

POLO SQUARE MIXED USE PROJECT



Project Master Plan

January 9, 2007

**PROJECT MASTER PLAN
POLO SQUARE MIXED USE PROJECT
CITY OF INDIO**



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1.0 INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

The primary purpose of this document is to establish the fundamental entitlements and conceptual design elements for the proposed Polo Square project in the City of Indio. The regional location is shown in Figure 1.1-1; the project location within the City of Indio is shown in Figure 1.1-2. The proposed project is located on a 50.0-acre parcel fronting on Highway 111 and straddling Shields Road near the western border of the City. The proposed project is an integrated mixed-use project based upon new urbanist principles, with proposed residential, commercial, office, hotel and public uses.

1.1.1 EXISTING PARCEL SUMMARY

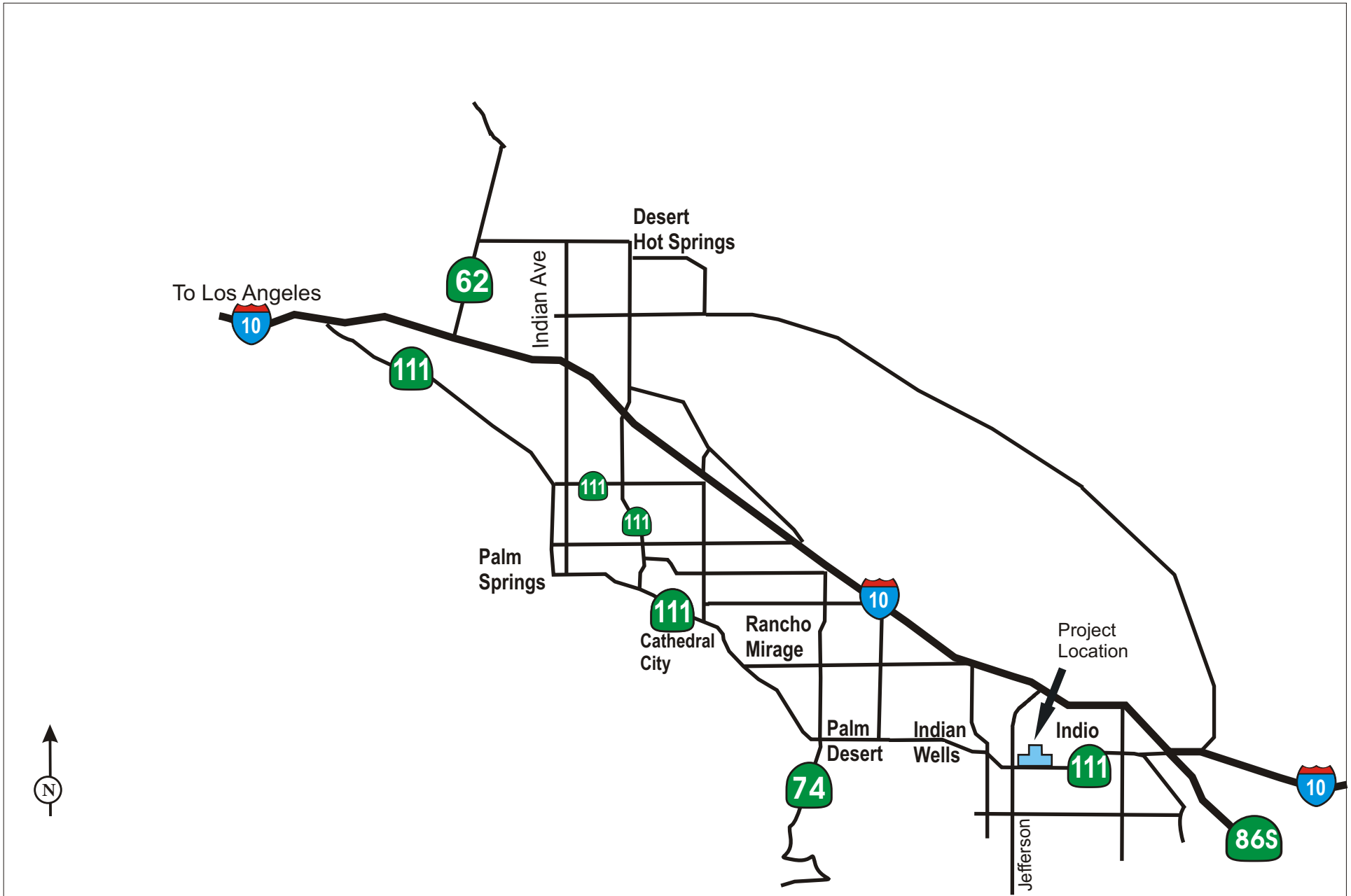
For purposes of this document, the 50.0-acre project site is broken into two large parcels, known as the “Southern Parcel” and the “Northern Parcel”, as shown in Figure 1.1-3. The project site contains the following Assessor Parcel Numbers:

