSTALL STREET NAME AND STOP SIGNS CONFORMING TO THE CITY STANDARD DRAWING S-27.
- ALL MANHOLE COVERS AND WATER VALVE COVERS SHALL BE ADJUSTED TO GRADE AFTER THE STREETS HAVE BEEN FINAL PAVED PER CITY STDs.
- ALL PRIVATE STREETS AND DRIVEWAYS SHALL BE CONSTRUCTED TO THE STRUCTURAL SECTION DETERMINED BY THE CITY ENGINEER.
- TRIM (SAWCUT) EDGE OF EXISTING PAVEMENT WHERE NEW PAVING JOINS EXISTING TO FORM A CLEAN, SMOOTH STRAIGHT LINE.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF COACHELLA ENGINEERING DEPARTMENT, 760-398-5744, 72 HOURS PRIOR TO STARTING ANY STREET WORK.
- 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.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND SHALL MAINTAIN ALL FACILITIES COMPLETE AND INCOMPLETE UNTIL ACCEPTED BY THE CITY.



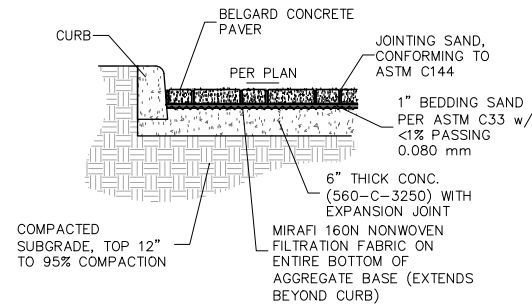
LOCATION MAP
NOT TO SCALE



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	EA	560
23) F&I IID TRANSFORMER PAD PER IID PLANS	LF	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)	EA	570
32) F&I ELECTRICAL PULL BOX PER SWPPP 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



14 CONCRETE BUILDING SLAB
NOT TO SCALE



1' 10' 1'

GRAY BAND

NON-WOVEN GEOTEXTILE FABRIC

BEDDING SAND (± 1")

PAVERS PER LANDSCAPE PLANS VIBRATE SAND INTO VOIDS. SEAL WITH WATER SEALANT

EX. PAVEMENT SECTION

EX. BASE

3" DIA. SCH.40 PVC DRAIN HOLE FILLED WITH PEA GRAVEL. PLACE DRAIN HOLES 3' O.C., BOTH DIRECTIONS. STAGGER LOCATION OF DRAIN HOLES.

6" THICK CONC. (560-C-3250) WITH EXPANSION JOINT

4-#4 BARS CONT. PLACED 3" CLR OF EDGES (TYP)

RECOMPACT EX. BASE TO 95% COMPACTION FOR FULL LENGTH AND WIDTH OF CROSSWALK.

Diagram illustrating the construction of a 42" high yellow-painted steel pipe with a concrete cap and footing. The diagram shows a cross-section of the pipe and its supporting structure. The pipe is 42" high and is filled with concrete. The cap is a concrete cap (rounded & tapered). The footing is an 18" dia concrete footing, 3,250 PSI concrete. The pipe is 6" thick (1/4" thick steel pipe, SCH 40 black cold rolled painted high visibility yellow, & concrete filled). The taper concrete up 1/4" (min) around pipe. The footing is 30" high and 6" wide.

- CONCRETE CAP (ROUNDED & TAPERED)
- 6", 1/4" THICK STEEL PIPE (SCH 40 BLACK COLD ROLLED PAINTED HIGH VISIBILITY YELLOW, & CONCRETE FILLED.)
- TAPER CONCRETE UP 1/4" (MIN) AROUND PIPE
- 18" DIA CONCRETE FOOTING, 3,250 PSI CONCRETE
- 42"
- 30"
- 6"

The diagrams illustrate three different methods for joining concrete sections:

- TIE JOINT:** Shows a cross-section of a concrete wall with a vertical joint. A horizontal line labeled "NEW" indicates the repair area, and a horizontal line labeled "EXISTING" indicates the original concrete. A "3/4\" DOWEL BAR EMBEDDED 12\" is shown crossing the joint. The height of the section is marked as 8\".
- ISOLATION JOINT:** Shows a cross-section of a concrete wall with a vertical joint. A "JOINT SEAL" is shown at the top of the joint, and a "1/2\" ISOLATION JOINT FILLER" is shown at the bottom. The height of the section is marked as 8\".
- WEAKENED PLANE JOINT:** Shows a cross-section of a concrete wall with a vertical joint. A "SAW CUT 1/8\" WIDE, 2\" DEEP" is shown at the top of the joint. The height of the section is marked as 8\".

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.
6. SAWED JOINTS SHALL BE COMPLETED AS SOON AS POSSIBLE WITHOUT RAVELING THE NEW CONCRETE.
7. ALL NEW CONCRETE ADJACENT TO EXISTING CONCRETE PAVEMENT, FOR THE BACK YARD PAVING, SHALL BE TIED TO THE EXISTING CONCRETE WITH A 3" 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.


DIGALERT

DIAL BEFORE YOU DIG

TWO WORKING DAYS BEFORE YOU DIG


TOLL FREE - 800-227-2630

A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

[illegible][illegible]

SEAL-
CITY

RECOMMENDED FOR APPROVAL:		DATE:
NOEL OWLSLEY R.C.E. 33927		EXP. 12-31-2021
CITY OF COACHELLA		
APPROVED FOR CONSTRUCTION:		DATE:
ANDREW R. SIMMONS R.C.E. 72868		EXP. 06-30-2022



 QUALITY, DEDICATION & EXPERIENCE HEPTAGON SEVEN		6413 E BASELINE RD SUITE 100 MESA, AZ 85205 480.757.0909	
PREPARED UNDER THE DIRECT SUPERVISION OF:			
FOR CONSTRUCTION		DATE:	
BRADLEY DONNIS, R.C.E. #8825		DATE:	

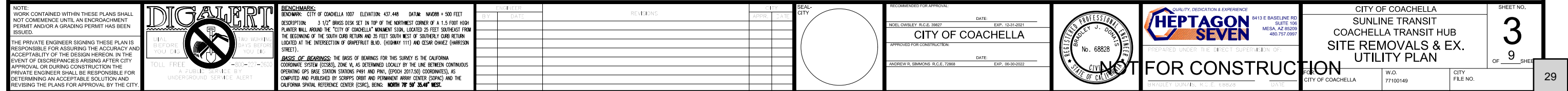
CITY OF COACHELLA		
SUNLINE TRANSIT		
COACHELLA TRANSIT HUB		
CONSTRUCTION NOTES & DETAILS		
FOR CITY OF COACHELLA	W.O. 77100149	CITY FILE NO.

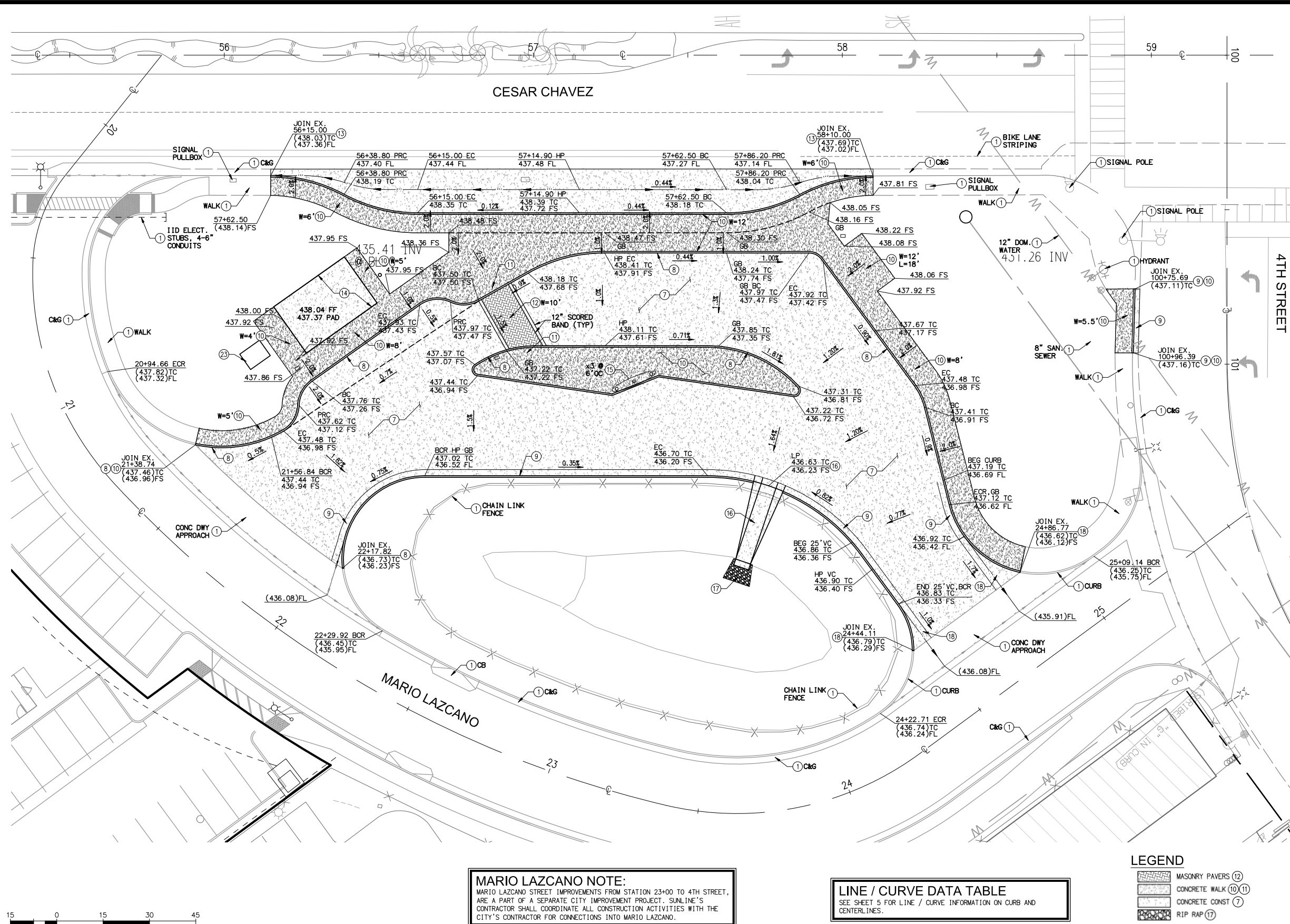
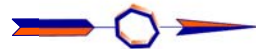
SHEET NO.

2

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OF SH





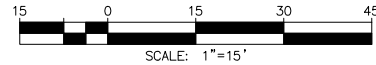
CONSTRUCTION NOTES

- 1 PROTECT IN PLACE
- 7 CONST. 6" CONC. w/ FIBER MESH OVER 8" CMB
- 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
- 23 F&I IID TRANSFORMER PAD PER IID PLANS

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.

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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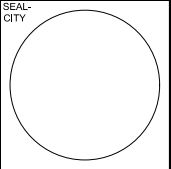


BENCHMARK: CITY OF COACHELLA 1007 ELEVATION: 437.448 DATE: MAY08 + 500 FEET

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 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).

BASE OF BEARINGS: THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM (NAD83), 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' 35.41" WEST.

BY	DATE	REVISIONS	APPR	DATE



RECOMMENDED FOR APPROVAL

DATE: EXP. 12-31-2021

NIEL OWLSLEY R.C.E. 39897

CITY OF COACHELLA

APPROVED FOR CONSTRUCTION

DATE: EXP. 06-30-2022

ANDREW R. SIMMONS R.C.E. 72966



HEPTAGON SEVEN

QUALITY, DEDICATION & EXPERIENCE

8413 E BASELINE RD SUITE 106 MESA, AZ 85209 480.757.0997

PREPARED UNDER THE DIRECT SUPERVISION OF:

BRADLEY J. DUMAS, R.C.E. 68828

CITY OF COACHELLA

SUNLINE TRANSIT

COACHELLA TRANSIT HUB

PRECISE GRADING

CITY OF COACHELLA

W.O. 77100149

CITY FILE NO.

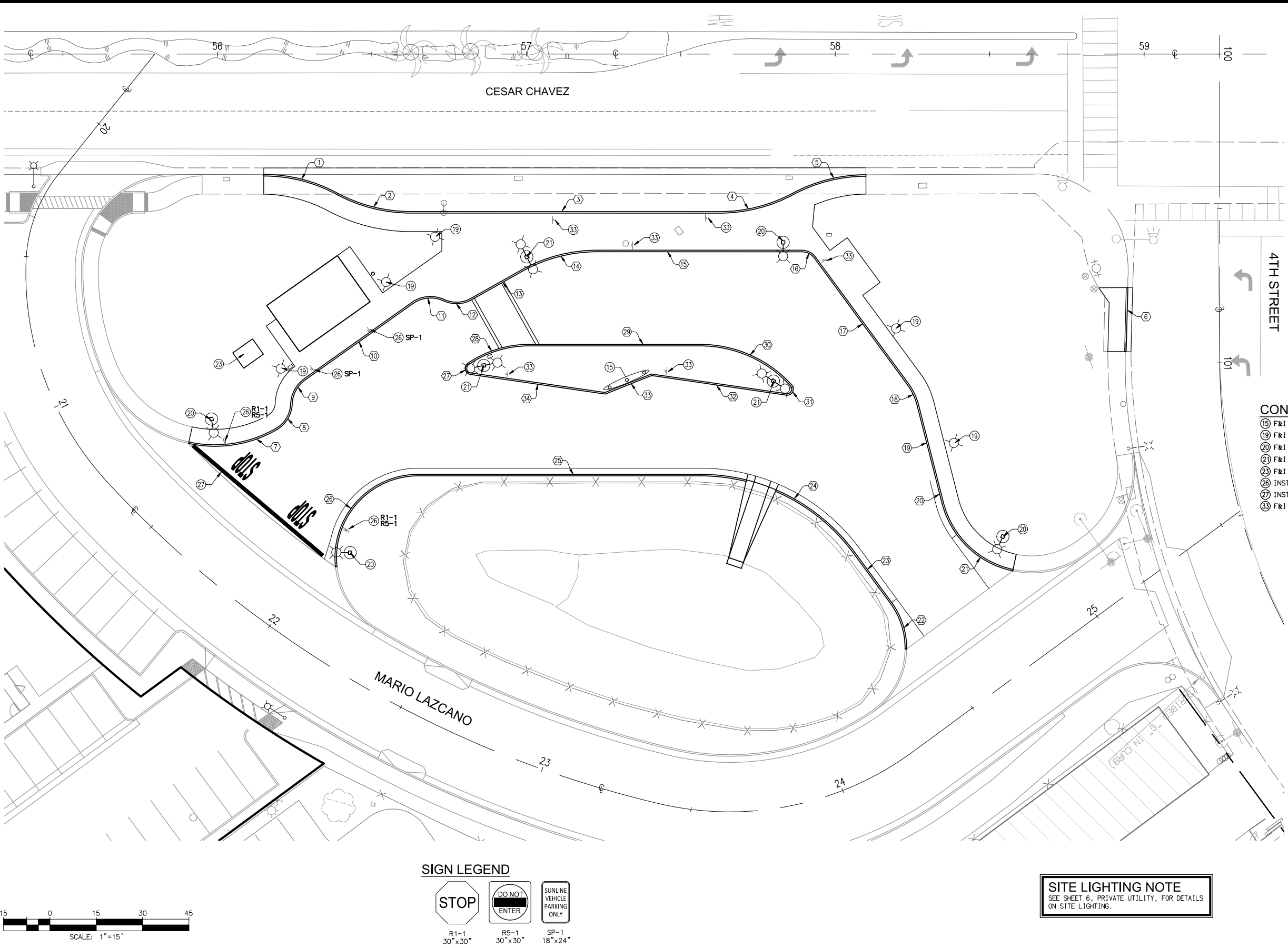
06/18/2021

SHEET NO.

4

9

OF 9 SHEETS



- 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 11D TRANSFORMER PAD PER 11D PLANS
 - 26 INSTALL SIGN
 - 27 INSTALL STOP BAR & "STOP" PM
 - 33 F&I SIGN POST ONLY FOR SUNLINE BUS STOP SIGNAGE

LINE / CURVE DATA				
LINE NO.	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" C&G
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

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

SIGN LEGEND



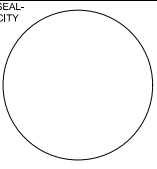
R1-1 30"x30"
R5-1 30"x30"
SP-1 18"x24"

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ENGINEER		REVISIONS		CITY	
BY	DATE			APPR	DATE



RECOMMENDED FOR APPROVAL
DATE: EXP. 12-31-2021
NIEL OWSELEY R.C.E. 39897
CITY OF COACHELLA
APPROVED FOR CONSTRUCTION
DATE: EXP. 06-30-2022
ANDREW R. SIMMONS R.C.E. 72966

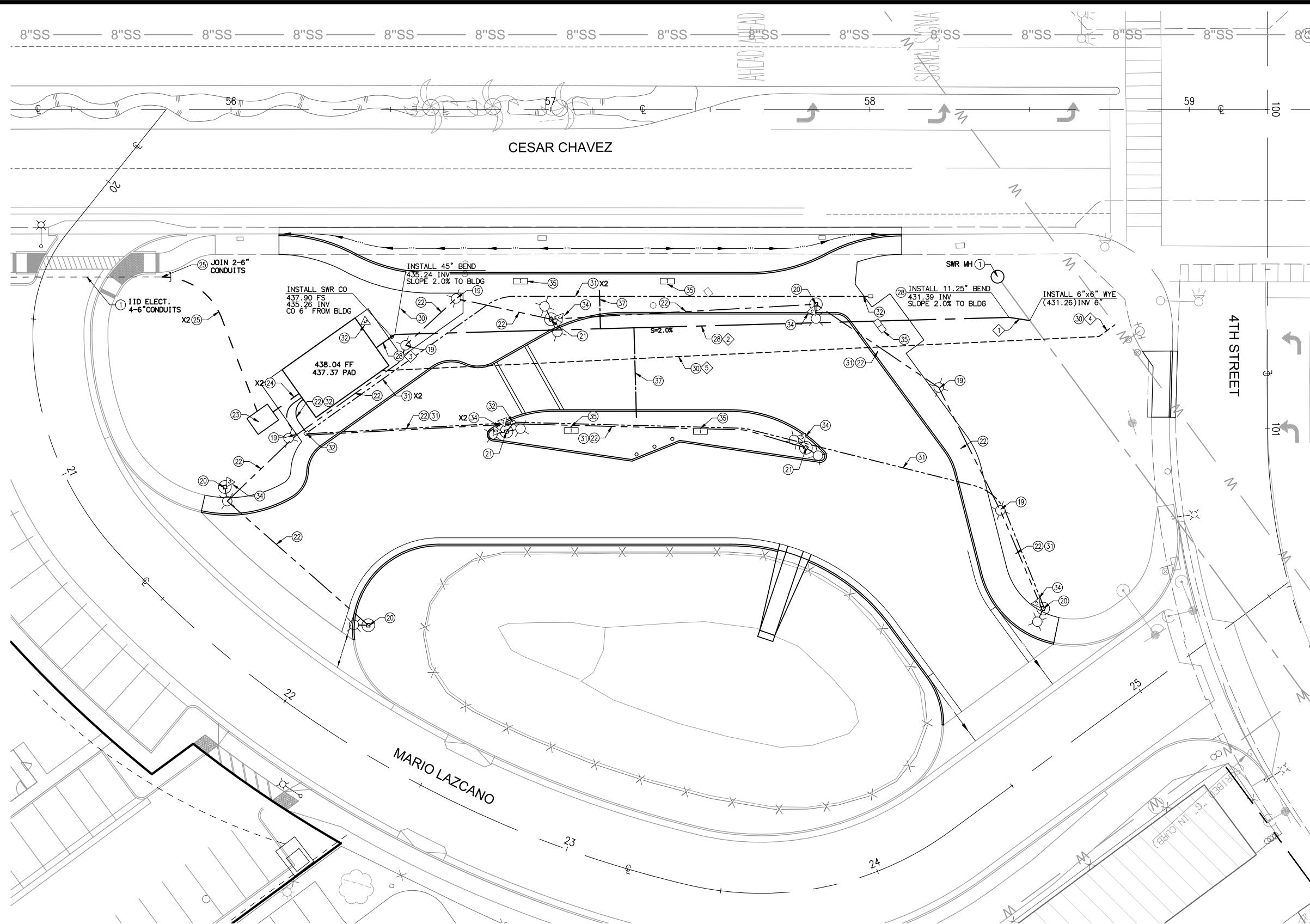


HEPTAGON SEVEN
QUALITY, DEDICATION & EXPERIENCE
8413 E BASELINE RD SUITE 106 MESA, AZ 85209 480.757.0997
PREPARED UNDER THE DIRECT SUPERVISION OF:
BRADLEY DANKS, INC. & ASSOCIATES
DATE:

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

07/08/2021

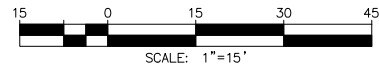
SHEET NO.
5
8 SHEETS



WATER / SEWER DATA				
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
- 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
- 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
- 30) F&I 2" PVC SDR-21 DOMESTIC WATER SERVICE w/ BENDS & THRUST BLOCKS PER COC STD W-8
- 31) F&I 1.5" PVC CONDUIT w/ PULL ROPE (DATA & FUTURE)
- 32) F&I ELECTRICAL PULL BOX PER SMPPP STD 513-3
- 34) F&I SECURITY CAMERA & MOUNTING BRACKETS
- 35) BUS STOP INFO SIGN INSTALLED BY SUNLINE
- 37) F&I 3/4" PVC SDR-21 DOMESTIC WATER SERVICE w/ BENDS, CORP STOP & VALVE BOX



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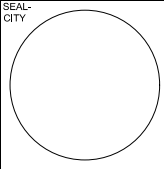
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ENGINEER		REVISIONS		CITY		SEAL-CITY
BY	DATE			APPR	DATE	



RECOMMENDED FOR APPROVAL	
DATE:	EXP. 12-31-2021
CITY OF COACHELLA	
APPROVED FOR CONSTRUCTION:	
DATE:	EXP. 06-30-2022
ANDREW R. SIMMONS, R.C.E. 72966	



CITY OF COACHELLA
SUNLINE TRANSIT
COACHELLA TRANSIT HUB
PRIVATE UTILITY PLAN

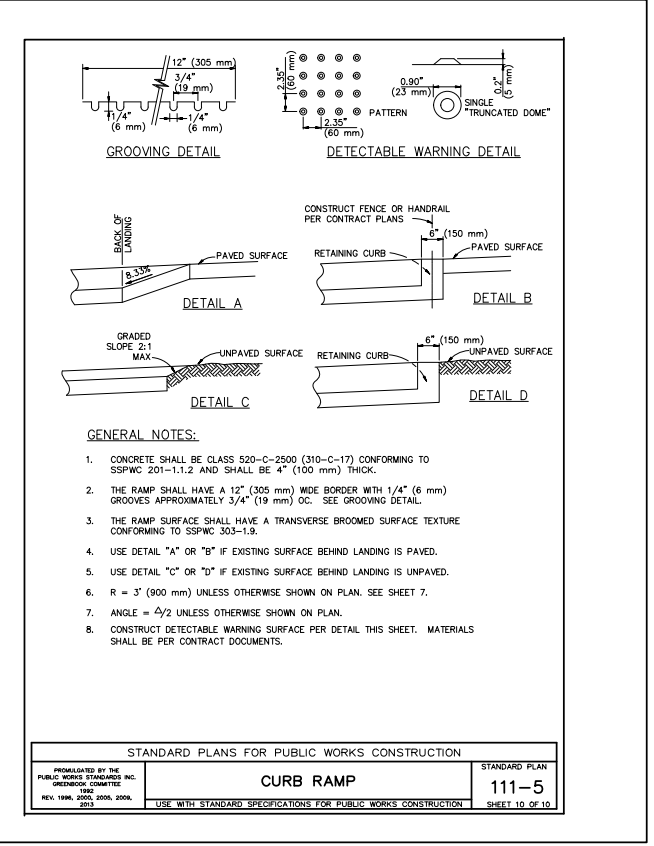
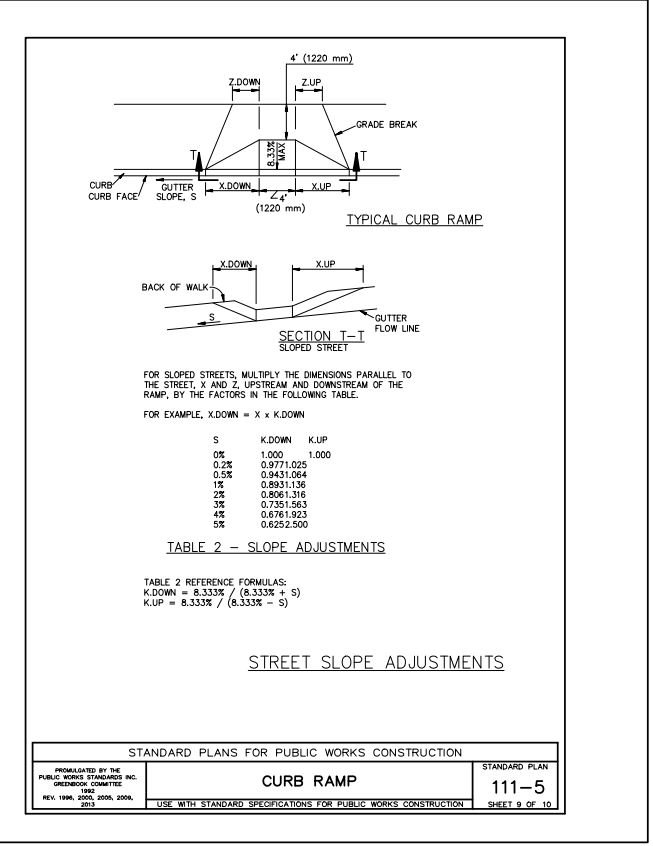
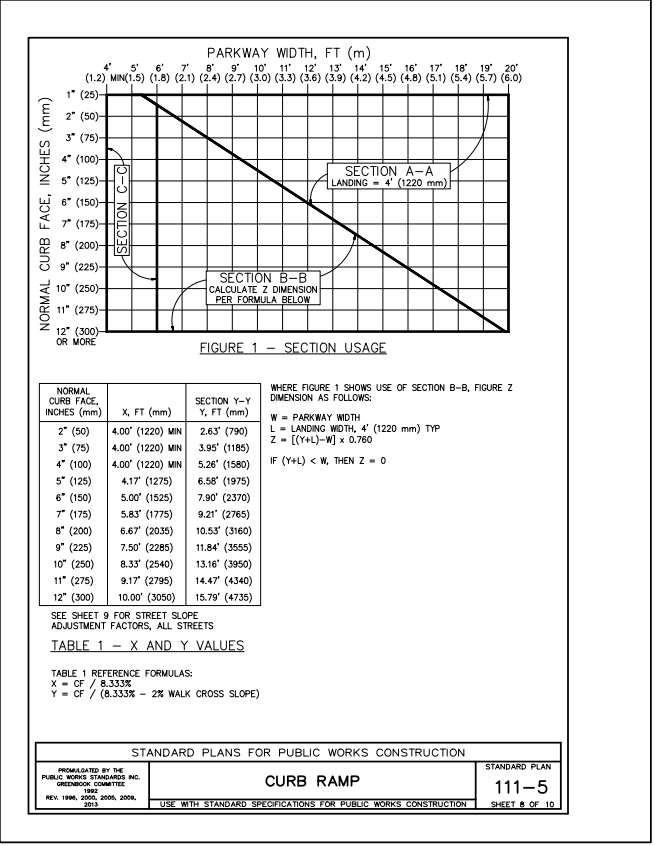
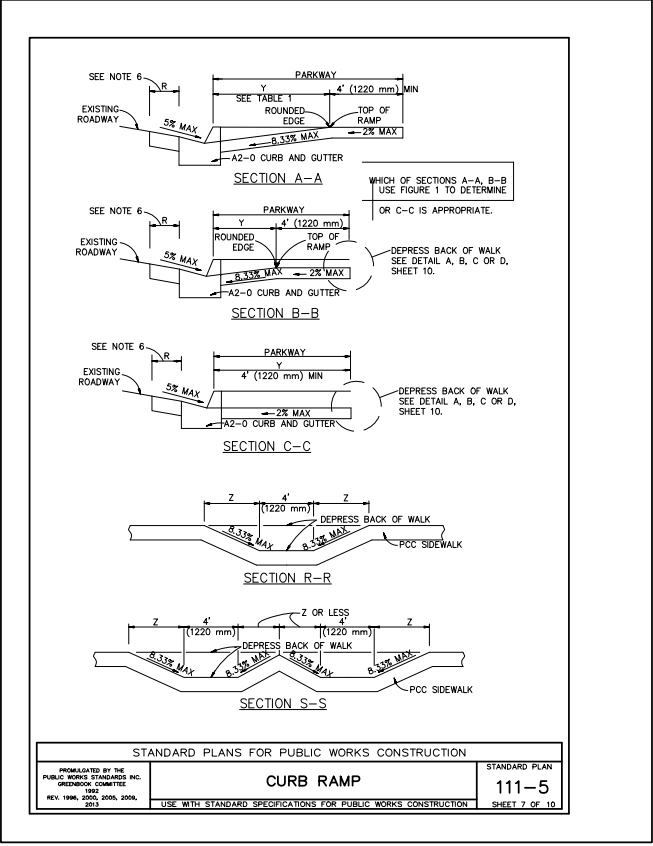
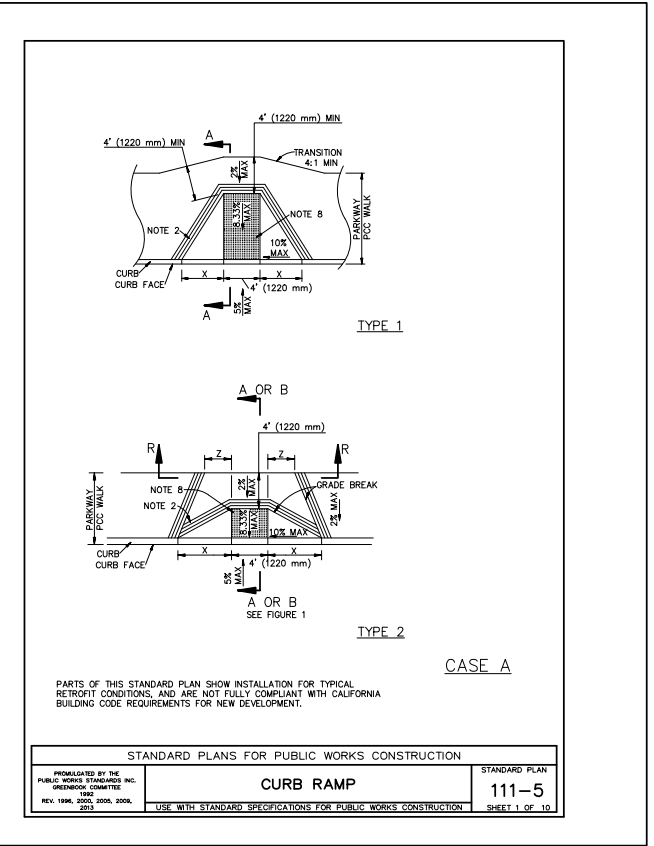
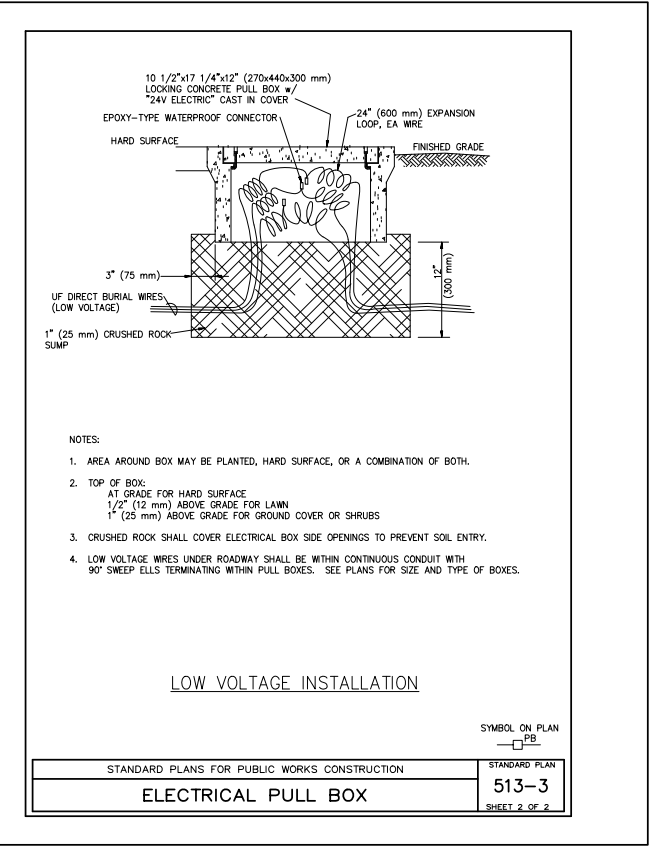
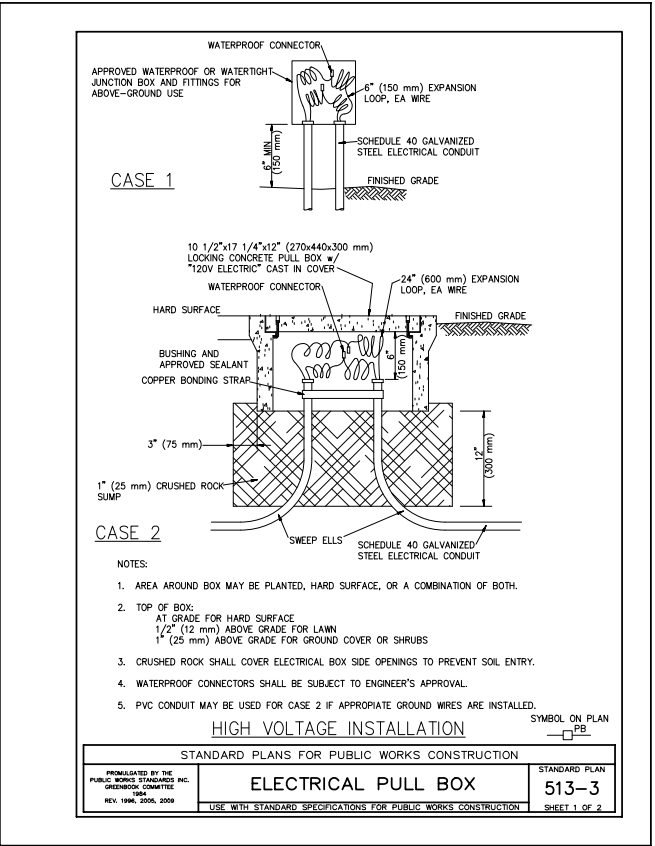
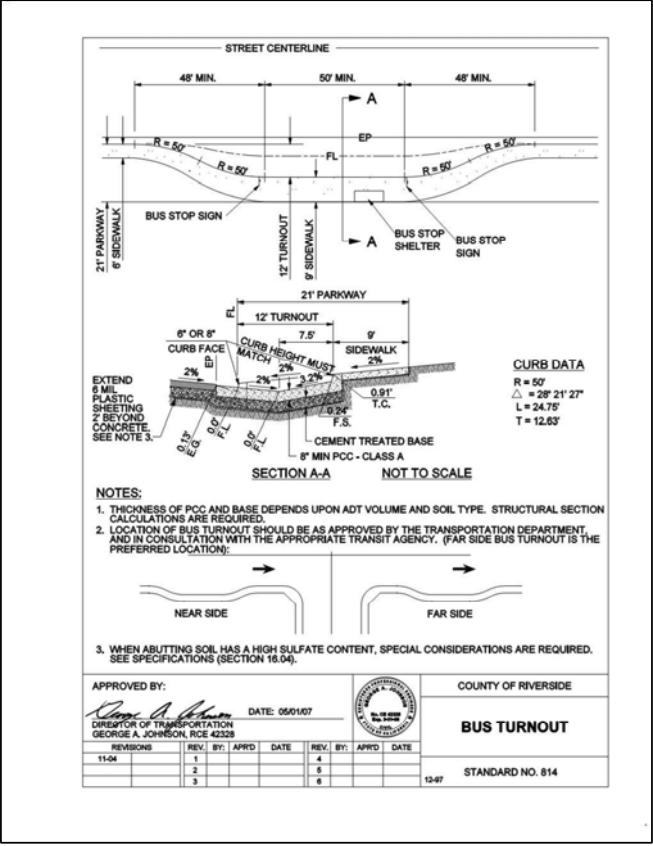
FOR THE CITY OF COACHELLA

W.O. 77100149

CITY FILE NO.

07/08/2021

SHEET NO.
6
9 SHEETS



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DIGALERT

BEFORE YOU DIG

CALL 800-480-2277

FOR A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

BENCHMARK: CITY OF COACHELLA 1007 ELEVATION: 437.448 DATE: MAY/08 + 500 FEET

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REVISIONS	
BY	DATE

RECOMMENDED FOR APPROVAL:

NOEL OWSELY R.C.E. 39897 DATE: EXP. 12-31-2021

CITY OF COACHELLA

APPROVED FOR CONSTRUCTION:

ANDREW R. SIMMONS R.C.E. 72968 DATE: EXP. 06-30-2022

SEAL:

CITY

RECOMMENDED FOR APPROVAL:

NOEL OWSELY R.C.E. 39897 DATE: EXP. 12-31-2021

CITY OF COACHELLA

APPROVED FOR CONSTRUCTION:

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REGISTERED PROFESSIONAL ENGINEER

BRADLEY J. DONKS

No. 68828

HEPTAGON SEVEN

QUALITY, DEDICATION & EXPERIENCE

8413 E BASELINE RD SUITE 108 MESA, AZ 85209 480.757.0997

PREPARED UNDER THE DIRECT SUPERVISION OF:

BRADLEY DONKS, R.C.E. 68828 DATE:

CITY OF COACHELLA

SUNLINE TRANSIT

COACHELLA TRANSIT HUB

STANDARD DETAILS

FOR CITY OF COACHELLA

W.O. 77100149

CITY FILE NO.

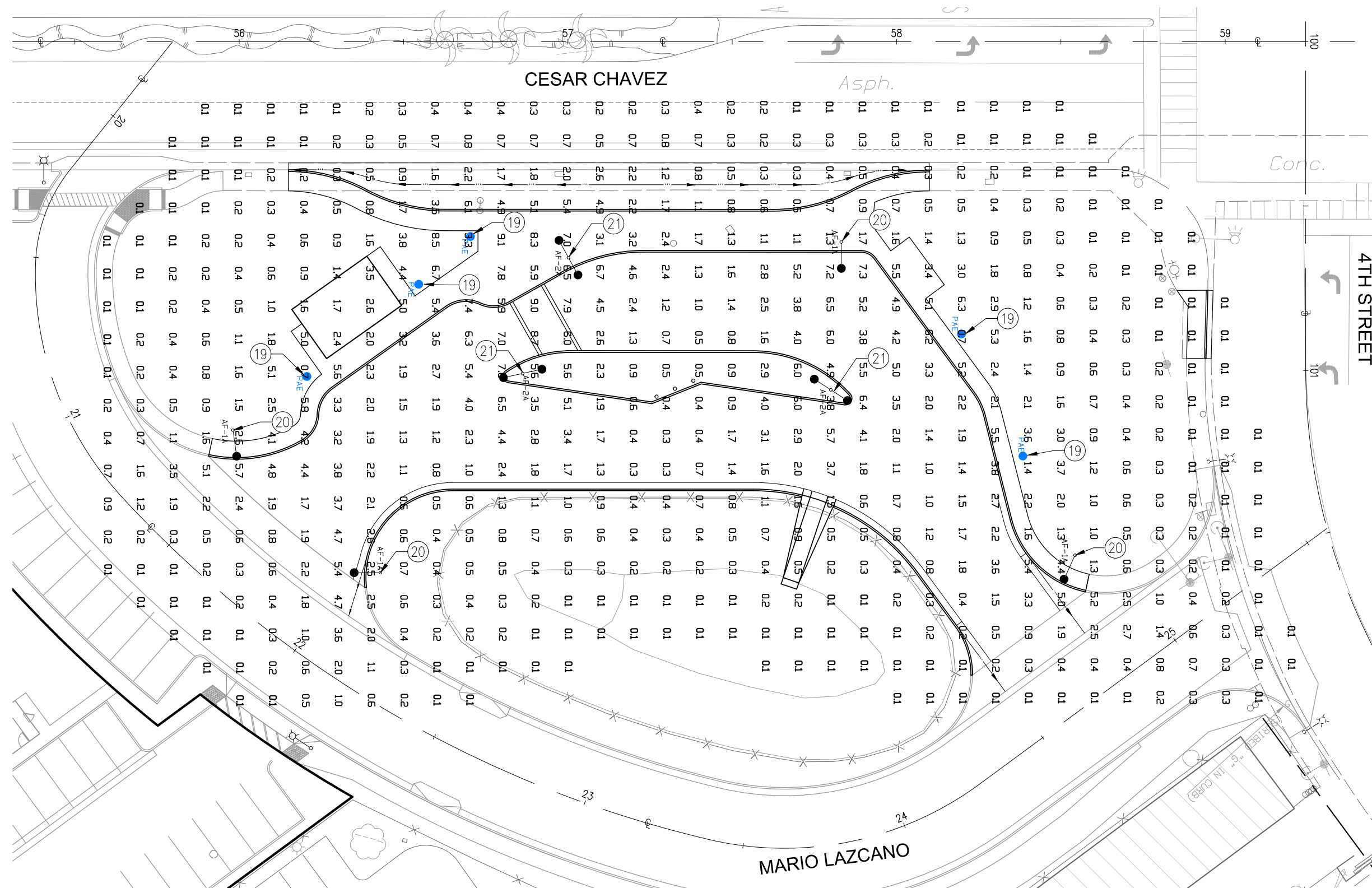
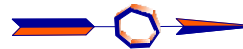
06/18/2021

SHEET NO.

7

9 SHEETS

33



CONSTRUCTION NOTES

- 19 F&I PARKING LOT LIGHT, POST TYPE PER DETAIL ON SHEET 9
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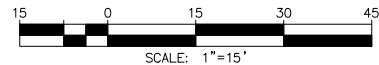
PACIFIC LIGHTING & STANDARD
2831 LOS FLORES BLVD.
LYNWOOD, CA 90262
(310)603-9344

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

- 19 PAE PAE-50-LED-MT-3-4-V-PT
RSA-5F-12'6"-BCW0-1820
mounting height= 12.5 ft
number locations= 5, number luminaires= 5
- 20 AF-1A AF-TD-60-LED-MT-5-4-II-1A-BC4
RSA-5F-22-BCW0-1820
mounting height= 22 ft
number locations= 4, number luminaires= 4
- 21 AF-2A AF-TD-60-LED-MT-5-4-II-2A-BC4
RSA-5F-22-BCW0-1820
mounting height= 22 ft
number locations= 3, number luminaires= 6



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BY	DATE	REVISIONS

APP'D	DATE

SEAL	CITY

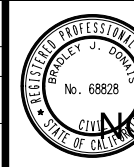
RECOMMENDED FOR APPROVAL	DATE

APPROVED FOR CONSTRUCTION	DATE

APPROVED FOR CONSTRUCTION	DATE

APPROVED FOR CONSTRUCTION	DATE

APPROVED FOR CONSTRUCTION	DATE



8413 E BASELINE RD
SUITE 108
MESA, AZ 85209
480.757.0997

PREPARED UNDER THE DIRECT SUPERVISION OF:
BRADLEY J. DANKS, INC. & ASSOCIATES

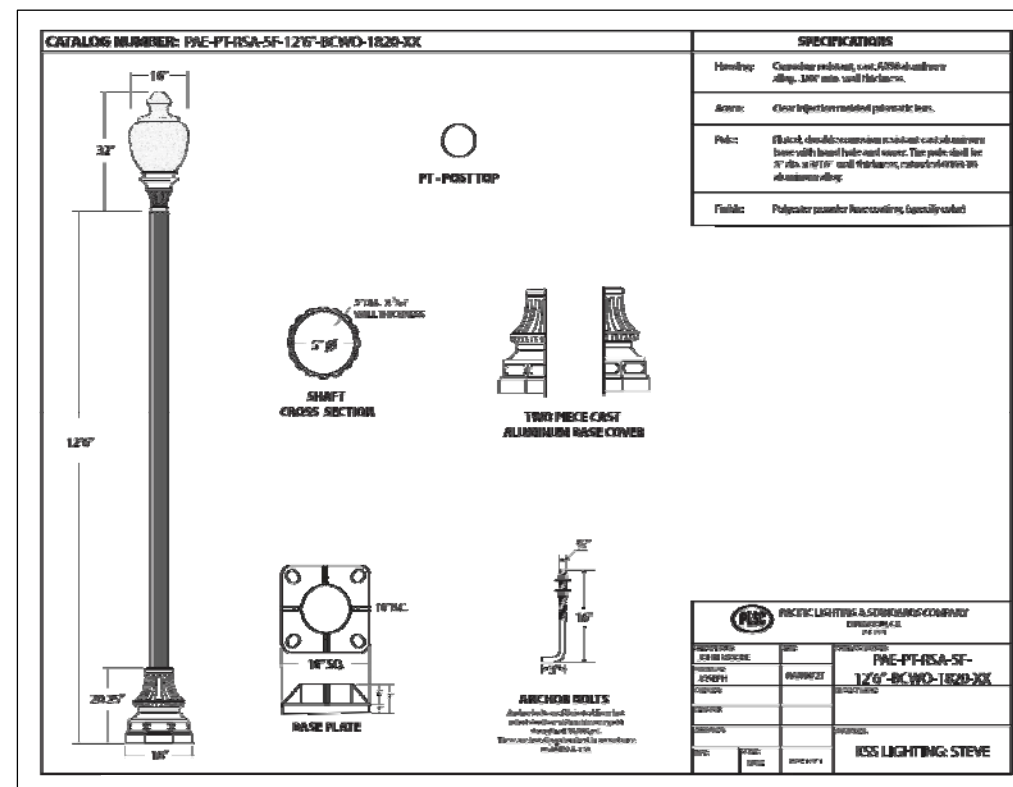
CITY OF COACHELLA
SUNLINE TRANSIT
COACHELLA TRANSIT HUB
SITE LIGHTING
PHOTOMETRICS

FOR THE CITY OF COACHELLA

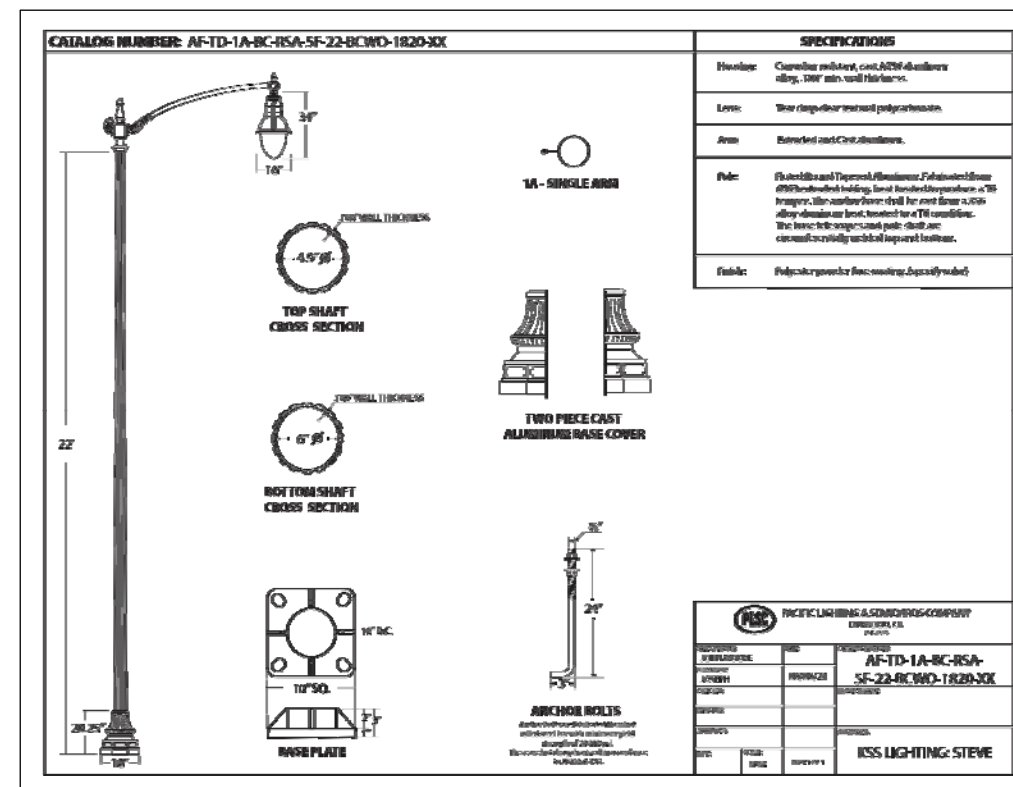
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07/08/2021

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19 POST LIGHT POLE DETAIL
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20 SINGLE HEAD MAST ARM POLE DETAIL
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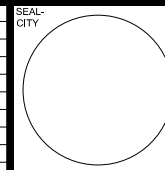
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BENCHMARK: CITY OF COACHELLA 1007 ELEVATION 437.448 DATUM NAVD83 +500 FEET
DESCRIPTION: 3 1/2" BRASS DISK SET IN TOP OF THE NORTHWEST CORNER OF A 1.5 FOOT HIGH
PLAYER MAIL ARROUND THE CITY OF COACHELLA MONUMENT SIGN, LOCATED 25 FEET SOUTHWEST FROM
THE BEGINNING OF THE SOUTH CIRCLE RETURN AND 35 FEET SOUTH OF SOUTHERLY CIRCLE RETURN
LOCATED AT THE INTERSECTION OF GRAPEVINE BLVD. (HIGHWAY 111) AND CESAR CHAVEZ (HARRISON
STREET).