Table 1.1-A: Existing Project Assessor Parcel Numbers

APN	Acreage
Southern Parcel	
600130012	8.98
600190003	13.86
600190004	4.32
600200001	8.70
Total Southern Parcel	35.86
Northern Parcel	
600190001	1.47
600190002	12.56
600190007	0.11
Total Northern Parcel	14.14
Total Both Parcels	50.00

Source: Riverside County Land Information System, December 2006

The Southern Parcel is further broken into the Western, Eastern, and Central Sub-Parcels; The Northern Parcel is further broken down in Northern Parcel A (adjacent to the southerly parcel) and Northern Parcel B, which is north of Northern Parcel A. The project proposes to merge Northern Parcel A into the existing mixed-use district along Highway 111 and to change the designation of Northern Parcel B from low-density residential to medium density residential, as shown in Figure 1.1-4. The resulting mixed-use parcel would total approximately 42.9 acres and the medium residential parcel would total 7.1 acres.

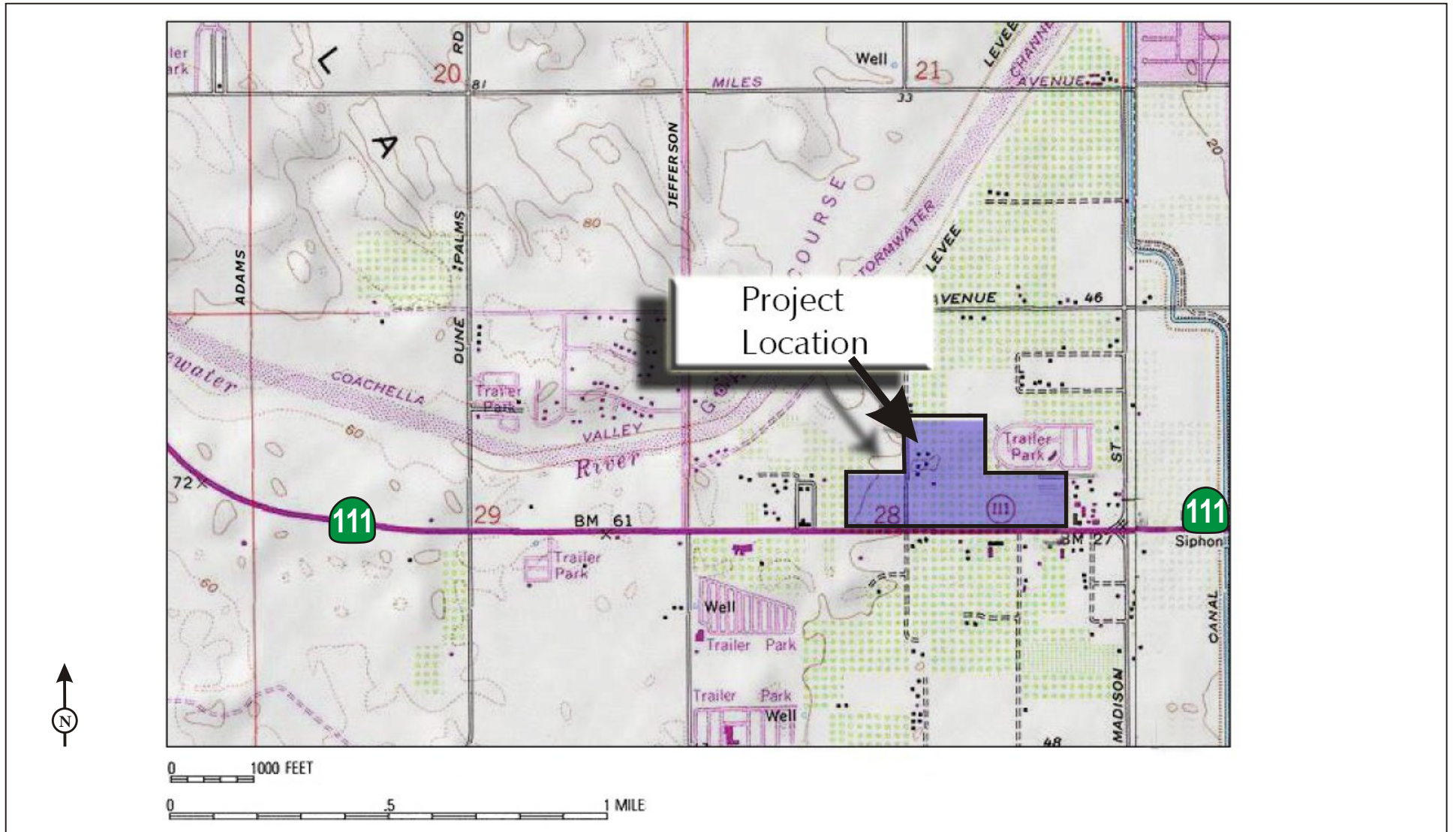


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FIGURE 1.1-1

SOURCE: LSA

Polo Square PMP
Regional Location



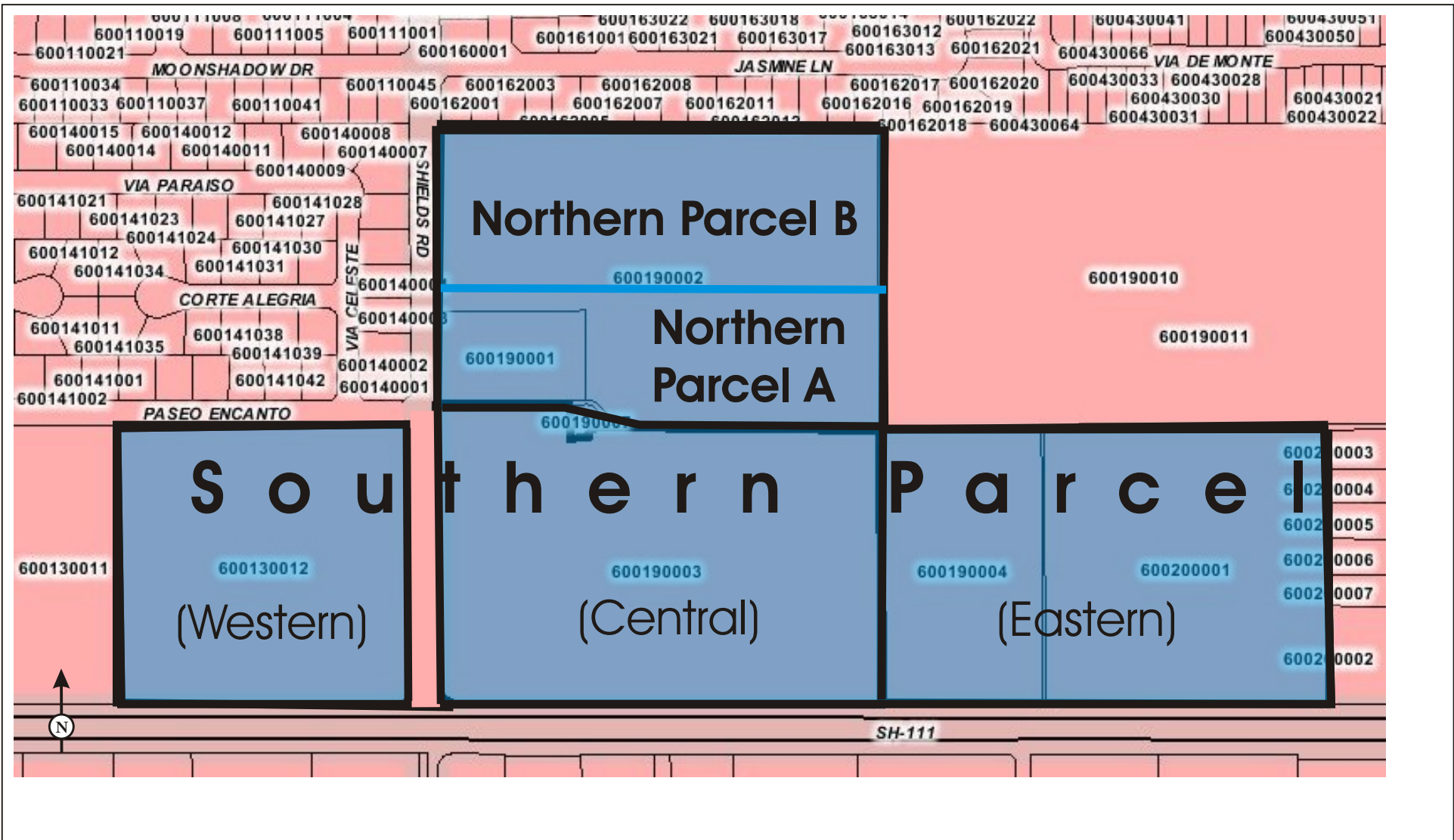
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FIGURE 1.1-2

Polo Square PMP
Project Location

SOURCE: National Geographic Society TOPO

P:\JMG531\GRAPHICS\COREL DRAW\PMP\FIGURE 1.1-2 PROJECT LOCATION(12/30/06:LTC)