BASIS OF BEARINGS: THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA
COORDINATING SYSTEM (CCS), ZONE 6, AS DETERMINED LOCALY BY THE LINE BETWEEN THE
COORDINATING GPS BASE STATION STATIONS P491 AND PIN1, (EPOCH 2017.50) CONTINUOUSLY,
AS COMPUTED AND PUBLISHED BY SCRIPPS OBSERVATORY AND PERMANENT ARMY CENTER (SPAC) AND
THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC), BEING: **NORTH 76° 56' 35.48" WEST.**

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RECOMMENDED FOR APPROVAL

DATE: _____

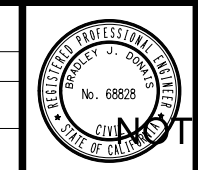
NDEL OWLSLEY R.C.E. 39827 EXP. 12-31-2021

CITY OF COACHELLA

APPROVED FOR CONSTRUCTION: _____

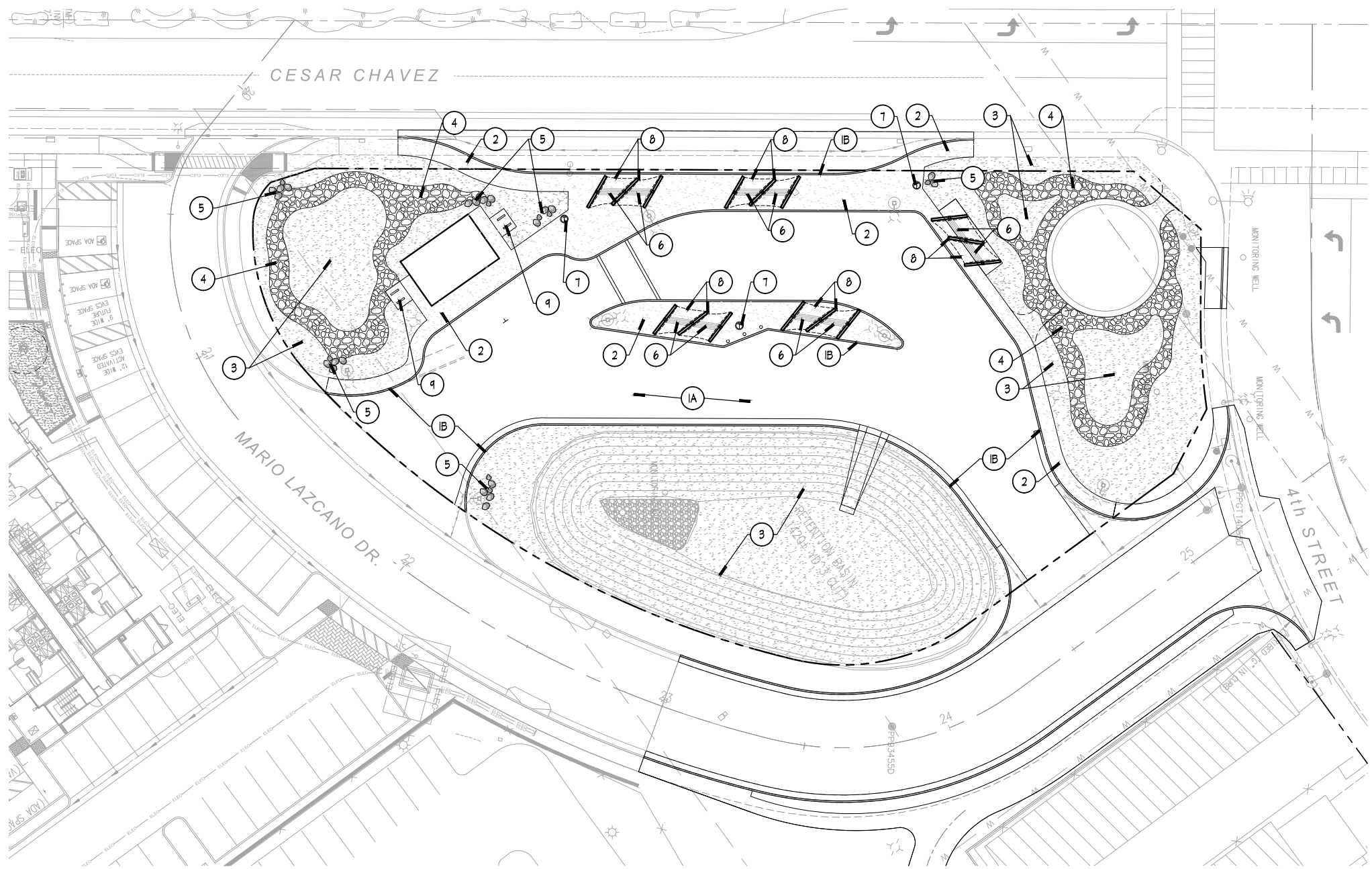
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ANDREW R. SIMMONS R.C.E. 729808 EXP. 06-30-2022



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SHEET NO.
9
OF 9 SHEET



REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY	DETAIL
(1A)	AC PAVING PER CIVIL ENGINEER		
(1B)	CURB & GUTTER PER CIVIL ENGINEER		
(2)	SIDEWALK & PER CIVIL ENGINEER - NATURAL GRAY CONCRETE W/ SANDBLAST FINISH	A/LC-02	
(3)	DECOMPOSED GRANITE LANDSCAPE PLANTER (NEED ABATEMENT, SOIL PREPARATION AND FINE GRADE)	B/LC-02	
(4)	'BAJA CRESTA RUBBLE' FROM SOUTHWEST BOULDER AND STONE, 6"-12" SIZES (24 TOTAL)		
(5)	'PALM SPRINGS GOLD BOULDERS' FROM SOUTHWEST BOULDER AND STONE, VARIOUS SIZES RANGING FROM 3' TO 5' (24 TOTAL)	C/LC-02	
(6)	FURNISH AND INSTALL '96" CLASSIC SERIES BENCH, MODEL C-196, BRONZE POWDERCOAT COLOR WITH IPE WOOD SEAT, MANUFACTURED BY VICTOR STANLEY. ATTACH TO GROUND PER MANUFACTURER SPECIFICATIONS (10 TOTAL)		
(7)	FURNISH AND INSTALL DYNASTY SERIES LITTER RECEPTACLE MODEL DYN-SD-36, BRONZE POWDERCOAT COLOR WITH SIDE OPENING, MANUFACTURED BY VICTOR STANLEY. ATTACH TO GROUND PER MANUFACTURER SPECIFICATIONS (3 TOTAL)		
(8)	OVERHEAD SHADE STRUCTURE TO BE 'FB-1 - HYPAR WALKWAY' FROM 'POLIGON' (CUSTOM TWO-SAIL PANELS), CONTRACTOR TO CONFIRM WITH LANDSCAPE ARCHITECT AND MANUFACTURER, INSTALL PER MANUFACTURER'S RECOMMENDATION CONTACT: BRYCE LAWRENCE @ BRYCELAWRENCE@MIRACLEPLAYGROUND.COM (5 TWO-PANEL SECTIONS TOTAL)		
(9)	FURNISH AND INSTALL CYCLE SENTRY BIKE RACK, MODEL BRCS-103, BRONZE POWDERCOAT COLOR, MANUFACTURED BY VICTOR STANLEY - ATTACH TO GROUND PER MANUFACTURER SPECIFICATIONS (6 TOTAL)		

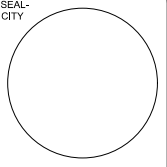
ROOT BARRIER NOTE:
ALL TREES PLANTED WITHIN 8' OF ANY CURB, WALL, HARDSCAPE ELEMENT, BUILDING, FIRE HYDRANT, UTILITY VAULT, OR LIGHT FIXTURE SHALL RECEIVE A 10' LENGTH OF 48" DEEP ROOT BARRIER. NO ROOT BARRIER SHALL ENCIRCLE THE ROOT BALL.

NOTE:
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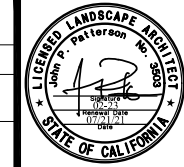


BENCHMARK:
CITY OF COACHELLA 1007 ELEVATION: 437.448 DATUM: NAVD83 + 500 FEET
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BY	DATE	REVISIONS	APPR.	DATE



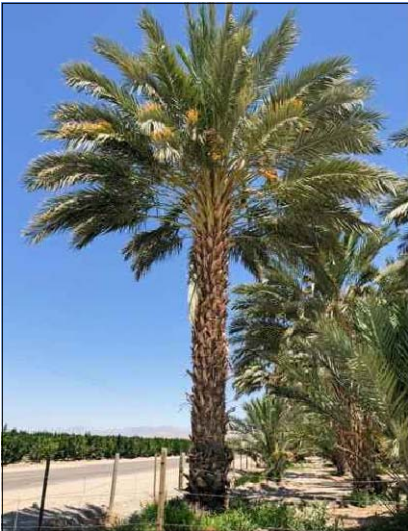
RECOMMENDED FOR APPROVAL:
NOEL OWSELEY R.C.E. 39877 DATE: EXP. 12-31-2021
CITY OF COACHELLA
APPROVED FOR CONSTRUCTION:
ANDREW R. SIMMONS R.C.E. 72988 DATE: EXP. 08-30-2022



gmp
LANDSCAPE ARCHITECTURE & PLANNING
PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN P. PATTERSON, L.A. 3603 DATE: 12/16

CITY OF COACHELLA
PUEBLO VIEJO SUSTAINABLE TRANSPORTATION PROJECT
COACHELLA SUNLINE TRANSPORT HUB
LANDSCAPE CONSTRUCTION PLAN
FOR: CITY OF COACHELLA W.O. 20210552 CITY FILE NO.

SHEET NO. **02** OF 13 SHEETS
SUBMITTAL 1 07-21-21



PHOENIX DACTYLIFERA 'MEDJOL' /
DATE PALM



SHADE STRUCTURE - POLIGON 'HYPAR WALKWAY'



DALEA GREGGII /
TRAILING INDIGO BUSH



DASYLIRION WHEELERI /
SPOON YUCCA



ENCELIA CALIFORNICA /
BRITTLEBUSH



SALVIA LEUCANTHA /
MEXICAN BUSH SAGE



DECOMPOSED GRANITE



LANDSCAPE BOULDERS





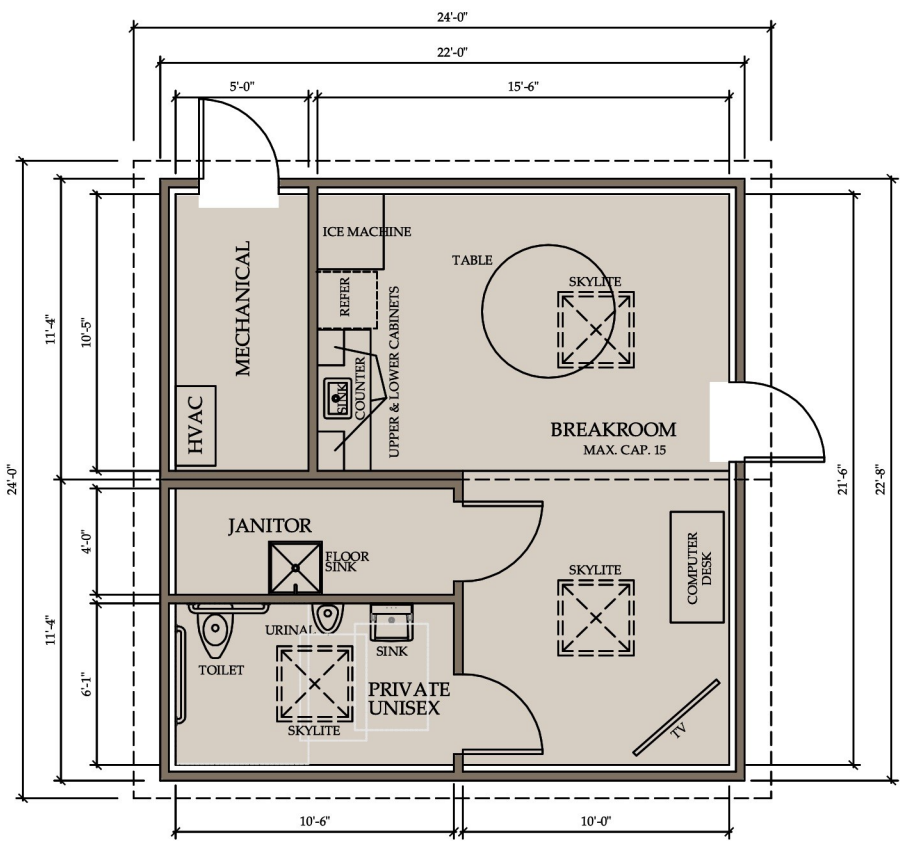



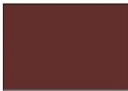









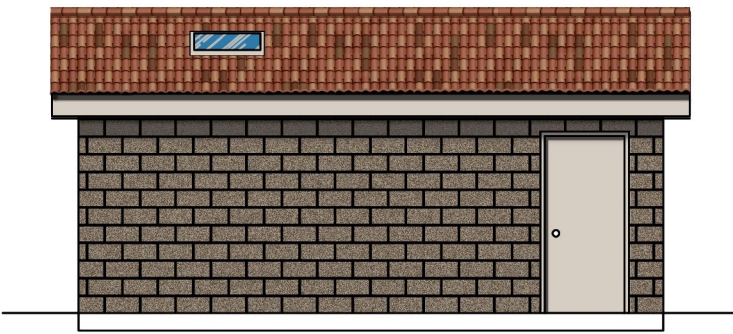
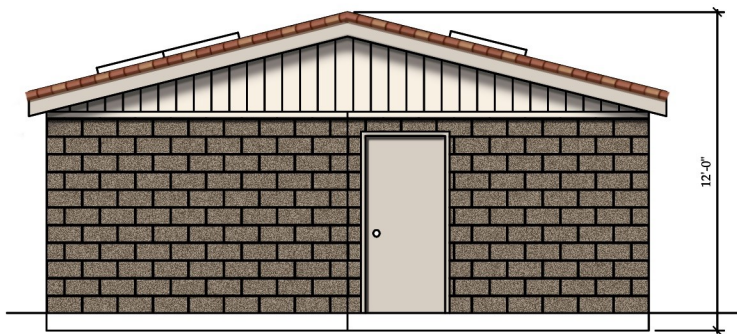








- | | | | |
|---|---|---|--|
|  | STUCCO 1:
SHERWIN WILLIAMS
SW 7562
ROMAN COLUMN |  | SHUTTERS & FASCIA:
SHERWIN WILLIAMS
SW 2802 ROCKWOOD RED |
|  | STUCCO 2:
SHERWIN WILLIAMS
SW 7632 MODERN GRAY |  | FABRIC AWNINGS:
MATCH SW2802
ROCKWOOD RED |
|  | STUCCO 3:
SHERWIN WILLIAMS
SW 9522
Meander |  | METAL RAILINGS & ACCENTS:
BLACK |
|  | STUCCO 4:
SHERWIN WILLIAMS
SW 0038
LIBRARY PEWTWER |  | CONCRETE ROOFING:
BORAL
BARCELONA
TERRA COTTA FLASHED |
|  | WINDOW & DOOR TRIM:
SHERWIN WILLIAMS
SW 7514
FOOTHILLS | | |



COACHELLA TRANSIT CENTER, PLAN 'E'

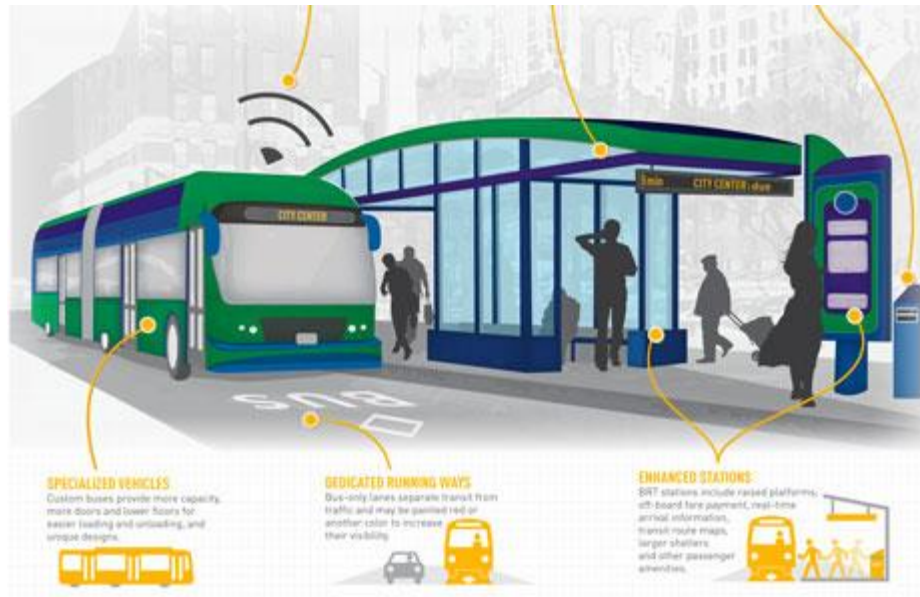










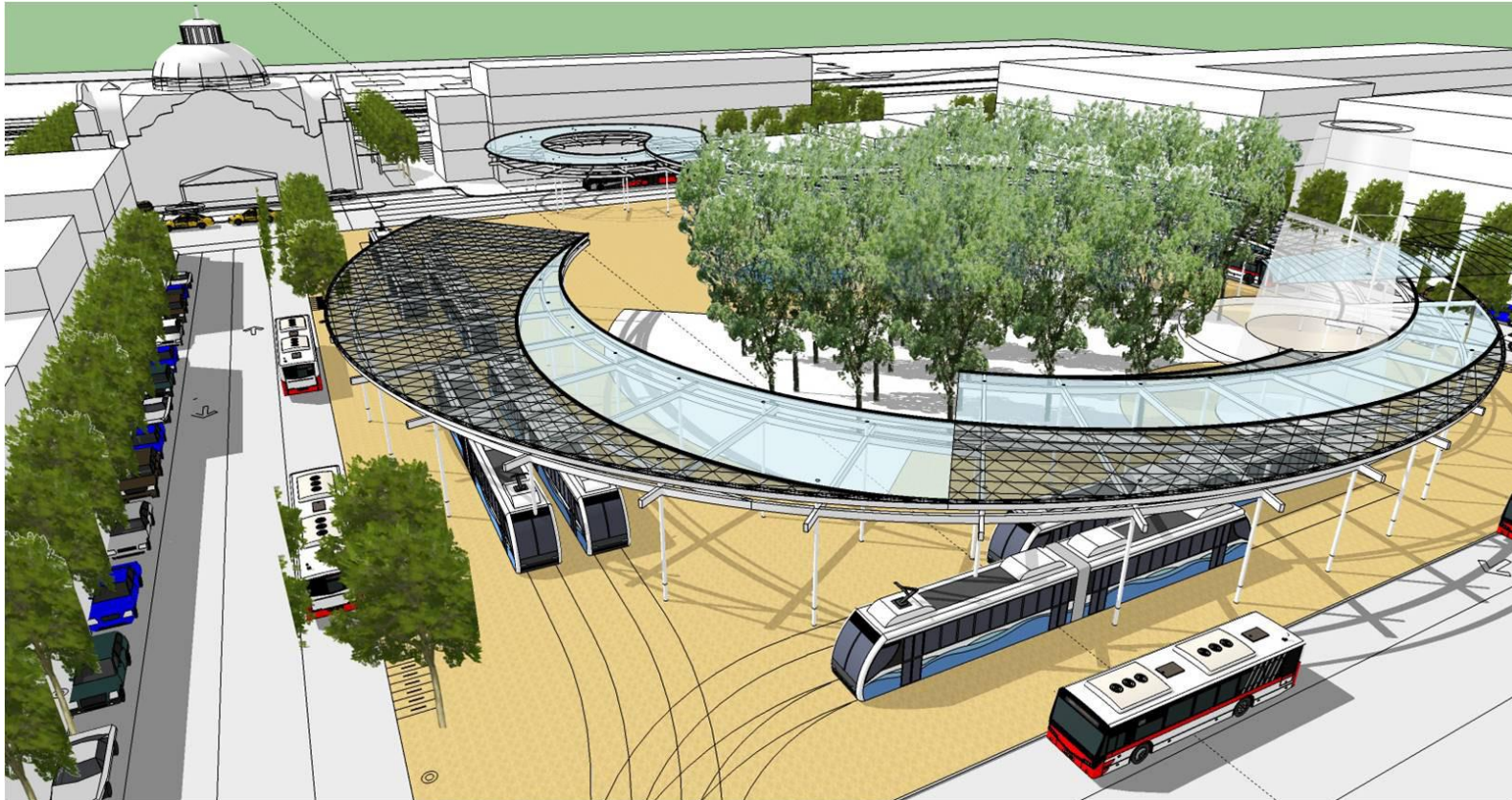


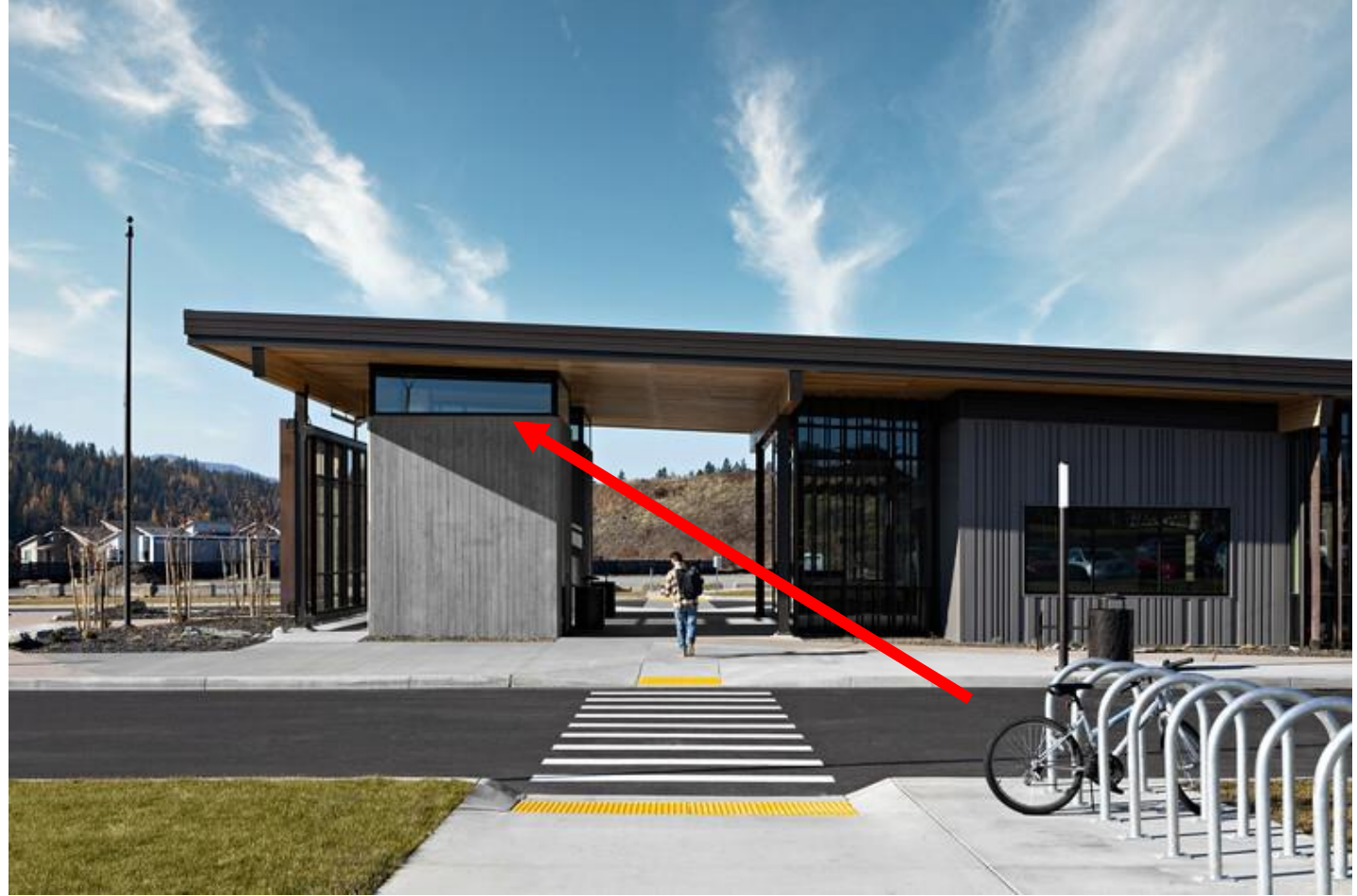




hdesigngroup

City Utilities of Springfield
Downtown City Bus Transfer Station

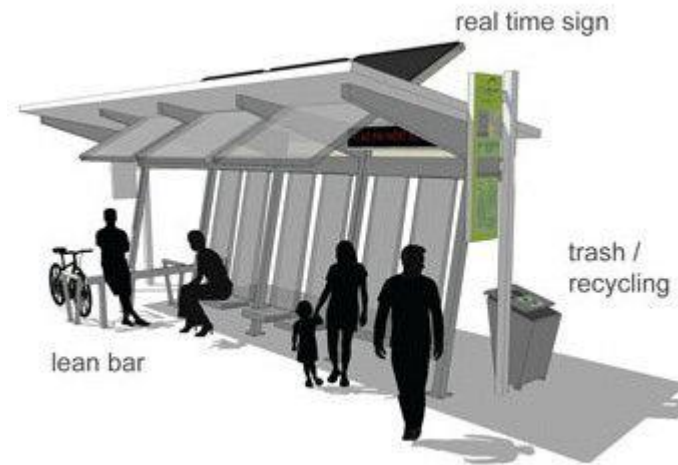














Restroom at Veteran's Park with smooth stucco, tile accents, exposed rafter tails, grates and rounded doors.



A side wall with no windows or doors utilizes tile accents and decorative pop outs to enhance the appearance.



Rear of the Veteran's Park restroom buildings.



Decorative Wrought Iron fencing incorporated at Veteran's Park.



Larger Size pebbles uses for landscaped areas at Veteran's Park



Example of an Ancillary Municipal Snack building with the slaking of the stucco at the edge of the tile roof.

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.

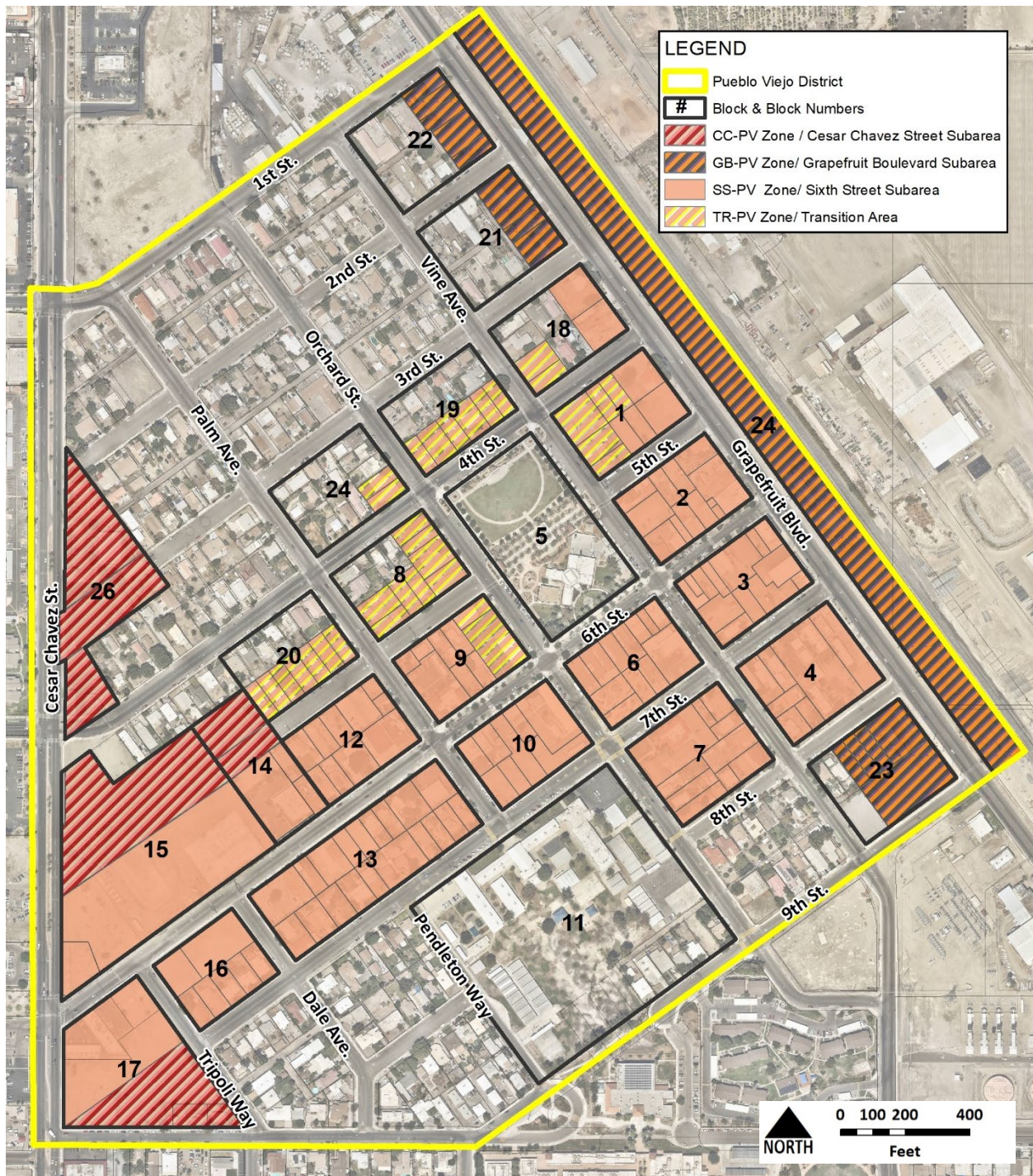
2.1.1 Sixth Street Subarea

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.

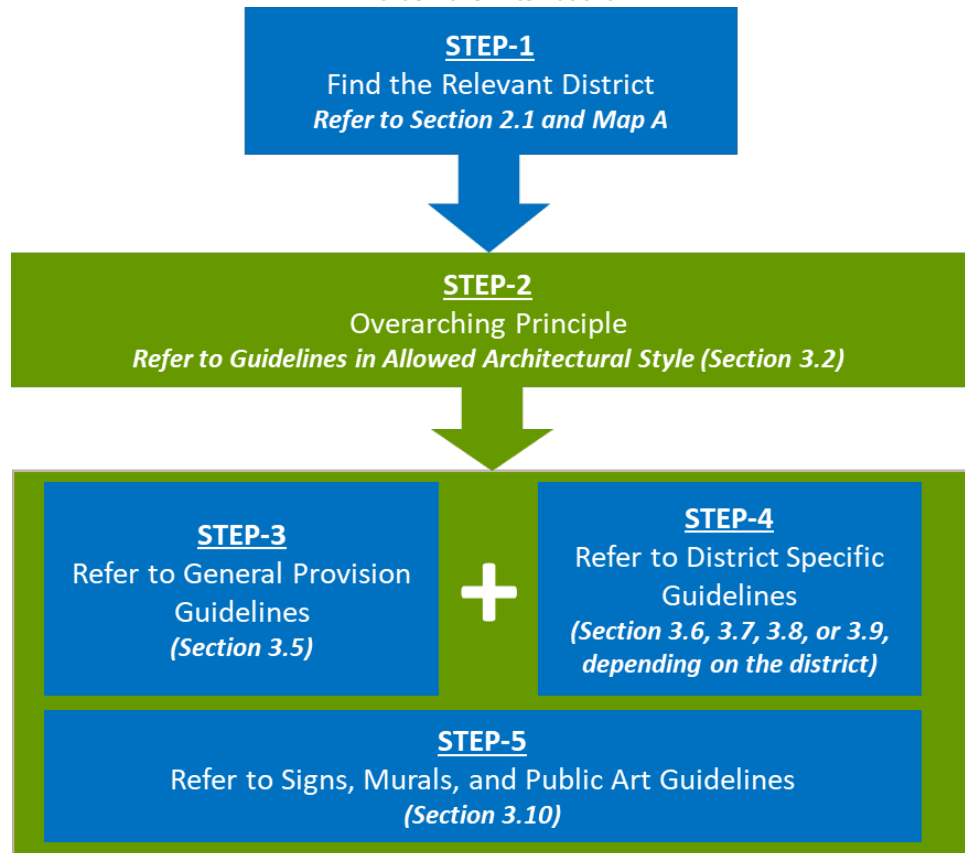
3.2 HOW TO USE GUIDELINES DOCUMENT

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



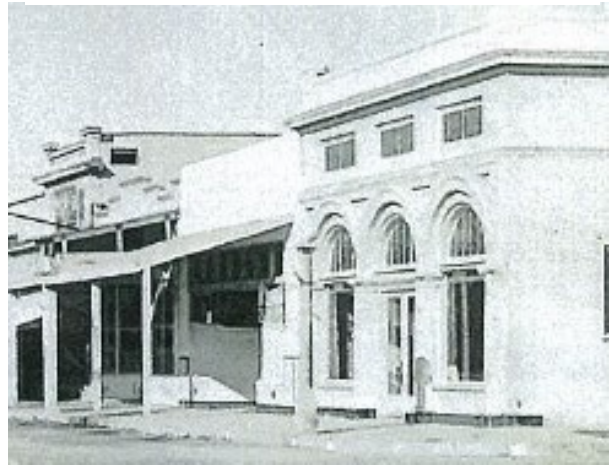
Classic Old West Architecture (Use of Colonnade)



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.

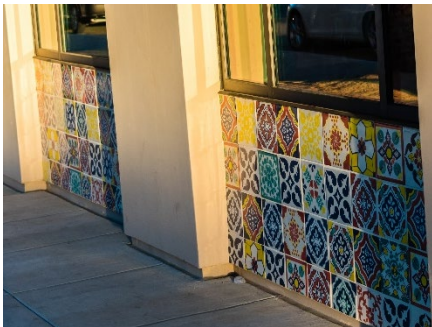
3.3.1.4 Articulation and Decorative Elements

- 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

Shaped Dormers. SOURCE: Chris English



- 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.

3.3.2.4 Articulation and Decorative Elements

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



- 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.

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.

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



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.

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 Zägel



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.

Use of Architectural Elements and Ornamentation from Different Styles.



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.

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



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.

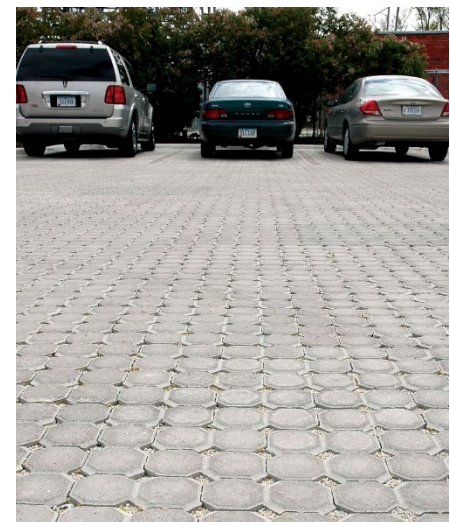
Xeriscaping. SOURCE: Potomacpalms



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

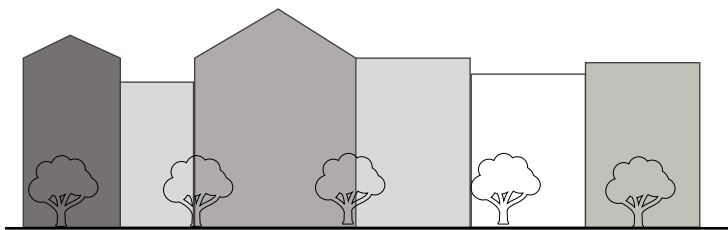


- Larger developments are encouraged to break the monotony of the façades using color and material differentiations in addition to the roofline variations to reflect the small-scale street frontage.

3.5.4 Roofs

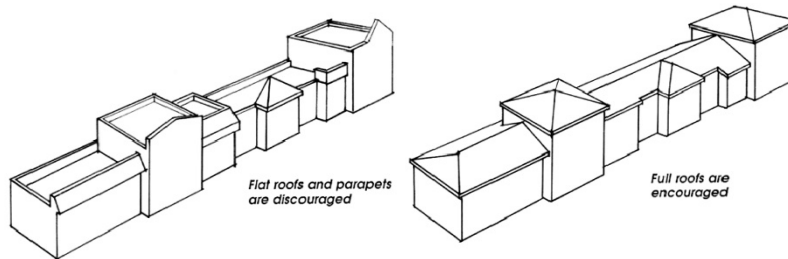
- Rooflines should be designed to create architectural interest and to “break” large structures into smaller forms. Rooflines should employ distinctive profiles depending on the building’s architectural style as described in Section 3.3.

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



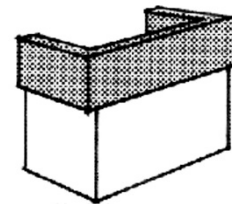
- Parapets facing the street should be subdivided into recognizable segments with shifts in height and architectural treatments.
- Use of flat parapets is discouraged and use of full roofs are encouraged

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

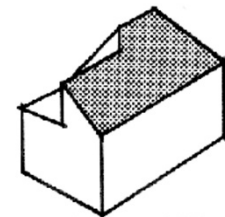


- The form, color, and texture of the roof should be an integral part of the building design and compatible with both the natural and built settings.
- Rooflines should be designed to screen roof-mounted mechanical equipment. The screening should reflect the architectural style.
- Roof materials should 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.

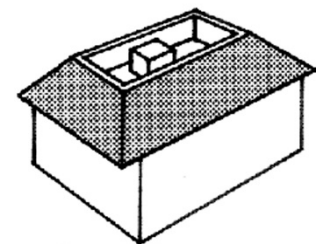
Roofline to Screen the Mechanical Equipment. SOURCE: Michael Baker International



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.Артём.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/>)

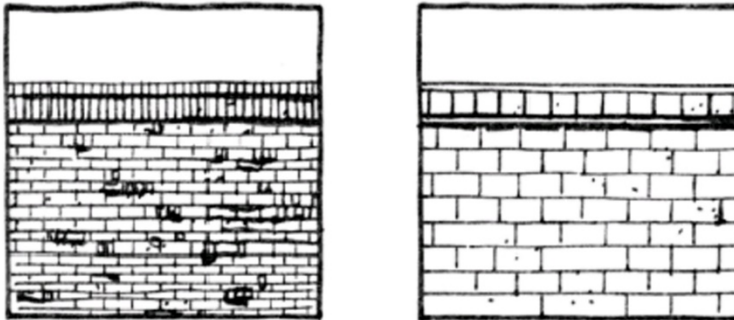


Illustrations by Bob Crelin © 2005. Rendered for the Town of Southampton, NY. Used with permission.

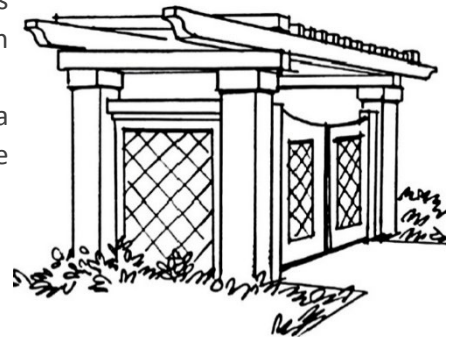
3.5.9 Trash and Recycling Enclosure

- 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



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



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



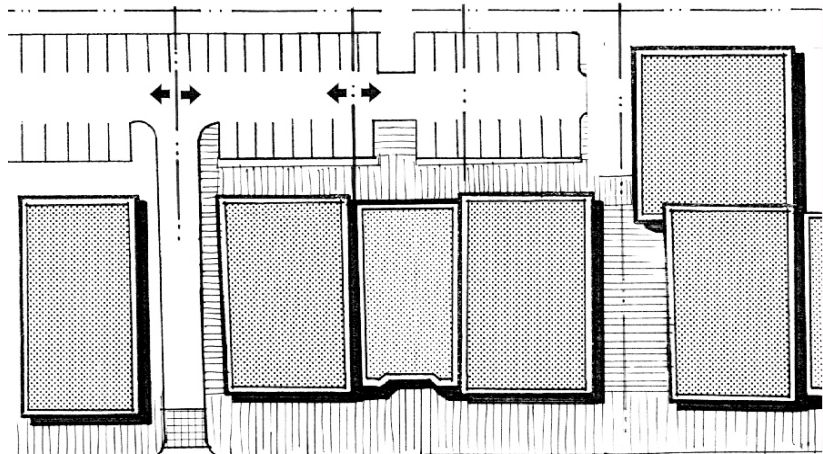
- All refuse containers shall be screened with a six-foot high (minimum) enclosure of solid masonry or concrete tilt-up with an exterior finish compatible to the main structure.
- Gates shall be solid, heavy-gauge metal or of a heavy-gauge metal frame with a covering of wood or other suitable, opaque 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.