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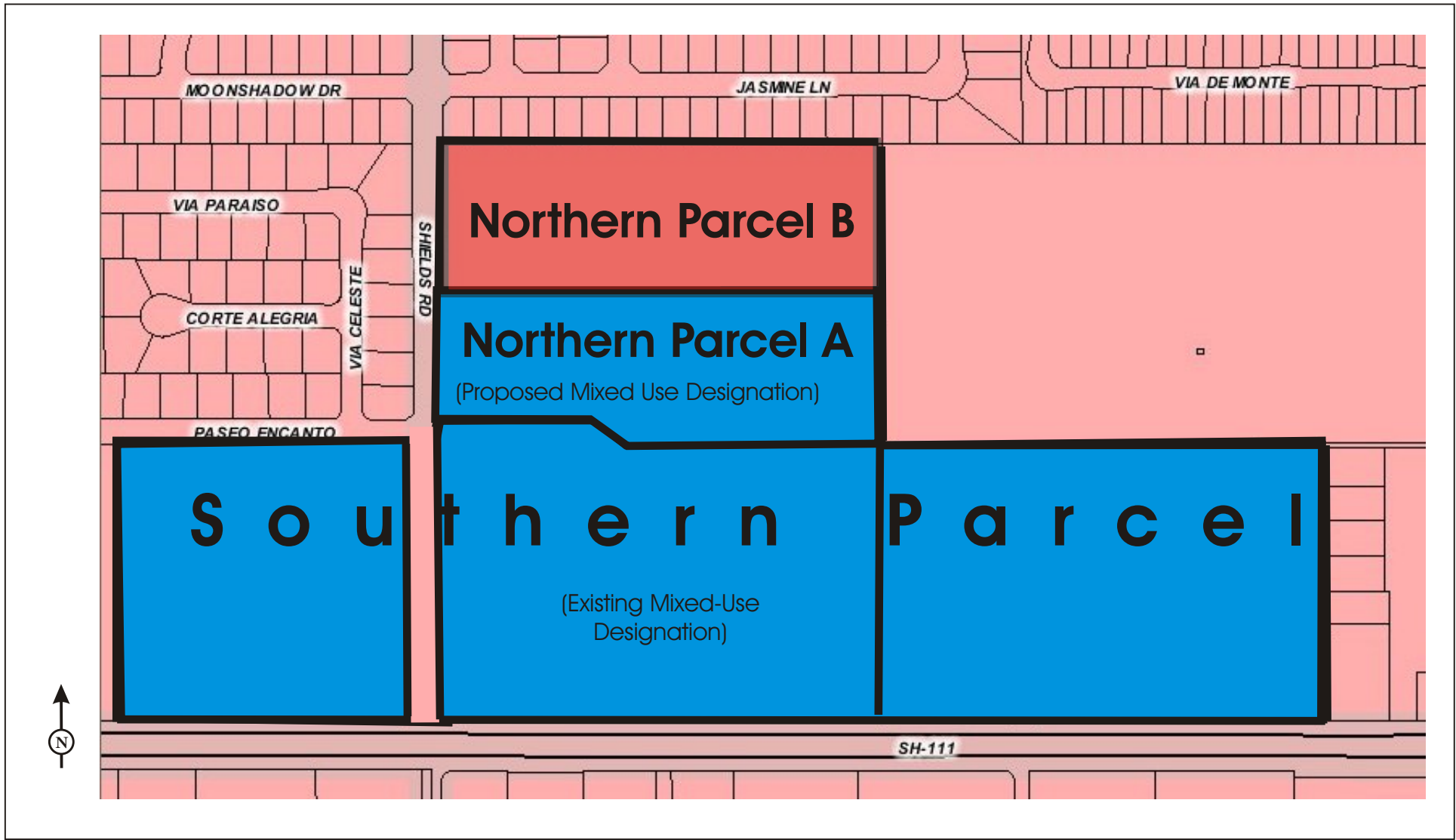
FIGURE 1.1-3

POLO SQUARE

Polo Square PMP
Existing Parcelization

SOURCE: RIVERSIDE COUNTY LAND INFORMATION SYSTEM

P:\JMG531\GRAPHICS\PMP COREL DRAW\FIGURE 1.1-3 EXISTING PARCELIZATION (12/29/06.LTC)



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FIGURE 1.1-4

- EXISTING AND PROPOSED MIXED USE DESIGNATION
- PROPOSED MEDIUM DENSITY RESIDENTIAL LAND USE DESIGNATION

Polo Square PMP
Proposed Land Use Designations

SOURCE: RIVERSIDE COUNTY LAND INFORMATION SYSTEM

P:\JMG531\GRAPHICS\PMP COREL DRAW\FIGURE 1.1-4 PROPOSED LAND USE DESIGNATIONS (12/29/06:LTC)

1.2 PROJECT SUMMARY

Polo square is a mixed-use project to create a total community combining through unified land acquisition, plan design, and architectural harmony, an inter-related retail, leisure, office and residential environment. The Conceptual Development Plan is shown in Figure 1.2-1. The proposed project includes the following components:

Proposed development on the 42.9-acre mixed-use parcel abutting Highway 111 includes the following uses:

Table 1.2-A: Proposed Land Uses, Mixed Use Parcel

Proposed Land Use	Amount
Commercial Retail Uses	350,000 sf
Commercial Offices	200,000 sf
Extended Stay Hotel	120 Rooms
Commercial or Public Uses	35,000 sf
Hotel	250 Rooms
Residential Condominiums	516 ¹

The development of the mixed-use parcel proposes up to ten buildings with heights up to 130 feet.