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



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

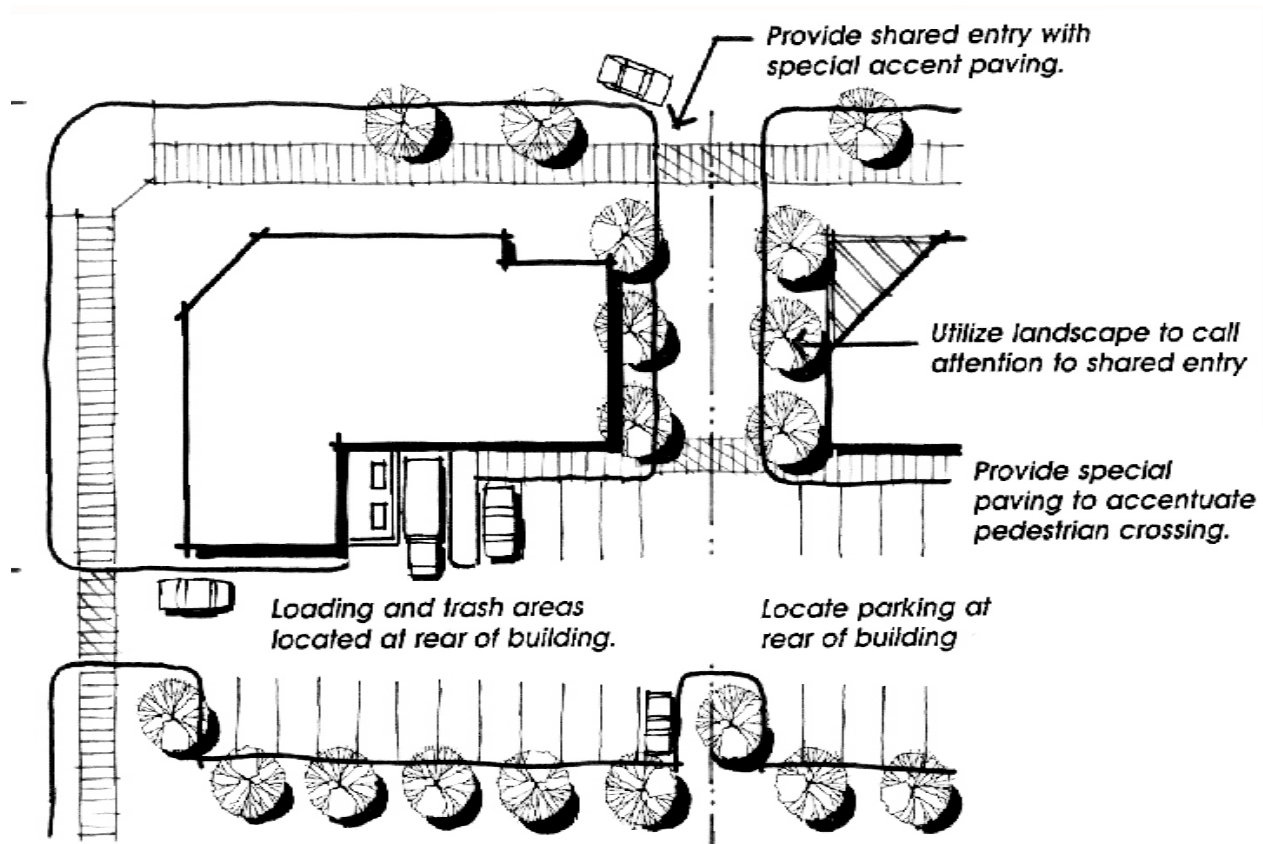


- Side streets are encouraged to be used for ingress and egress to allow for smoother flow of traffic
- The driveways should be located as far from intersection as possible. However, the location of the driveway is based on available street frontage, site design, expected use of driveways, and traffic 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

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

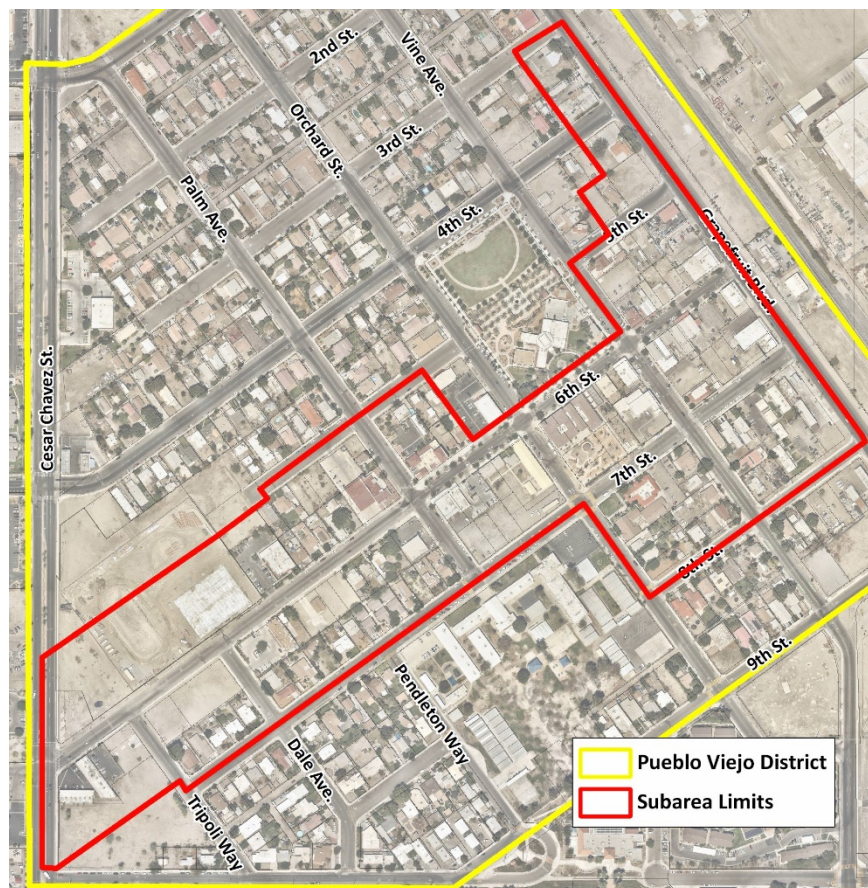


3.6 SIXTH STREET MIXED USE SUBAREA

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

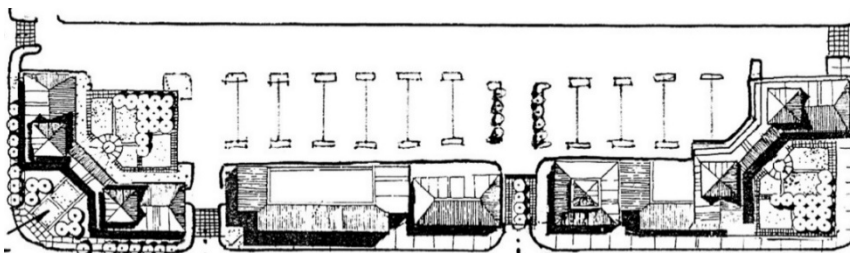


3.6.2 Site Design

3.6.2.1 Building Orientation and Setting

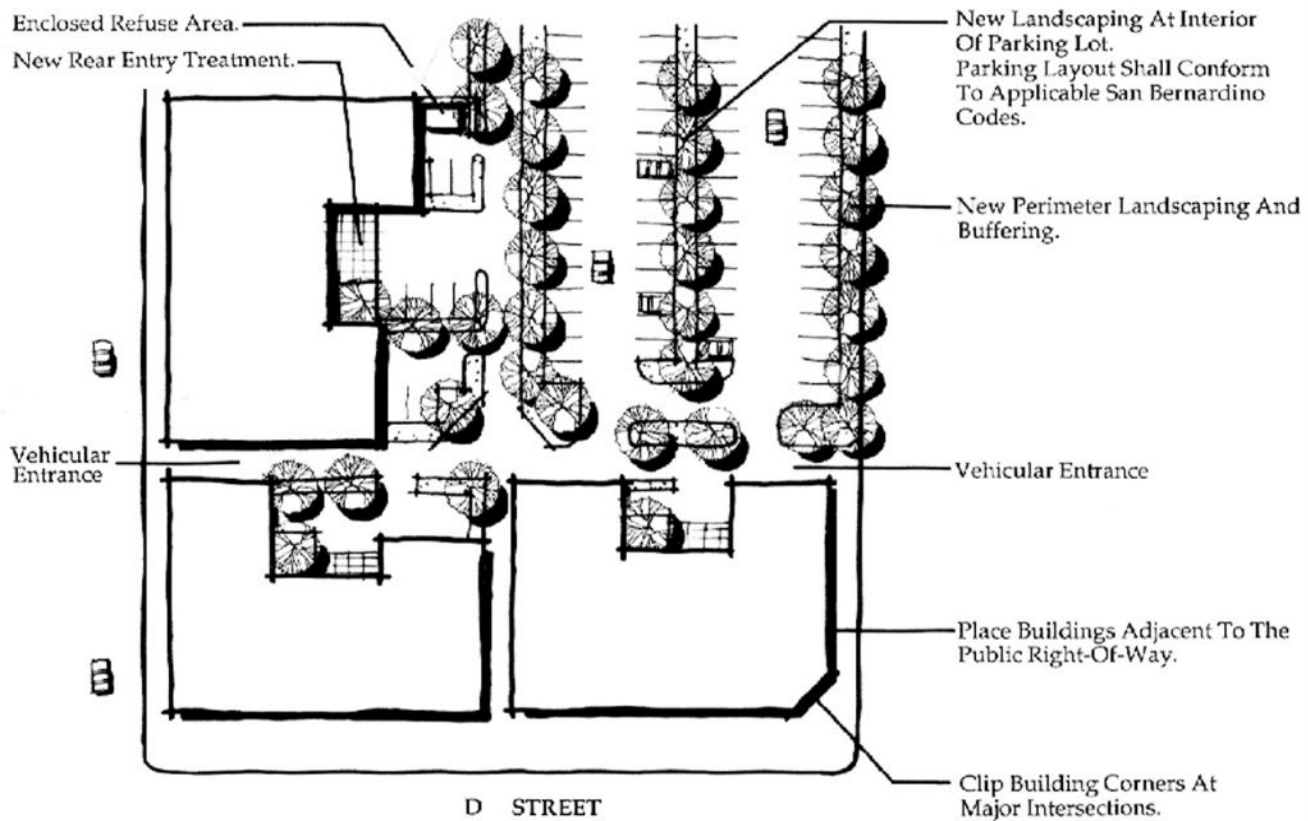
- Building orientation facing the primary street is important for creating street appeal, enhancing aesthetics, and drainage considerations and encouraged.

Building Orientation Towards the Street. SOURCE: Michael Baker International

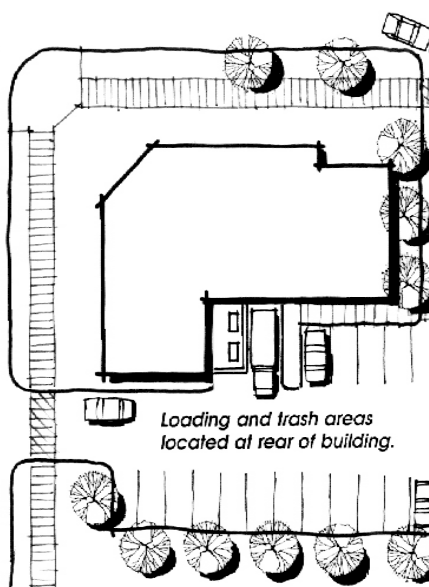


- When possible, the entry to parking and loading areas should be from the side streets. This orientation will help reduce the number of driveways on the primary street and create a pedestrian-friendly environment.

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

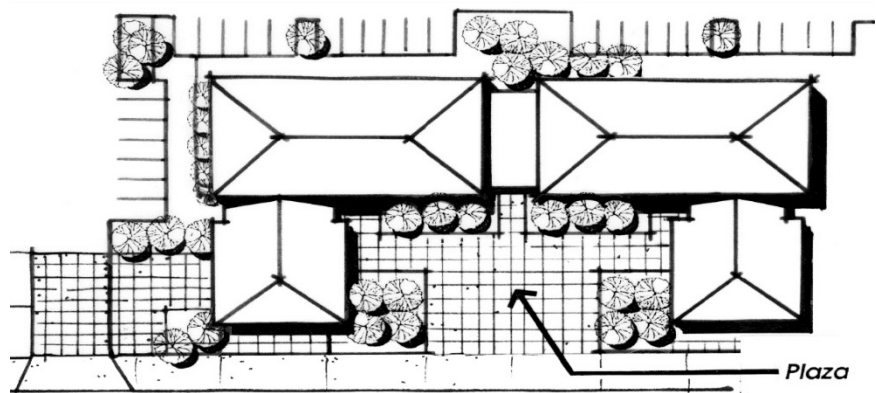


Loading Areas Bend the Buildings.
SOURCE: Michael Baker International



- 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

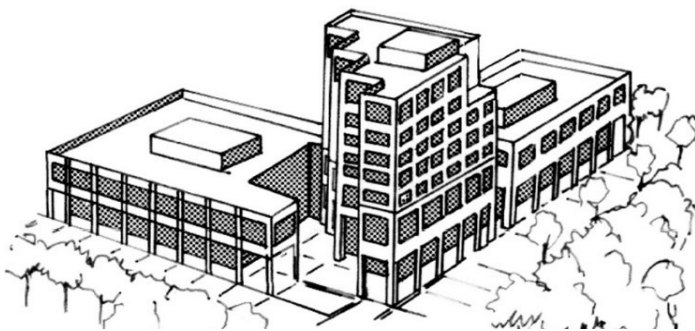
- Buildings should use four-sided architecture, meaning all visible sides of the building should have façade treatment. However, the primary entry will be on the primary street.

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

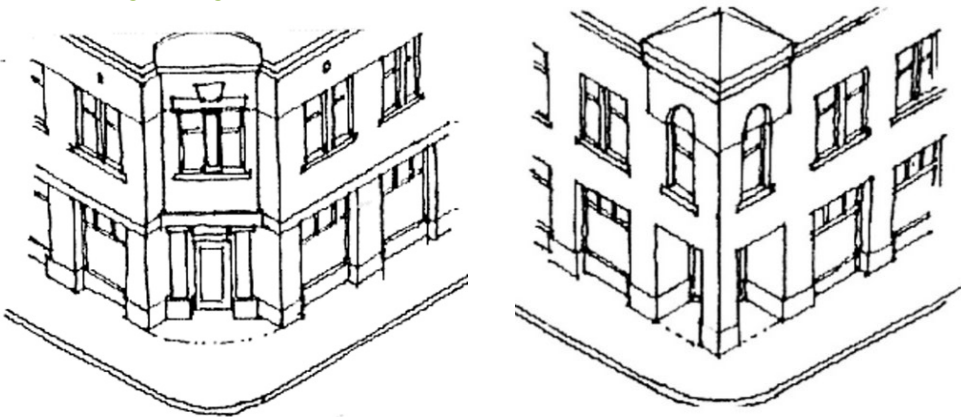
Pedestrians move slower than vehicular traffic and are more likely to observe articulation and smaller details. In order to retain pedestrians' interest and make walking a pleasurable experience, buildings should have architectural elements that are detailed to be appreciated by the pedestrians and authentic 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.

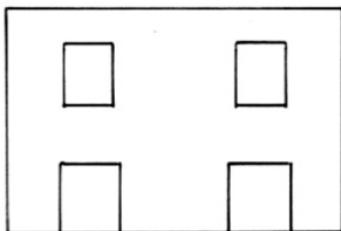
Corner Buildings, Strong Architectural Statement, Corner Entries. SOURCE: Michael Baker International



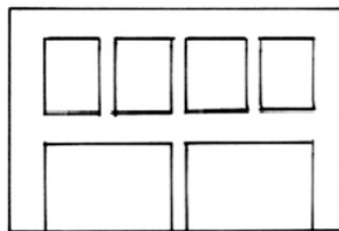
3.6.3.4 Window Design

- 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



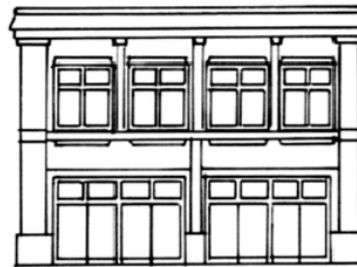
Proportion of opening sizes to building mass is too small



Increase opening sizes



Articulate openings

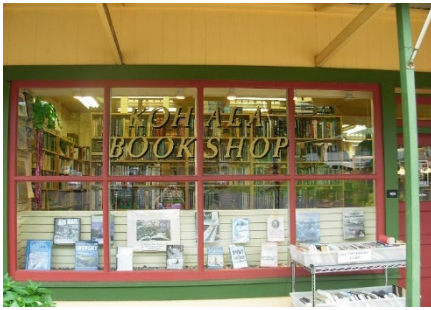


Break up building mass

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



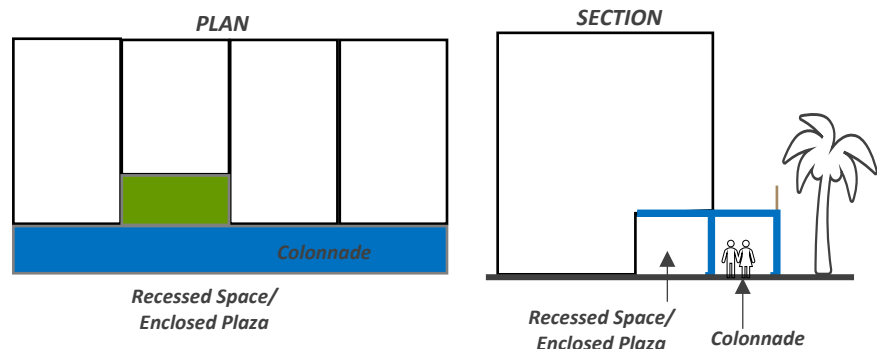
- Commercial storefronts should include street-oriented display windows in order to engage pedestrians. These windows should provide visual access to the building interior while also serving as an area for merchandise display.
- Enclosed display windows that provide minimal to no visual access to storefront 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

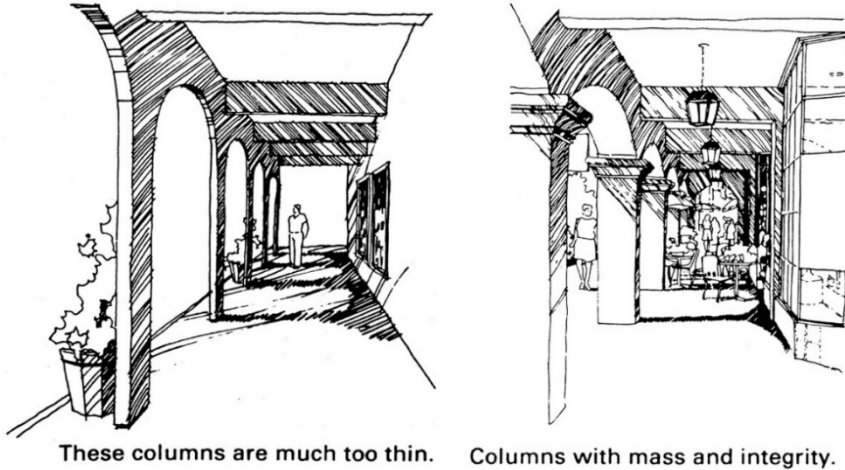
- Decks and patios are encouraged as they provide outdoor gathering/ dining spaces and activate the street life. Refer to Zoning Ordinance for allowable size, setback, and location of patios.
- Decks and patios should be ADA accessible
- Decks should have sufficient depth and width to be occupiable spaces.
- 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 dessert 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



- 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.

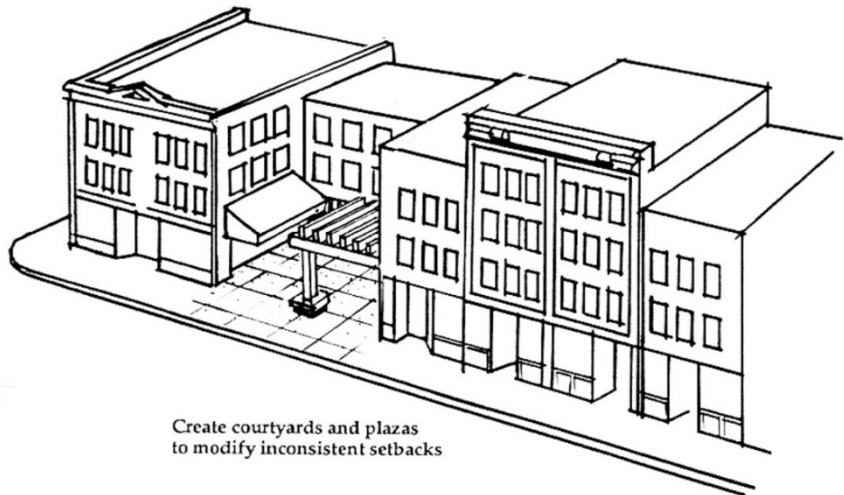
- **Paseos** are outdoor passages dedicated to pedestrian use. They establish connection between streets, parking areas, plazas and courtyards, and building entrances. These areas can be used for spillover dining and gathering spaces.
- **Plazas** are common open spaces that are readily accessible from 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

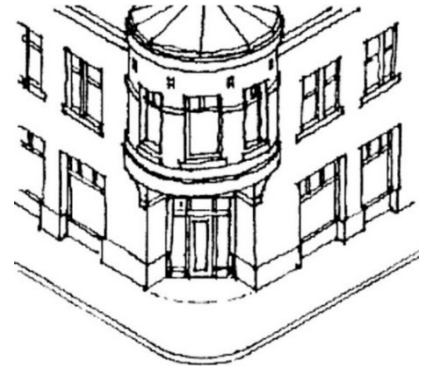


3.6.5 Buildings at Intersections

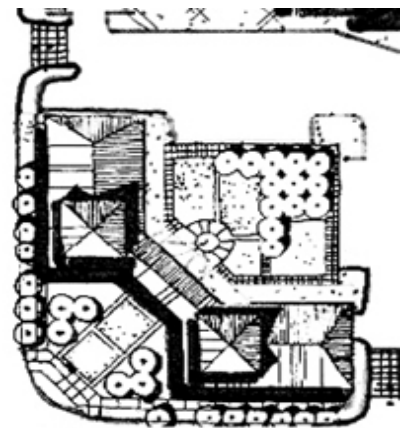
The buildings at the intersections of two streets are the most visible and have a greater effect on passersby. They provide entry to the street; thus, more articulation is desired. The architectural and other guidelines above are also applicable to the buildings at the intersections of Sixth Street with 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



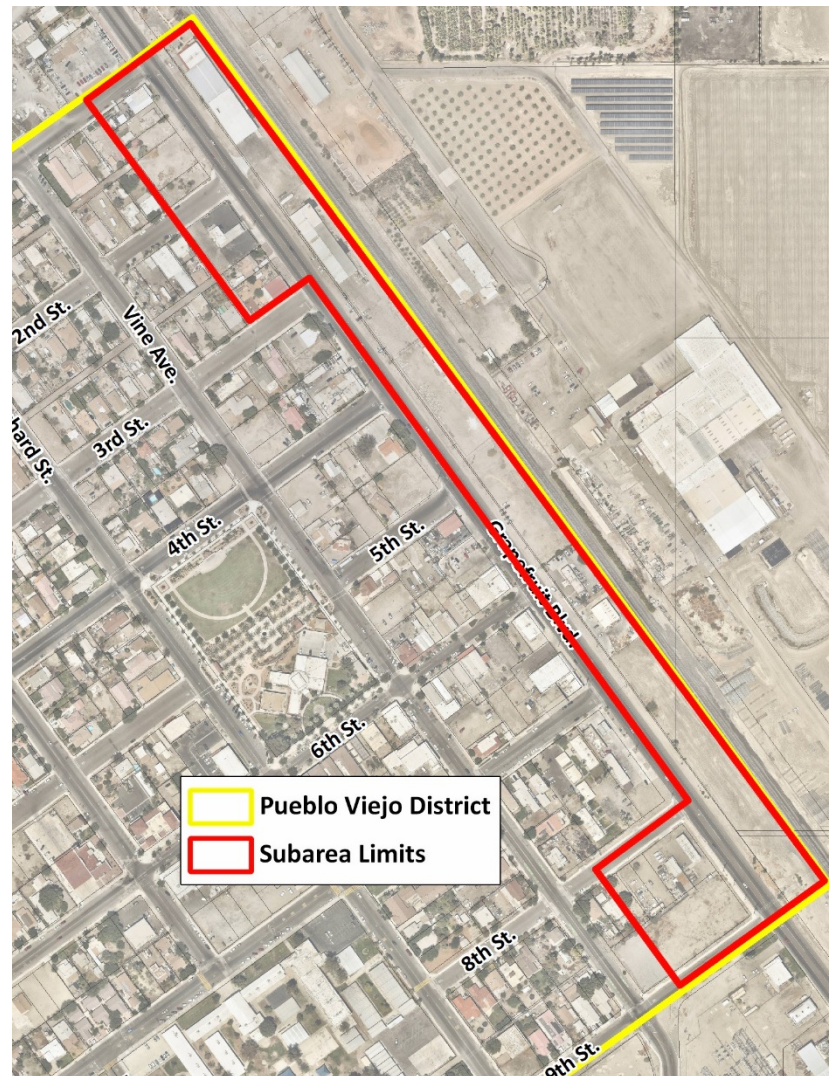
Greater Degree of Ornamentation and Projection of Corner Element. SOURCE: M.O. Stevens



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.

Unique Architectural Features. SOURCE: Michael Baker International



3.7.2 Site Design

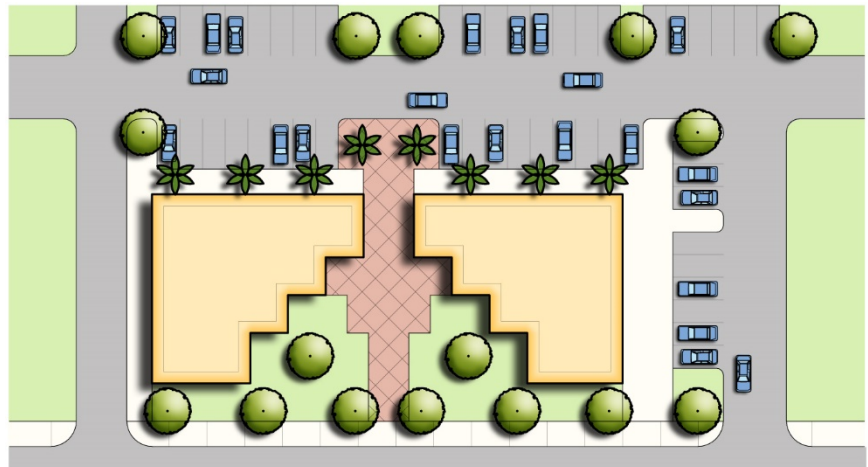
3.7.2.1 Building Orientation and Setting

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.

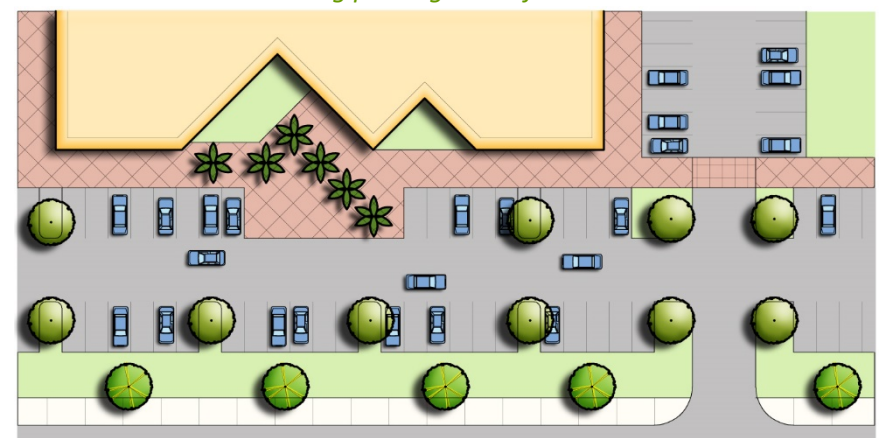
- Primary façade of buildings should be oriented toward Grapefruit Boulevard; Developers are encouraged to treat side facades visible from the street with similar design principles as they treat primary facade.
- Buildings should not be located in a manner that make them appear like “islands” surrounded 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.

- 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:

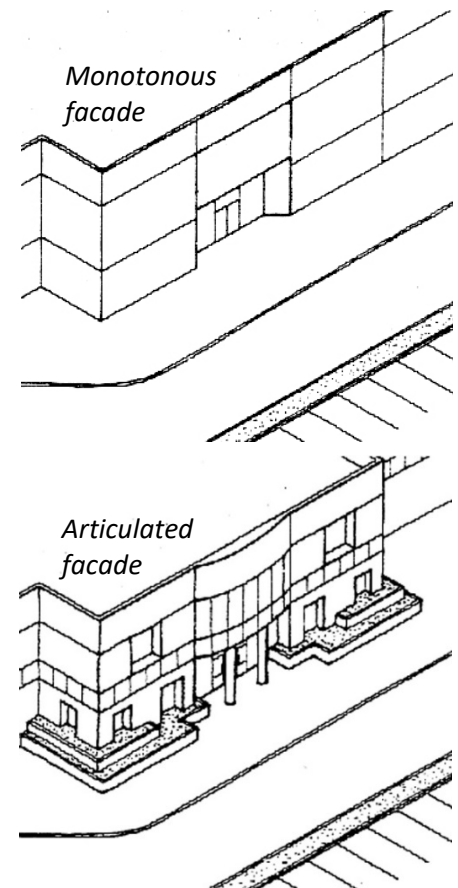
- At an intersection with a minor street, the side of the building facing the minor street should have a façade treatment.
- Developers are encouraged to use techniques such as recessing building floors and changing rooflines to break the mass of the building
- Breaks in building mass should be used 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 is
- 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.

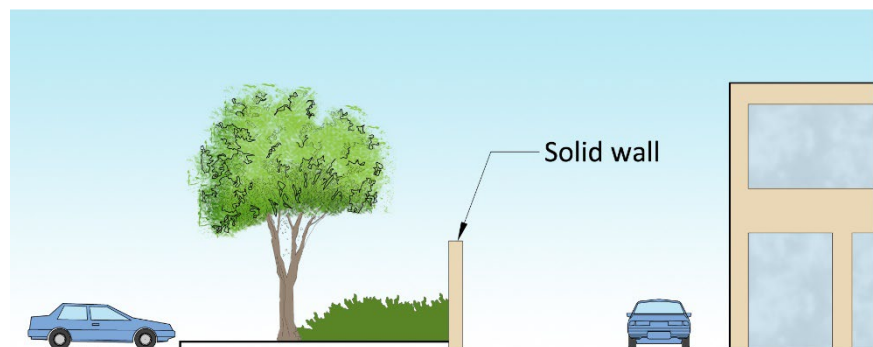
3.7.3.4 Awnings

- 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

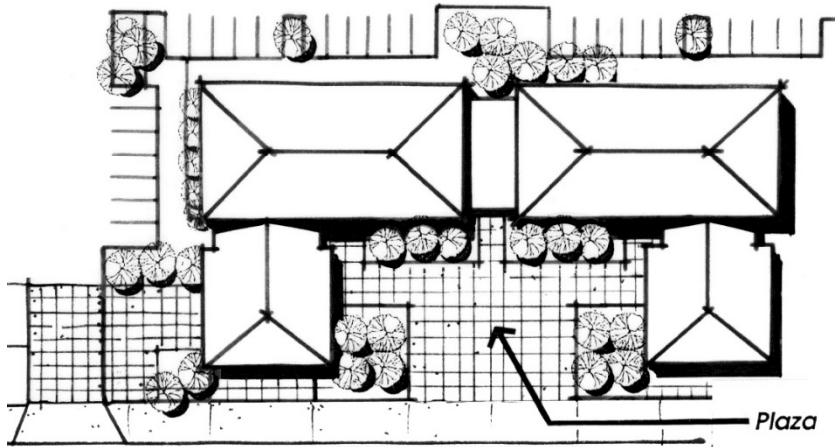
3.7.4 Off-Street Parking

- 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



Plaza Area Seating. SOURCE: Andy C



- 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.

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.

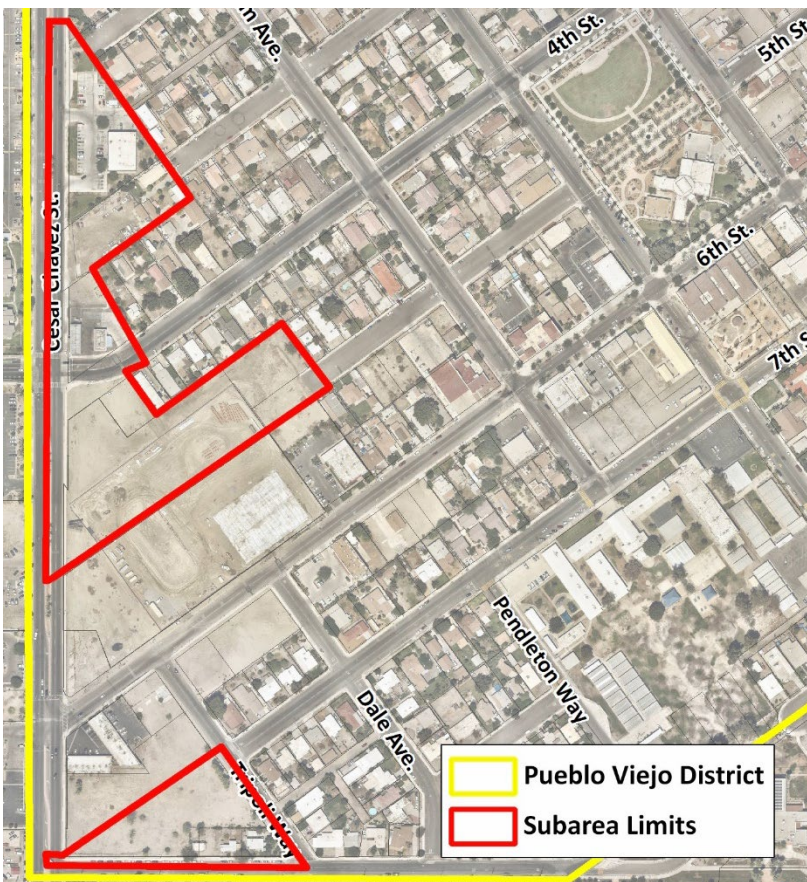
Plaza Space in Commercial Area. SOURCE: Payton Chung



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



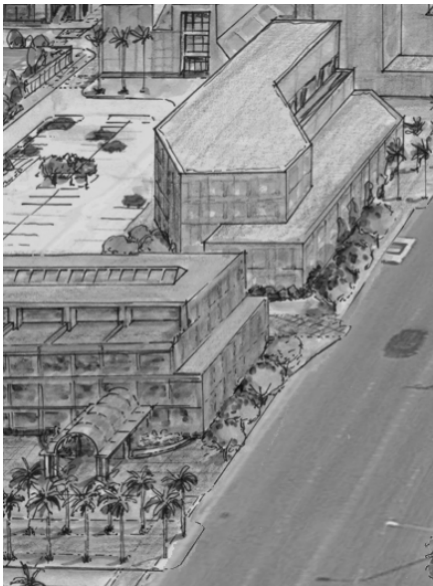
3.8.1 Existing Buildings

- 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

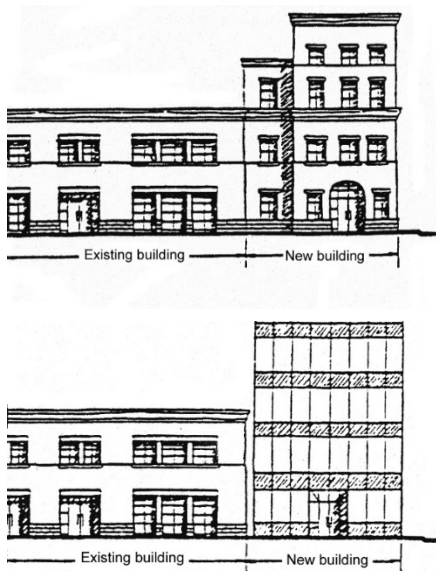


- Building design should avoid blank façades. A single, dominant building mass should not be used for larger buildings. Breaks in building mass should be used to provide visual relief for long building facades.
- In order to break the mass of a large store, consider expressing internal functions (i.e.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

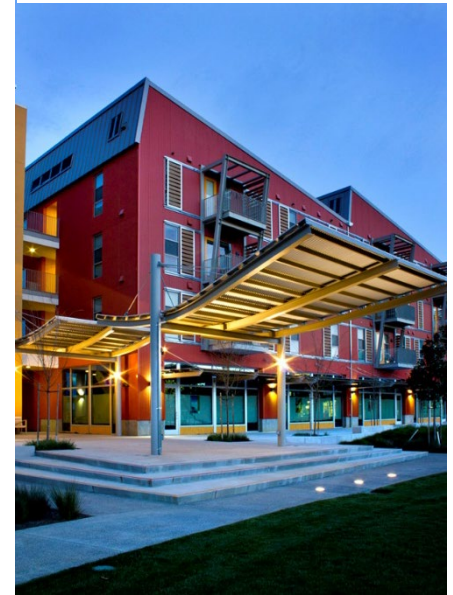


- Murals and landscape screening are greatly encouraged as they help in breaking mass of the building.
- Expansions to existing buildings should provide for continuity between the old building and the new addition. It is not necessary to match the existing building but should include prominent design 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.

Identifiable Entry. SOURCE: Michael Baker International



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.

Awnings. SOURCE: Michael Baker International



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

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.

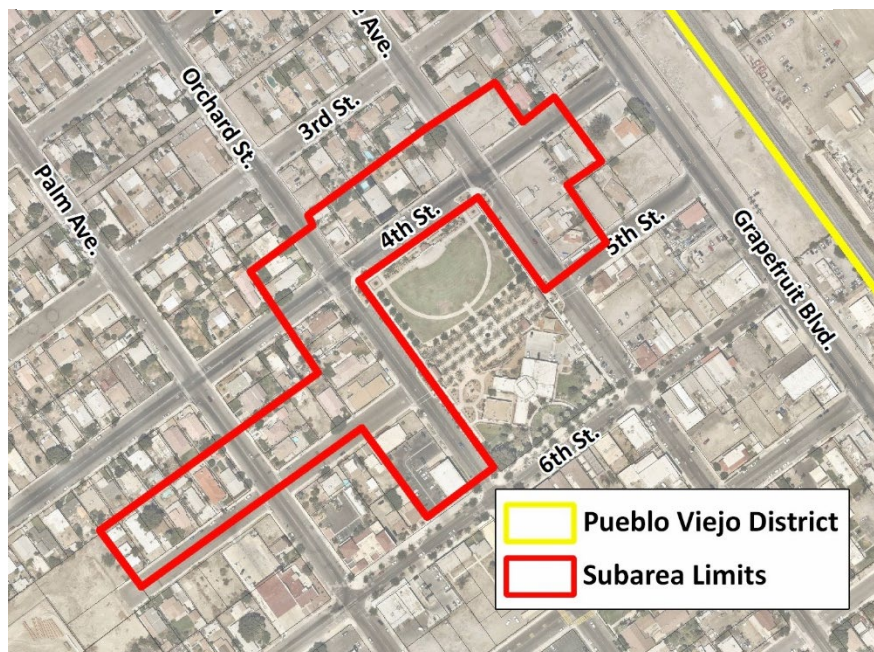
Existing Buildings Converted to Medical Office. SOURCE: Sardaka



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



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



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 an important element of commercial/ mixed use corridors and play an important role in establishing the visual character of a place. They are a 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 aesthetically 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.

Window	<ul style="list-style-type: none"> ■ Sixth Street Subarea ■ Transition Area ■ Grapefruit Boulevard ■ Cesar Chavez Street 	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.
A-Frame Sign	<ul style="list-style-type: none"> ■ Sixth Street Subarea ■ Transition Area 	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.
Wall Sign	<ul style="list-style-type: none"> ■ Transition Area ■ Grapefruit Boulevard ■ Cesar Chavez Street 	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.
Monument Sign	<ul style="list-style-type: none"> ■ Grapefruit Boulevard ■ Cesar Chavez Street 	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.

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.

Projecting Signs. SOURCE: Michael Baker International



Hanging Signs. SOURCE: Michael Baker International



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.



- 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: Infoqration



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

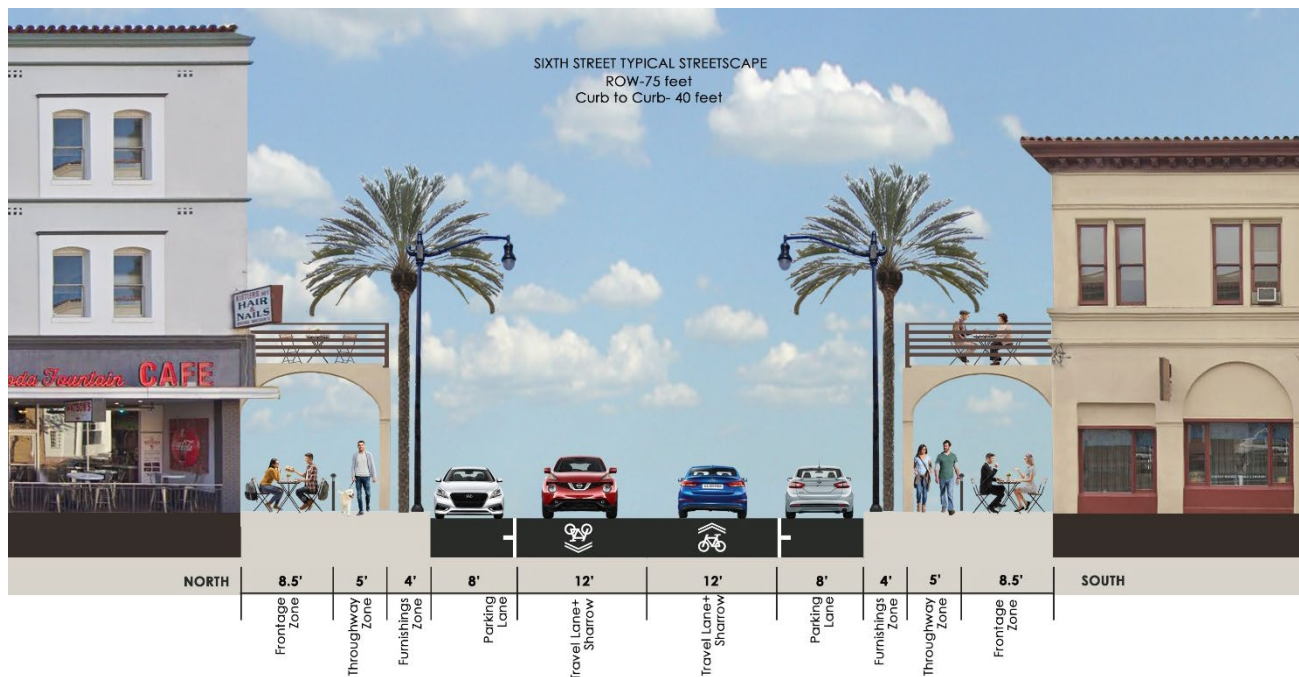
- Grapefruit Boulevard, from Bagdad Avenue to Park Lane
- Cesar Chavez Street, from Bagdad Avenue to Park Lane
- Orchard Street, from Sixth Street to Fourth Street
- Vine Avenue, from Sixth Street to Fourth Street

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



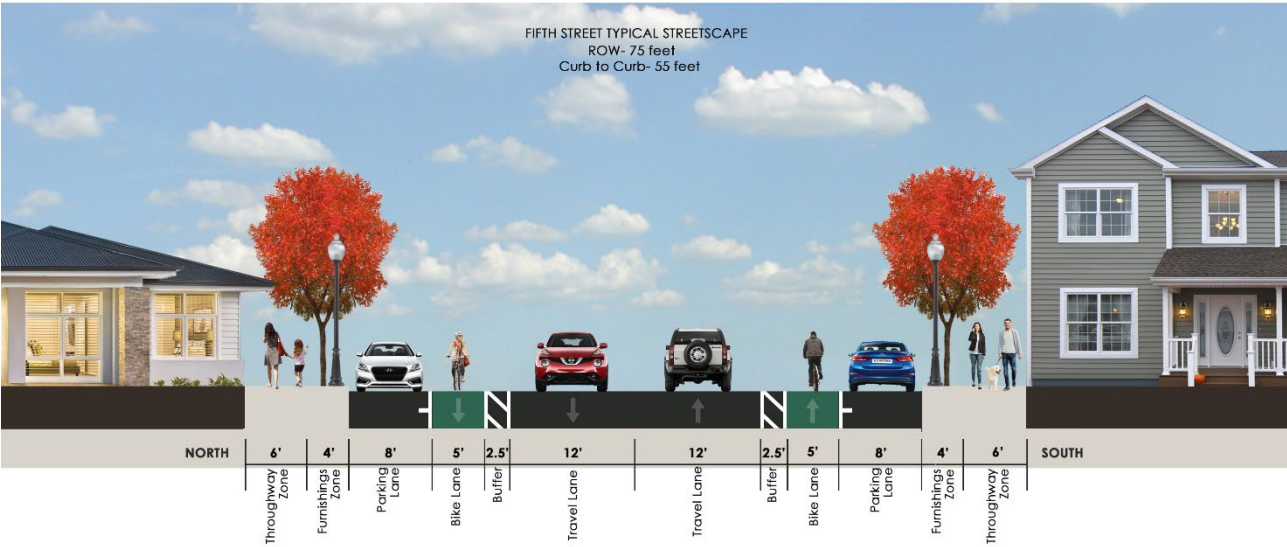
The private realm guidelines will help in making walking a pleasurable experience for pedestrians but details in public realm such as treatment of sidewalk with inlays, markings, and patterns in paving can add to this experience. The place making features such as plazas or gathering spaces that may a 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

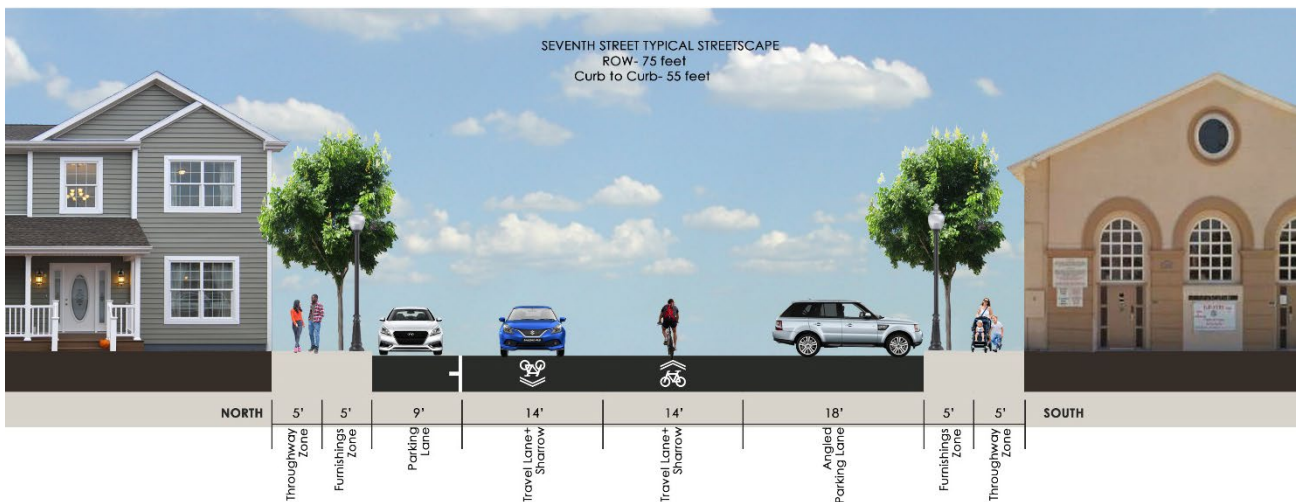


4.1.3 Seventh Street

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



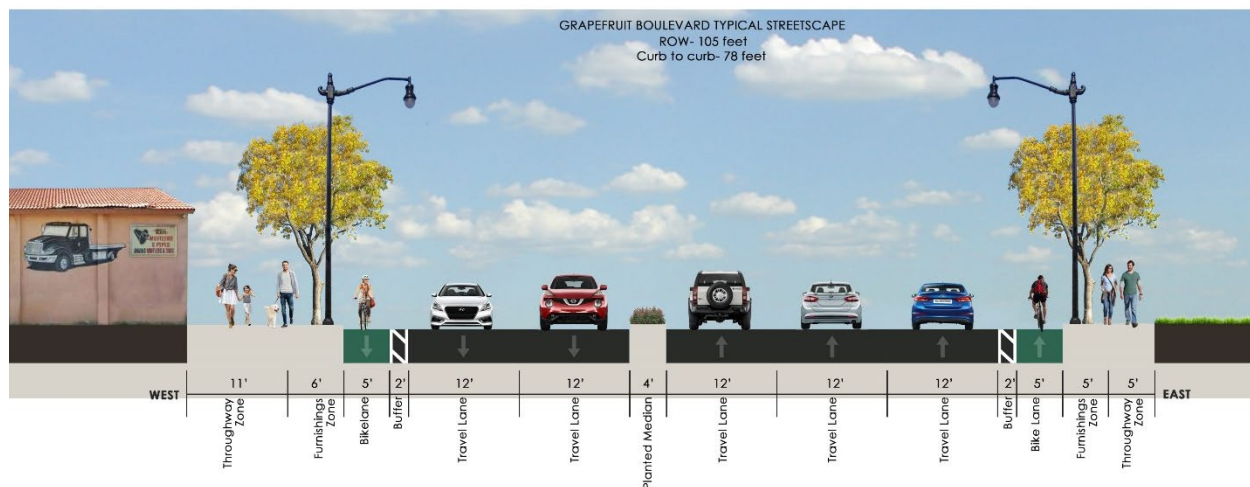
4.1.4 Grapefruit Boulevard

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

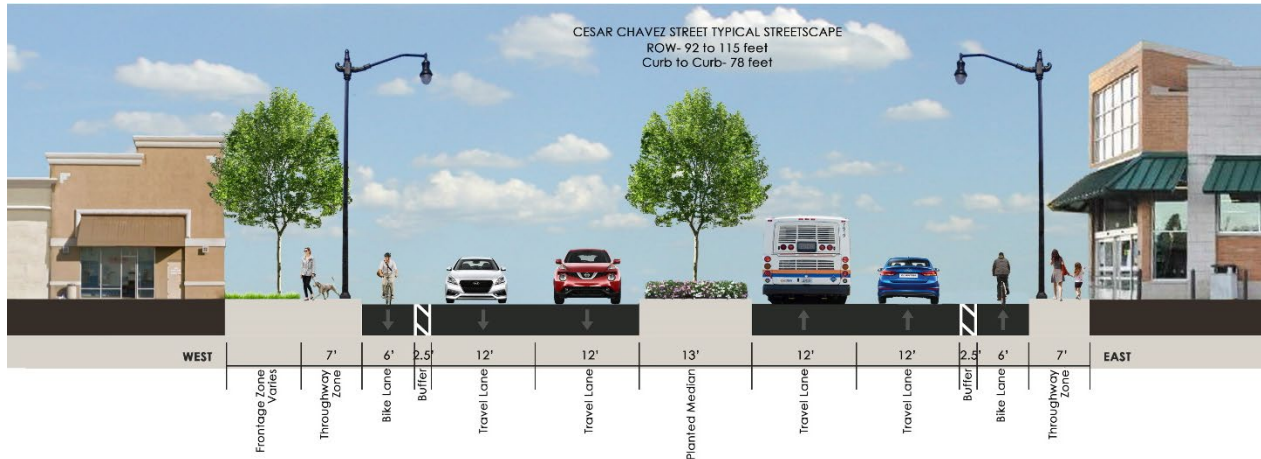
From Bagdad Avenue to Park Lane

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.