Proposed development on the 7.1-acre residential parcel (Northern Parcel B) includes 56 residential units.

The major underlying and motivating City of Indio documents for the creation of Polo Square are the City of Indio General Plan 2020, City of Indio Mixed-use Specific Plan (MUSP 300) Plan, and City of Indio Redevelopment Plans. The proposed project reflects the imagination, vision, and commitment demonstrated in these documents.

The underlying foundation of the MUSP-300 Specific Plan is as true today as when the plan was adopted. The allowable uses and provisions of the Specific Plan were to create

unique opportunities for property owners to develop Project Master Plans (PMP) of high quality which facilitate an integrated ‘live-work’ atmosphere. This atmosphere will enhance the city’s socio-economic opportunities while creating a strong image for the planning and sub-area.

¹ The Draft EIR for the project included 450 residential units on the Southern Parcel and 122 residential units on the Northern Parcel. Approximately 66 units have been shifted from the northern parcel to the mixed-use parcel. This shift does not affect the environmental impact analysis since the number of units remains the same.



Illustrative Siteplan with Legend

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FIGURE 1.2-1

Note: This drawing is an architect's concept of the proposed project; the actual project site plan will be reviewed at the Design Review stage and may vary from this drawing.

Polo Square PMP

Conceptual Development Plan

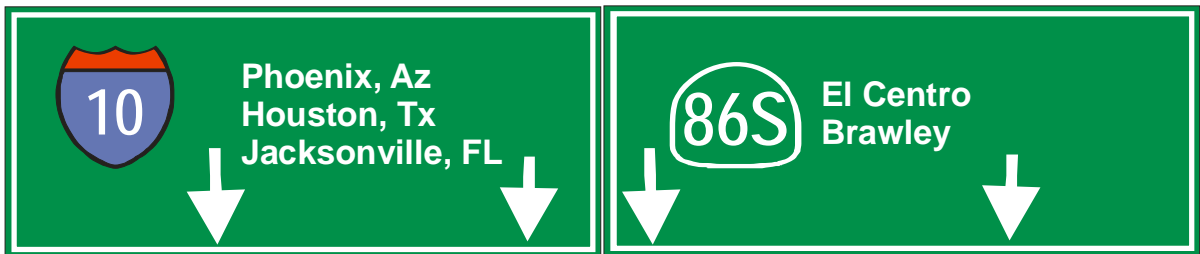
SOURCE: GDS Architects and LSA Associates, Inc.

2.0 OPPORTUNITIES AND CONSTRAINTS

The project site is located in the central Coachella Valley, which is part of the broader Salton Trough geomorphic province. The Salton Trough is a northwest-trending depression that extends from the Gulf of California to Banning Pass. Structurally, the Salton Trough is dominated by several northwest-trending faults, most notable of which is the San Andreas Fault system.

2.1 BACKGROUND OF THE CITY OF INDIO

There are nine incorporated cities in the Coachella Valley, with the City of Indio located approximately in the middle of valley at its main transportation nexus. The primary highway through the Valley is Interstate 10 (I-10), a roadway that extends across the continent from Santa Monica, California, to Jacksonville, Florida, via Indio. In the Coachella Valley, I-10 follows the historic route of US Highways 60, 70 and 99 which diverged at the eastern end of the Indio, with US 60/70 proceeding east to Phoenix, and US 99, proceeding southeast along the western edge of the Salton Sea to the Mexican border. This section of US 99 has been renumbered as State Route 86 (SR-86). In addition, SR-111 (usually referred to as “Highway 111”) was the major highway serving the southern side of the Coachella Valley, along with eight of the nine cities. Highway 111 joins SR-86 just east of Indio. Furthermore, the Union Pacific Railroad parallels I-10 through the western and central sections of the Coachella Valley, diverging just east of Indio to follow Highway 111. Thus, the City of Indio was, and still is, located at the major transportation confluence of the Coachella Valley and is a major transportation nexus for commerce.