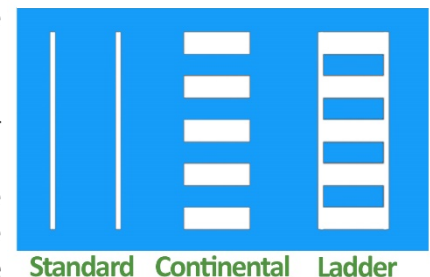
Public Art and Pavers. SOURCE: Jeangagnon



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(I) – 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 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

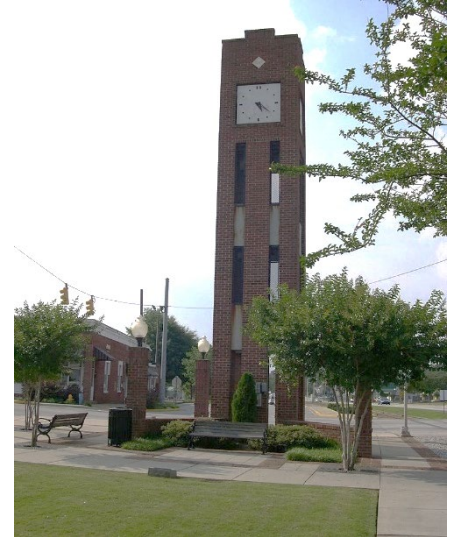
combination of a vertical support structure with an overhead horizontal structure is recommended.

- 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.

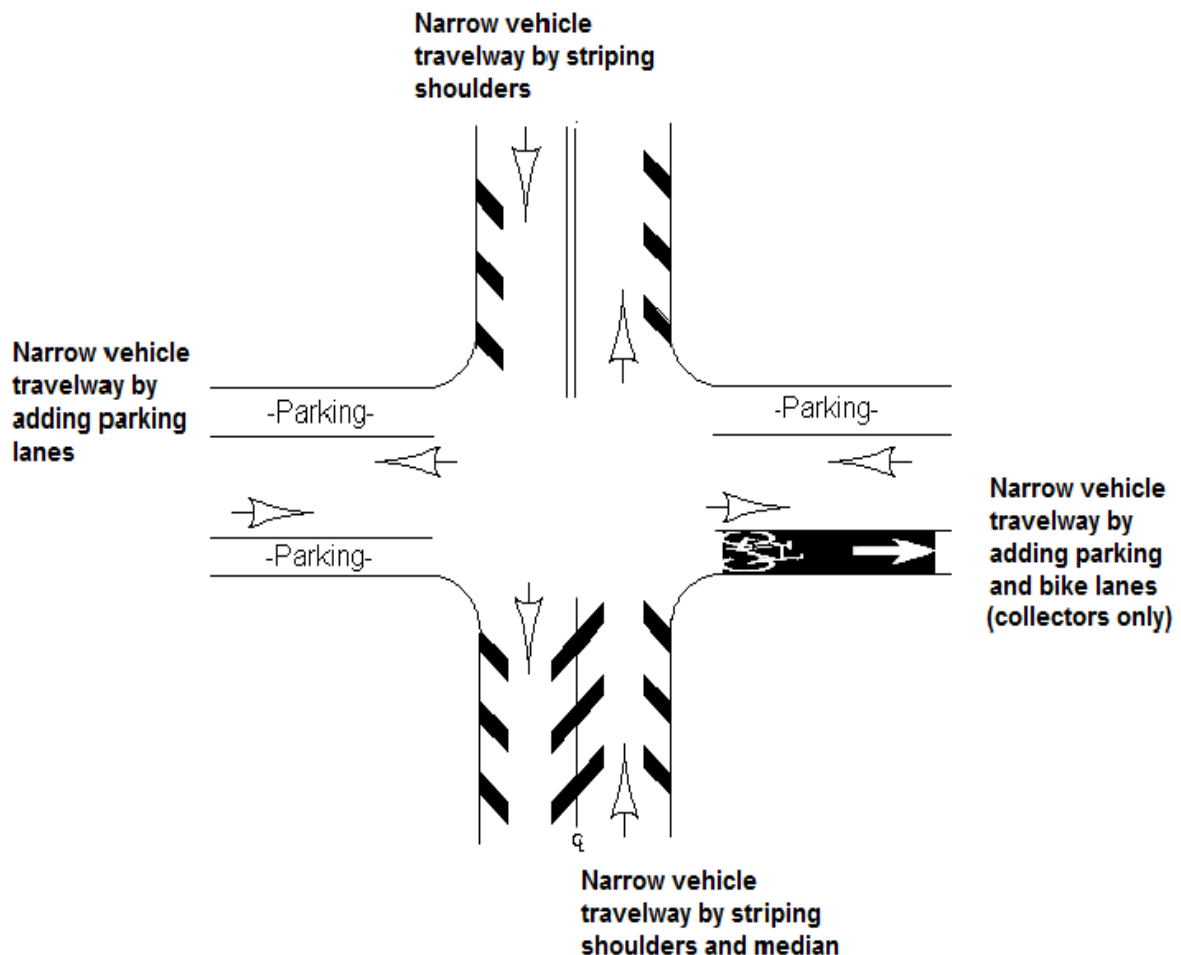
Median Island. SOURCE: Richard Drdul



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



Speed Lump. SOURCE: Whatleple



Raised Crosswalk. SOURCE: Scott Batson



PMSD Sign. 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 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 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.
- **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 - *Pistacia chinensis*



Characteristics

- 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 Elliptic Leaflets
- Flowers: Spring; Inconspicuous
- Fruit: Summer or Fall; Prolific- Red or Mostly Blue Drupe
- Shading Capacity: Moderately Dense

Ornamental Tree (Option-1) - 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


Ornamental Tree (Option-2) - Buddhist Bauhinia - *Bauhinia variegata* 'Candida'



Characteristics

- 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 - <i>Fraxinus velutina</i> 'Bonita	
	<p><u>Characteristics</u></p> <ul style="list-style-type: none"> ▪ 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 - <i>Prosopis glandulosa</i>	
	<p><u>Characteristics</u></p> <ul style="list-style-type: none"> ▪ 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 - <i>Chilopsis linearis</i>		
 		<p><u>Characteristics</u></p> <ul style="list-style-type: none"> ▪ 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 - <i>Fouquieria splendens</i>		
 		<p><u>Characteristics</u></p> <ul style="list-style-type: none"> ▪ 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 - <i>Punica granatum</i>		
  		<p><u>Characteristics</u></p> <ul style="list-style-type: none"> ▪ 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 plans are drought tolerant and well suited to Coachella region. The palette is suggested for Pueblo Viejo District as a whole. These plans 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		
		<u>Blooming</u> Early Summer
Festuca		
		<u>Blooming</u> Summer
Stipa		
		<u>Blooming</u> Non-flowering

Dwarf Shrubs

Nandina		
		<p><u>Blooming</u></p> <p>Late Spring, Early Summer</p>
Calliandra		
		<p><u>Blooming</u></p> <p>Seasonal Bloomer</p>
Dwarf Rose		
		<p><u>Blooming</u></p> <p>Spring to Frost</p>
Convolvulus		
		<p><u>Blooming</u></p> <p>Late Summer</p>

Flowering Perennials

Teucrium		
		<p><u>Blooming</u></p> <p>Summer</p>
Origanum		
		<p><u>Blooming</u></p> <p>Summer to Fall</p>
Salvia		
		<p><u>Blooming</u></p> <p>Summer to Fall</p>

Succulents

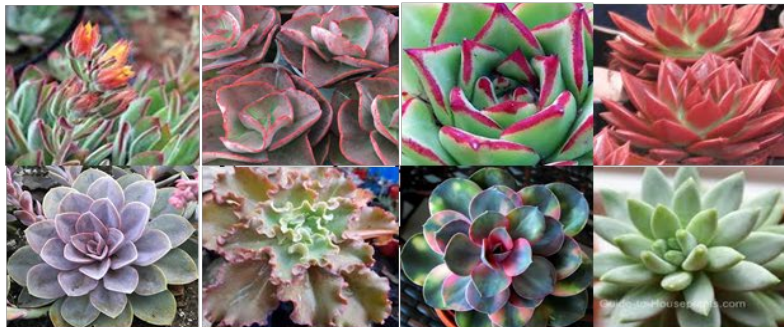
Sedum



Blooming

Summer to Fall
depending on the
type on the species

Echeveria



Blooming

Summer to Fall
depending on the
type on the species

Aloe



Blooming

Seasonal Bloomer

Agave



Blooming

Rarely Blooms



STAFF REPORT 1/19/2022

TO: Planning Commission

FROM: Nikki Gomez, Associate Planner

SUBJECT: Coachella Valley Growers LLC Interim Outdoor Cannabis Cultivation Conditional Use Permit 345 to allow interim outdoor cannabis cultivation on a 79.39 acre site located at 50501 Fillmore Street. (APN 763-070-012 & 763-070-010)

EXECUTIVE SUMMARY:

Coachella Valley Growers, LLC, the applicant, requests a Conditional Use Permit (CUP) to allow interim outdoor cannabis cultivation within 168 agricultural hoop houses on a vacant 79.39-acre site located at the southeast corner of Fillmore Street and Avenue 50 (50501 Fillmore Street).

BACKGROUND:

The above referenced application is proposed on two parcels, a 59 acre parcel (APN: 763-070-012) and a 29.39 acre parcel (APN: 763-070-010) totaling 79.39 acre vacant parcel ("Project Site").



The project site is located at the southeast corner of Fillmore Street and Avenue 50. The 2021 aerial photograph below illustrates the project site was previously utilized for agricultural cultivation of table vegetables such as Brussel sprouts, peppers and artichokes prior to the cannabis cultivation.

The areial map also identifies the location of an exisiting outdoor cannabis cultivation that was approved adminstratively on May 5, 2021 under a Special Event Permit. The exisitng outdoor cultivation use occupies 20 acres of the 59 acre parcel (APN: 763-070-012).

On July 28, 2021, the City Council adopted Ordinance 1171, that allows interim outdoor cannabis cultivation in the city's agricultural sector, with property development standards subject to CUP and compliance with Zoning standards. The interim outdoor cannabis cultivation is not to exceed 48 months or the first phase of construction establishing new residential or commercial use. On December 8, 2021, the City Council adopted Ordinance 1188 amending provisions of the City code regarding the interim outdoor commercial cannabis cultivation, which lifted the maximum canopy size limitation of 2 acres, subject to the maximum canopy size authorized by the state license and allowance for low intensity lighting for cultivation purposes in winter months 2 hours before sunrise and 2 hours after sunset.



The existing facilities as shown above is within the 20 acre portion consists of hoop houses, water storage tanks, storage area, processing/harvesting area and common area to accommodate vehicular circulation located at the north west portion of the site. Within the existing outdoor cannabis cultivation area, there are a total of 30 hoop houses, of which 29 hoop houses each have a floor area of 14,784 square feet and 1 hoop house with a floor area of 66,000 square feet (not part of the agricultural square footage) where the harvest processing occurs. The total existing agricultural hoop house area is 428,736 square feet or 9.8 acres. The existing cannabis cultivation hoop house have provisional state permits due to expire on February 22, 2022. The project site is in a permitted area for interim cannabis cultivation subject to CUP approval and the development standards of the new interim outdoor cannabis cultivation ordinance.

DISCUSSION/ANALYSIS

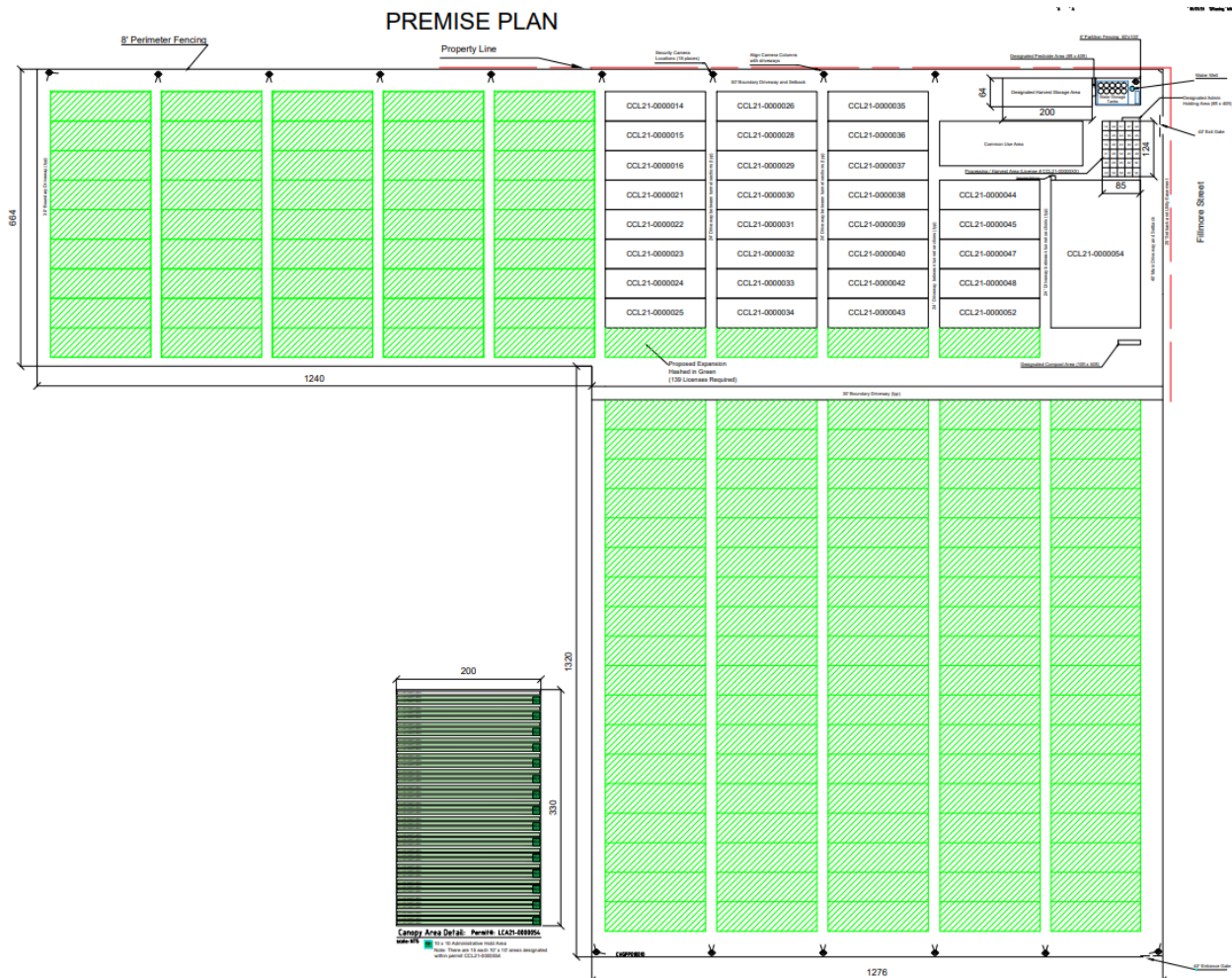
ENVIRONMENTAL SETTING

The site is a 79.39-acre vacant parcel zoned A-T (Agricultural Transition). The surrounded land uses and zoning classification include the following:

- North:** Agriculture – A-T (Agriculture Transition)
South: Mobile Homes – A-T (Agriculture Transition) & R-S (Residential Single Family)
East: Agriculture – A-T (Agriculture Transition)
West: Vacant Land – R-S (Residential Single Family)

Project Analysis

The Coachella Valley Growers, LLC proposes 168 agricultural hoop houses, consisting of 139 agricultural hoop houses added to the existing 29 hoop houses for the interim outdoor cannabis cultivation located on a 79.39-acre parcel at the Southeast corner of Fillmore Street and Avenue 50 (50501 Fillmore Street). Each hoop house consists of 14,784 sq. ft. of area (224-ft x 66-ft) for a total of 2,483,712 sq. ft. of hoop house area or 57 acres. Each hoop house is spaced with open



aisles a minimum of 24 feet in width. The applicant proposed a 50-foot buffer from the hoop house structures along the north, west and south borders of the project site. There is 40-foot buffer from the hoop houses, processing/harvest area, water tanks along Fillmore Street.

The applicant's farming method is growing under the tunnels (hoop houses) similar to how most beery and Chinese vegetables are grown. The tunnels protect the cannabis plant from wind, sand and sunlight. There have been three growing cycles to date; the first cycle (spring) was between March 2021 to June 2021, where the applicant planted 190,000 plants comprising of 21 different strains and harvested 130,000 pounds of fresh product after harvest.

The second harvest (summer) took place between July 2021 to November 2021 on 1.5 acre of cultivated land with 15 cannabis strains to test how the plants react to the summer desert climate. The applicant lost 50% of the crop and identified the strains that grow better in the intense sunlight and heat.

The third harvest (winter), November 2021 to February 2022, where the applicant planted 60,000 plants comprising of 30 different strains. During the winter months, the days are shorter, which prematurely trigger the plants to flower and impacted the plant yields. The plants grown in the summer and winter cycle are different variety from those grown in the spring cycle. Those plants grown in the summer and winter cycle are much bigger, therefore the applicant will be planing fewer plants these two growing periods.

The duration for harvesting typically takes 30 days requiring 60 workers, with time allocation from working from 7:00 p.m. to 7:00 a.m. The plants are removed from the soil and placed into refrigerated trucks to stay cool and maintain the quality/integrity of the cannabis flower while awaiting for processing. From the trucks, the plants go to buckler machines where the flower is removed from the stem. The flower goes to a Cryo tunnel, where it is flash frozen at -80 Degrees Fahrenheit. From there, the flower gets bagged and boxed into roughly 20 pound boxes. The boxes are then loaded into refrigerated containers, where they are stored until they are processed for oil. All activities associated with harvesting and storing of the plant is confined with the project site. The amount of plants planted/harvested is dependent on the harvest cycles and the demand in the market.



Entry to the site will occur at an existing driveway from Fillmore Street. There are roughly 10 vehicles access the site on a daily basis. No on-site paving improvements are proposed for the use, which is consistent with surrounding agricultural use conditions and is appropriate for an interim agricultural use that is limited to a term of 48 months pursuant to the Coachella Municipal Code. The on-site existing perimeter fencing around the 20 acres is composed of mesh on covering over the chain-link fence at 6 feet high. As the operation will expand to the rest of the 59.39 acres, the same fencing will be utilized to enclose the project site.

The applicant also proposes low intensity lighting within the hoop houses to assist in cultivation during winter months when the daylight hours are reduced. The incorporation of the low intensity lighting will only be applicable during the winter cycle.



CONSISTENCY WITH THE GENERAL PLAN

The proposed project is within the Suburban Retail land use designation of the General Plan 2035 Land Use and Community Character Element. The project does not propose suburban retail related land uses, but would continue agricultural production activities on an interim basis on the subject site subject to a Conditional Use Permit. The proposed use will not be in conflict with, but will be in harmony with and in accordance with the objectives of the general plan because the proposed use would continue agricultural uses that is consistent with Land Use Policy 4.1 for agricultural land preservation recognizing agricultural land as a major industry for Coachella. The use is a method of preserving land in sizes that are viable economic units for continuing agricultural activities. The proposed use also supports Land Use Policy 11.4 for a diversified economy by transforming the Coachella economy into a mature mix of economic activity and job opportunities.

CONSISTENCY WITH ZONING

The subject site is zoned A-T (Agricultural Transition) zone. The City Council adopted Ordinance 1171 to allow the interim outdoor cannabis cultivation subject to approval of a conditional use

permit subject and subject to the development and operational standards. Recently, the City Council adopted Ordinance 1188 amending the provisions of the Municipal Code lifting the interim cannabis cultivation acreage cap and allowing low intensity lighting as added to the table below.

Table 1 provides an analysis of the project's consistency with the Interim Outdoor Cannabis Cultivation development and operational standards.

Table 1 – Development/Operational Standards

	Zoning Ordinance	Proposed	Complies with Code
Location	Located within the agricultural reserve (A-R) zone, agricultural transition (A-T) zone, residential single-family (R-S) zone, multiple-family residential (R-M) zone, and general commercial (C-G) zone and is within the geographic area bounded by Vista del Sur on the north, the All-American Canal on the east, Avenue 52 on the south, and the 86 Expressway and Tyler Street on the west.	A-T Zone	Yes
Lot size	Site is a minimum of one (1) acre in size	79.39 acres	Yes
Setbacks	Provide a minimum twenty-foot (20 ft.) setback on all sides of the outdoor cannabis grow areas	40'-50'	Yes
Screening	Provide perimeter fencing with an opaque fencing material, subject to review and approval by the Planning Director to screen the outdoor grow areas from view to public streets.	Landscape vines have been planted along perimeter fencing.	Yes
Distance Restriction	1,000 feet of any public or private school (K-12), day care center or youth center	No youth facilities nearby	Yes
Canopy (Revised under Ordinance 1188)	Maximum canopy size equal to the maximum size authorized by the State	Canopy is 58.5 acres	Yes
Lighting (Revised under Ordinance 1188)	Low intensity may be permitted in the canopy area, use for photosynthesis, mixed-light processes, other purposes intended to manipulate cannabis plant growth during the months of November through February for two hours before sunrise and two hours after sunset.	Will include low intensity lighting	Yes

Operational requirements of Chapter 5.68 *Commercial Cannabis Activity Regulatory Permit* for interim outdoor cannabis cultivation includes a detailed security plan, water management plan, security cameras, licensed security guard and odor control plan.

ENVIRONMENTAL IMPACT CONSIDERATION

City Staff has determined that the proposed project is exempt under the Guidelines to the California Environmental Quality Act (CEQA), Class 1 - State CEQA Guidelines Section 15301, because the project entails the operation, maintenance, leasing, and licensing of an existing private agricultural farming facility involving negligible expansion of use beyond that existing at the time of the lead agency's determination. The subject site was previously graded and has been used for farming operations and has existing irrigation water infrastructure. The farming operation would use agricultural hoop houses consistent with hoop house operations normally permitted for any farming operation within the City that would not require a discretionary permit or subject to an environmental determination by the City of Coachella.

CORRESPONDENCE

Please see attachments for correspondence received on this project.

ALTERNATIVES:

- 1) Adopt Resolution No. PC 2021-27 approving Conditional Use Permit No. 345 with the findings and conditions as recommended by Staff.
- 2) Deny Conditional Use Permit No. 345.
- 3) Continue this item and provide staff and the applicant with direction.

RECOMMENDED ALTERNATIVE(S):

Staff recommends alternative #1.

Attachments:

1. PC Resolution No. 2021-27 for CUP No. 345
Exhibit A - Conditions of Approval for CUP No. 345
2. Existing Conditions Photos
3. Vicinity Map
4. Site Plan

RESOLUTION NO. PC-2021-27

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COACHELLA, CALIFORNIA APPROVING CONDITIONAL USE PERMIT 345 TO ALLOW INTERIM OUTDOOR CANNABIS CULTIVATION ON 79.39 ACRES SITE LOCATED AT 50501 FILLMORE STREET, COACHELLA, CA 92236 (APN 763-070-012 & 760-070-010); APPLICANT: COACHELLA VALLEY GROWERS LLC, WYATT NELSON.

WHEREAS, Wyatt Nelson filed an application for Conditional Use Permit No. 345 (CUP 345) to allow interim outdoor cannabis cultivation for 169 hoop houses on a vacant 79.39 acre site located at the southeast corner of Fillmore Street and Avenue 50, 50501 Fillmore Street; Assessor's Parcel No. 763-070-012 & 763-070-010 ("Project"); and,

WHEREAS, the Planning Commission conducted a duly noticed public hearing on CUP No. 345 on January 5, 2022 and January 19, 2022 at the Coachella Permit Center, 53990 Enterprise Way, Coachella, California regarding the proposed project; and

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

WHEREAS, the Project is permitted pursuant to Chapter 17.74 of the Coachella Municipal Code.

WHEREAS, the proposed use 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 interim outdoor cannabis cultivation farm; and,

WHEREAS, the Planning Division has completed an initial environmental assessment of the above matter in accordance with the California Environmental Quality Act (CEQA) and recommends that the planning Commission determine that the proposed project is exempt from the CEQA pursuant to State CEQA Guidelines Section 15301. This is recommended because the project entails the operation, maintenance, leasing, and licensing of an existing private agricultural farming facility involving negligible expansion of use beyond that existing at the time of the lead agency's determination; and,

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

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California does 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 is exempt under the Guidelines to the California Environmental Quality Act (CEQA), Class 1 - State CEQA Guidelines Section 15301, because the project entails the operation, maintenance, leasing, and licensing of an existing private agricultural farming facility involving negligible expansion of use beyond that existing at the time of the lead agency's determination. The subject site was previously graded and has been used for farming operations and has existing irrigation water infrastructure. The farming operation would use agricultural hoop houses consistent with hoop house operations normally permitted for any farming operation within the City that would not require a discretionary permit or subject to an environmental determination by the City of Coachella.

Section 3. Conditional Use Permit Findings – CUP 345

With respect to Conditional Use Permit (CUP) 345, the Planning Commission finds as follows for the proposed interim outdoor cultivation use:

1. The proposed use will not be in conflict with, but will be in harmony with and in accordance with the objectives of the general plan because the proposed use would continue agricultural uses that is consistent with Land Use Policy 4.1 for agricultural land preservation recognizing agricultural land as a major industry for Coachella. The use is a method of preserving land in sizes that are viable economic units for continuing agricultural activities. The proposed use also supports Land Use Policy 11.4 for a diversified economy by transforming the Coachella economy into a mature mix of economic activity and job opportunities. The proposed use expands and diversifies local agricultural activity as it allows for outdoor cannabis cultivation, which has not been a part of the City's agricultural tradition.
2. The proposed use will be located, designed, constructed, operated and maintained so as to be compatible with the existing character of the general vicinity and shall not change the essential character of the same area because the proposed use proposed agricultural uses which is generally an existing use that occurs in the vicinity. The proposed use complies with Municipal Code standards with respect to size, location, screening, and buffering of outdoor cannabis cultivation. The conditional use permit can be revoked if any of the conditions of approval are violated.
3. Consideration has been 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 development, because the interim outdoor cannabis cultivation use continues agricultural production on a site which farming has occurred and continue to utilize available facilities for agricultural activities. The buffer between perimeter property line and hoop houses of 40'-50' help to screen and reduce the perceived bulk of the hoops houses.

4. Where the proposed use may be potentially hazardous or disturbing to existing or reasonably expected neighboring uses, it must be justified by the common public interest as a benefit to the community as a whole. As conditioned, the proposed use will provide for the outdoor agricultural production and is required to comply with specific operational standards of the Coachella Municipal Code, which include providing a security plan and odor control measures. As such, there will be no hazardous or disturbing effects to the existing and neighboring uses.
5. The proposed use provides unimproved vehicular approaches to the property designed for reasonable minimal interference with traffic on surrounding public streets or roads and appropriate for agricultural activities.
6. The City of Coachella has determined that the proposed project is categorically exempt from environmental review pursuant to the guidelines of the California Environmental Quality Act Guidelines Section 15301. This is recommended because the project entails the operation, maintenance, leasing, and licensing of an existing private agricultural farming facility involving negligible expansion of use beyond that existing at the time of the lead agency's determination.

Section 4. 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 approves Conditional Use Permit (CUP) 345, subject to the Conditions of Approval set forth in Exhibit A.

PASSED APPROVED and ADOPTED this 19th day of January 2021 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Gabriel Perez
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC-2021-27, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 19th day of January 2022, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gabriel Perez
Planning Secretary

**CONDITIONS OF APPROVAL FOR CUP 345
COACHELLA VALLEY GROWERS, LLC INTERIM CANNABIS CULTIVATION
FARM**

General Conditions:

1. This Conditional Use Permit 345 shall be valid for 24 months from the effective date of the Planning Commission approvals for an interim agricultural use and temporary outdoor cannabis cultivation farm unless the applicant requests an extension of time and granted by the Planning Commission. The outdoor cannabis cultivation at the subject site shall not exceed 48 months from the approval date of Conditional Use Permit 345.
2. All temporary structures shall be removed upon completion of the interim use, and all cannabis cultivation uses shall terminate after the expiration date of 48 months from Conditional Use Permit 345 approval unless a new conditional use permit, or comparable land use entitlement, is obtained from the City of Coachella.
3. The applicant shall comply with all applicable current and future provisions of the Coachella Municipal Code, adopted ordinances, and state laws.
4. 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.
5. The applicant shall comply with the provisions of Chapter 17.85 Commercial Cannabis Activity, including setbacks, fencing materials, and maximum canopy size. The applicant shall comply with Ordinance 1177 and 1188.
6. The applicant shall comply with operating standards of interim outdoor cultivation in Chapter 5.68 Commercial Cannabis Activity Regulatory Permit including security, water management plan, and odor control provisions.

7. The applicant shall provide a minimum twenty-foot (20 ft.) setback on all sides with an opaque fencing material, subject to review and approval by the Development Services Director, to screen the outdoor grow areas from view to public streets.
8. The applicant shall procure the services of a certified private security guard system to provide security guards on the premises on a 24-hour basis. The security guards shall monitor the public streets in the vicinity during the evenings.
9. Adequate security lighting shall be provided on the premises during evening hours, to allow public safety personnel to patrol the site along all public streets.
10. The applicant or successor in interest shall obtain a plumbing permit from the City of Coachella to connect to City potable water for the temporary cannabis drip irrigation system, and shall pay applicable water connection impact fees.
11. The applicant shall obtain a City Cannabis Regulatory Permit, City business license, and any State of California required approvals for the proposed cannabis cultivation farm.
12. The applicant shall provide a certified report. "Certified report" shall mean a detailed document prepared by Developers on a form acceptable to the City's Director of Finance to report to the City of the cultivation, processing, production, distribution and sales by Tenants, as defined herein, in the Project during Operational Quarter, as defined herein. Each Certified Report shall be certified as true and correct by a duly-authorized officer of Owner. City may also require certification by Tenants.
13. From time to time, the City has the right to inspect the Facility for the purpose of monitoring operations, checking quantities and verifying volumes of project during operating hours or any time deemed appropriate to insure accurate reporting. The applicant shall allow for on-site inspections by the City Manager or designee within 24-hour notification to ensure compliance with the Municipal Code and Conditional Use Permit 345.
14. Within thirty (30) calendar days following the end of each calendar quarter, the City may conduct an audit or arrange for a third-party independent audit, at Developers'/Applicants' expense, of Developers'/Applicants' records regarding Certified Reports and Production and Distribution Fees. The City's Finance Director shall provide at least seven (7) business days written notice of the commencement of such audit to Developers/Applicants, and shall reasonably attempt to schedule the audit so as to reduce the impact on Developers'/Applicants' operations as much as is feasible. Developers/Applicants shall cooperate with the City in completing the audit.
15. The applicant shall timely file quarterly cannabis tax returns and remit required cannabis tax payments.
16. The applicant shall meet and confer with the Riverside County Fire Marshal's office for review of the proposed interim agricultural and temporary cannabis farming uses.

17. The applicant shall comply with all requirements of Riverside County Fire Department.
18. The applicant shall conduct a site inspection with the City of Coachella Development Services Director, Cannabis Liaison, and Code Enforcement Manager prior to commencement of cultivation activities to ensure compliance with CUP 345 conditions of approval and the Coachella Municipal Code.
19. If the applicant installs a low intensity outdoor lighting in the canopy area used for photosynthesis, mixed-light processes, other purposes intended to manipulate cannabis plant growth, it can only occur during the months of November through February for two hours before sunrise and two hours before sunset. The applicant shall shield structures in a manner acceptable to the Code Enforcement Manager if there is observed excessive glare by Code Enforcement staff that are determined to cause a public nuisance.

BUILDING AND SAFETY:

20. The applicant is required to obtain a building permit for any permanent structure.
21. The applicant shall provide Fire access (knox box) to the property.
22. An odor mitigation plan is required per Municipal Code 17.85.

ENGINEERING DIVISION:

PRIOR TO APPROVAL OF ENGINEERING PLANS or ISSUANCE OF ENGINEERING PERMITS:

STREET IMPROVEMENTS:

23. Applicant shall construct and dedicate the following street and street improvements.
 - A. Fillmore Street- Public Roadway as shown on the RAC and per these comments shall include the following:
 - i. Dedication of land along northbound lane within project limits is required. This street is classified as Collector with Bicycle lanes with 90 feet of right-of-way as per City of Coachella General Plan.
 - ii. Street measured at Center line to Westerly edge of pavement shall have a width of 17-foot
 - iii. Applicant shall coordinate installation and/or relocation of fire hydrants, water meters, storm drain, wells, street lights and all other appurtenances as required to the satisfaction of the City Engineer.

- iv. Applicant shall be responsible for improving one half of the paved road surface along the entire frontage. Proposed improved road widths for this road, at this time are 34 feet in width resulting in a 17-foot half width. Asphalt improvements shall include the removal of all existing asphalt and replacement with 4 inches of asphalt over compacted base. Applicant has chosen to pay for fair share contribution to the future street repairs in lieu of improvements at a rate of five dollars (\$5) per square foot ($\$5 \times 17 = \85 per linear foot of frontage). The Applicant shall pay cost of the fair share contribution shall be $\$85 \times 1,984 \text{ Lf}$ for a total of **one hundred sixty-eight thousand six hundred forty dollars (\$168,640) to be paid to the city in two payments; 1st payment of \$50,592 (30% of the total amount) within 30 days of CUP approval and 2nd payment of \$118,048 (70% of the total amount) within 12 months of CUP approval.** The City will contribute 100% of this fair share contribution towards future full street improvements on Fillmore Street.
- v. Additional street improvements, including widening of the road to ultimate street width, installation of curb gutter and sidewalk, landscaping, lighting, etc. may still be conditioned on future conditional use permits located at the subject properties should those permits significantly expand upon or alter the proposed current permitted use.

***At this time a Building Permit is not required, if a building permit for the future project is needed then the following conditions will apply.**

PRIOR TO ISSUANCE OF BUILDING PERMITS:

- 24. A focused Traffic Analysis (TA) shall be prepared for the project by an appropriately licensed professional engineer. Prior to the preparation of the TA, the engineer shall submit a scoping letter for the TA for the City Engineer's approval. The TA shall include but not limited to identification of trip generation, traffic distribution and impact on existing transportation facilities and at time of General Plan build-out, all relevant, ingress and egress movements, lines of sight, queuing analysis, and alignment studies (preliminary signing and striping plan). Applicant shall obtain approval of site access and circulation from the Fire Marshall.
- 25. A preliminary soils report shall be prepared for the project by an appropriately licensed professional engineer. At a minimum, the soils report shall provide specific analyses and recommendations for grading, pavement structural sections, and infiltration.
- 26. A comprehensive drainage report, prepared by California Registered Civil Engineer, shall be submitted for review and approval by the City Engineer prior to issuance of any permits. The report shall contain pre- and post-development hydrology maps showing on-site and off-site tributary drainage areas and shall be prepared in accordance with the requirements of the Riverside County Flood Control District. Adequate provisions shall be made to accept and conduct the existing tributary drainage flows around or through the site in a manner which will not adversely affect adjacent or downstream properties. If the design of the project includes a retention basin, it shall be sized to contain the runoff resulting from a 10-year storm event and the runoff from a 100-year storm event shall be contained within

basin with shallow ponding (3.5' max.). The basin shall be designed to evacuate a 10-year storm event within 72 hours. The size of the retention basin(s) shall be determined by the hydrology report and be approved by the City Engineer. Retention basin shall be provided with a minimum of 2.00 feet sandy soil if determined to contain silt or clay materials. Maximum allowable percolation rate for design shall be 10 gal./s.f./day unless otherwise approved by the City Engineer. A percolation test for this site is required to be submitted. A combination drywell vertical drain field shall be constructed at all points where runoff enters the retention basin. Drywell & vertical drain field design shall be based on soils borings made at the proposed drywell locations after the retention basins have been rough graded. Minimum depth shall be 45-feet. A log that includes sieve analysis for each strata of the borings shall be submitted to the City Engineer for confirmation of depth of the vertical drain fields. Underground retention under the proposed parking area will be considered as an alternative to surface retention subject to the approval of the City Engineer.

27. Prepare and record necessary drainage easements to implement the project in accordance with drainage law.
28. 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.
29. 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.
30. 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.
31. Applicant shall submit for review and approval by the City Engineer all documents related to any existing and proposed on-site and off-site easements that may affect the development of the site. All easements shall be identified on the engineering plans.
32. 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.

STREET IMPROVEMENTS:

33. Street improvement plans prepared by a California Registered Civil Engineer shall be submitted for review and approval by the City Engineer. All street improvements including street lights shall be designed and constructed in conformance with City Municipal Code, General Plan, and Standards and Specifications. Street flow line grade shall have a minimum slope of 0.35 %.
34. Applicant shall construct all off-site and on-site improvements including street pavement, curb, gutter, sidewalk, street trees, perimeter walls, perimeter landscaping and irrigation, storm drain, street lights, and any other incidental works necessary to complete the improvements. Driveways shall conform to City of Coachella standards for commercial driveways with a minimum width of 24.00 feet and curbed radius entrances.
35. Applicant shall obtain approval of site access and circulation from Fire Marshall.
36. The applicant shall provide necessary utility easements for IID and underground overhead distribution lines within the project boundaries. Applicant shall submit to the City a letter from IID that satisfies this requirement.
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.

SEWER and WATER IMPROVEMENTS:

- 45. Sewer & Water Improvement Plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check and City Engineer approval.
- 46. Applicant shall construct all off-site and on-site water improvements and any other incidental works necessary to complete the improvements. Size and location of sewer and water improvements shall be approved by the City Engineer.
- 47. A final soils report, compaction report and rough grading certificate shall be submitted and approved prior to issuance of any building permits.
- 48. Provide a set of proposed Covenants, Conditions and Restrictions (CC&R) for review and approval. The proposed CC&Rs shall contain the Association's/Owner's maintenance obligations with respect to various facilities including, but not limited to, right-of-way and private landscaping, private streets, sidewalks, utilities, street lights, and Water Quality Management Plan (WQMP) features. This document must be submitted to and approved by the City before it is submitted to any other governmental entity.
- 49. Prior to issuance of building permits, all required public improvements, including landscaping and lighting of the retention basins, and landscaped areas along the exterior streets, shall be completed or secured with appropriate sureties to the satisfaction of the City Engineer. An engineering final inspection is required. "As-built" plans shall be submitted to and approved by the City Engineer. Prior to acceptance of the improvements by the City, such plans, once approved, shall be given to the city on compact disk in AutoCad format. All off-site and on-site improvements shall be completed to the satisfaction of the City Engineer prior to acceptance of improvements for maintenance by the City.
- 50. The applicant's Civil Engineer shall field verify and certify that all BMPs are designed, constructed, and functional in accordance with the approved WQMP.

PRIOR TO RELEASE OF OCCUPANCY PERMITS/ACCEPTANCE OF PUBLIC IMPROVEMENTS:

- 51. Prior to issuance of certificate of occupancy, all public improvements, including landscaping and lighting of the retention basins, and landscaped areas along the exterior streets, shall be completed to the satisfaction of the City Engineer. An engineering final inspection is required. "As-built" plans shall be submitted to and approved by the City

Engineer. Prior to acceptance of the improvements by the City, such plans, once approved, shall be given to the city on compact disk in AutoCad format. All off-site and on-site improvements shall be completed to the satisfaction of the City Engineer prior to acceptance of improvements for maintenance by the City.



Birds Eye View



Entrance to the Project along Fillmore Street



Fencing along Fillmore Street



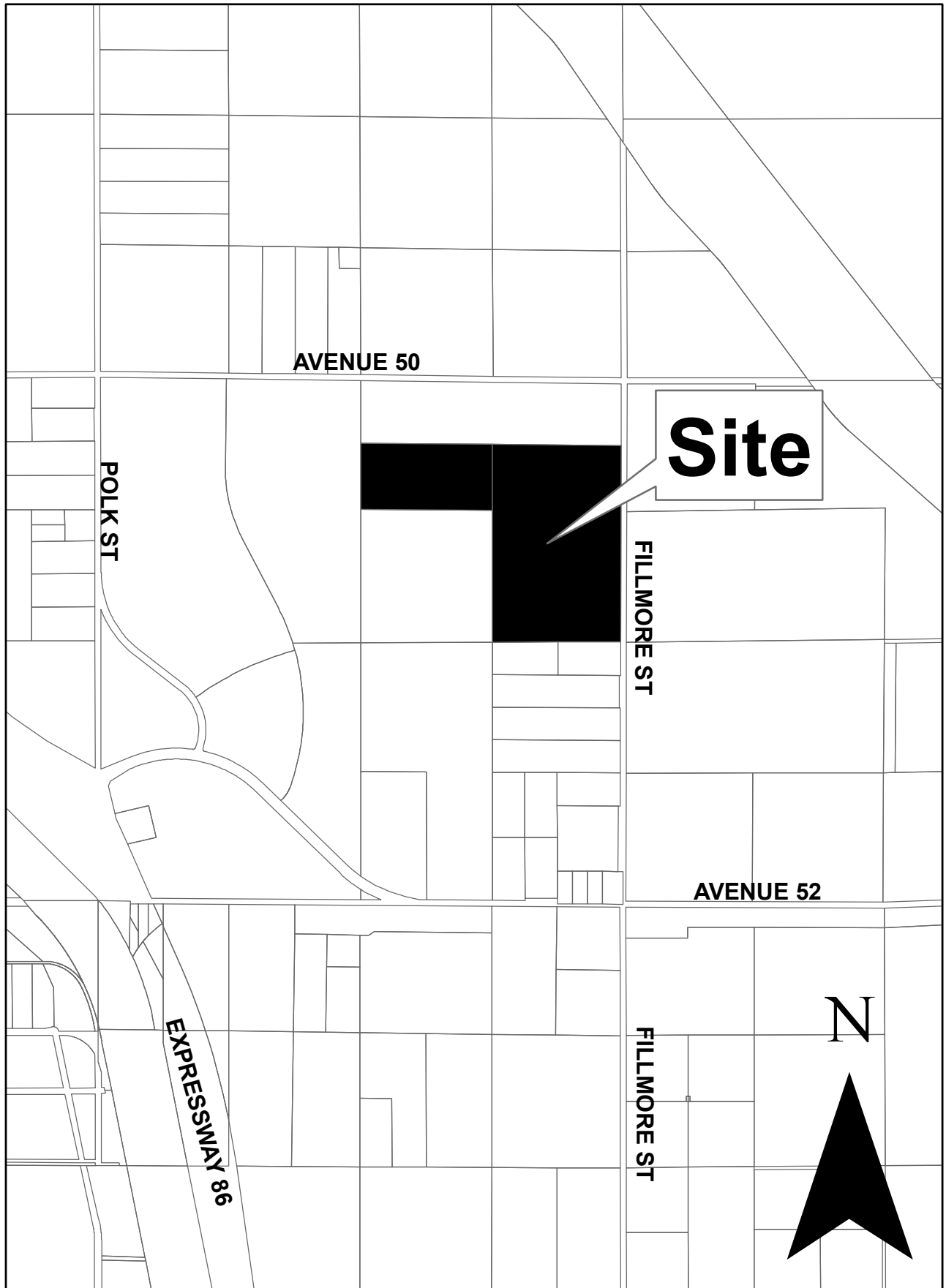
Hoop house Processing Area



Freezers



Proposed Low Intensity Hoop Lighting



Vicinity Map