Today’s Indio Remains a Major Transportation Junction

Indio began as an Indian village—a winter home for the Native American people who regularly migrated from the surrounding mountains in the winter to the to the palm oases along the San Andreas Fault zone in the Indio Hills.¹ Their villages were located on both sides of the Coachella Valley and along the shores of ancient Lake Cahuilla

The discovery of gold in California in 1848 and the resulting Gold Rush led to the establishment of the southern transcontinental railroad. In 1872, the site of present-day Indio was selected as a division point for the Southern Pacific Railroad.

A formal Indio town site was surveyed and a map was filed in 1888. The railroad’s need for water for its steam engines led to drilling into the desert floor. When a rich aquifer under the valley was discovered, people came to put in wells and farm the valley floor. A long and warm growing season made the production of early vegetables and other crops profitable.

¹ City of Indio Web Site - <http://www.indio.org/history.htm>

Indio is the Coachella Valley’s first incorporated city, taking this important step in 1930, when its population was 1,875. Its citizens were instrumental in getting paved highways through the valley. One section of Highway 99 was completed in 1923 and Highway 60-70 was completed in 1936. Roads and growth of the travel industry brought related businesses to Indio.

Following World War II, the completion of the Coachella Branch of the All-American Canal brought expansion and growth of the agricultural industry. Indio became a center for retail services and stores, as well as for processing and packing facilities for valley produce.

While Indio began as a railroad town, even in its early days, the natural beauty of the surrounding mountains and desert brought visitors, many of who became residents. Indio’s population grew from 5,300 in 1950 to 13,450 in 1964 to 59,100 in 2004 and to an estimated 116,884 in 2020.

2.2 PROJECT SITE BACKGROUND

Polo Square began as a concept in the late 1990’s. At that time, the efforts began to bring together approximately fifty acres of property on the north side of Highway 111 between Jefferson and Madison Streets.

The project site is located on SR-111 approximately one half mile from the City’s western boundary at Jefferson Street. The site is generally level and its elevations match surrounding properties and roads. The project site was formerly used for date and citrus farming and is presently vacant with some mature date palm and citrus trees remaining on the northeastern part of the site. Most of the site is covered in scattered grasses. The north part of the site has six abandoned structures including a mobile home, a garage, a maintenance building, an abandoned residence, a boiler room and a storage building. The site is generally level and elevations are similar to surrounding properties and roads. Existing underground and overhead utilities intersect and surround the site. Figure 2.2-1 shows photographs of the site.

The site location along Highway 111 is critical to the Polo Square project concept. Highway 111 is the key retail/commercial street for Indio as well as for all of the Cities in the Coachella Valley except Desert Hot Springs. Commercial services line most reaches of Highway 111 from the Chino Cone in Palm Springs to the eastern boundary of the City of Indio. For example, the length of Highway 111 in the City of La Quinta to the west is now lined with big box retail, car dealerships, and other retail uses. Many of the adjacent sites in the City of Indio are now being developed as major commercial centers.

Highway 111 also provides the highest quality and most frequent bus service in the Coachella Valley. Transit service in the Valley is provided by the SunLine Transit Agency, which runs the “SunBus” system in the Valley. SunBus Route 111 extends along Highway 111 from Palm Springs to eastern Indio, providing service at 25-minute intervals, the most frequent service in the Valley. Note that all of SunLine Transit’s buses run on clean burning compressed natural gas, with the exception of one experimental bus that runs on hydrogen fuel cells and one hybrid bus.¹

¹ <http://www.sunline.org/home/index.asp?page=114>
01/09/07 (P:\JM7G531_PoloSquare EIR\PMP\Polo Square PMP Revised.doc)



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FIGURE 2.2-1

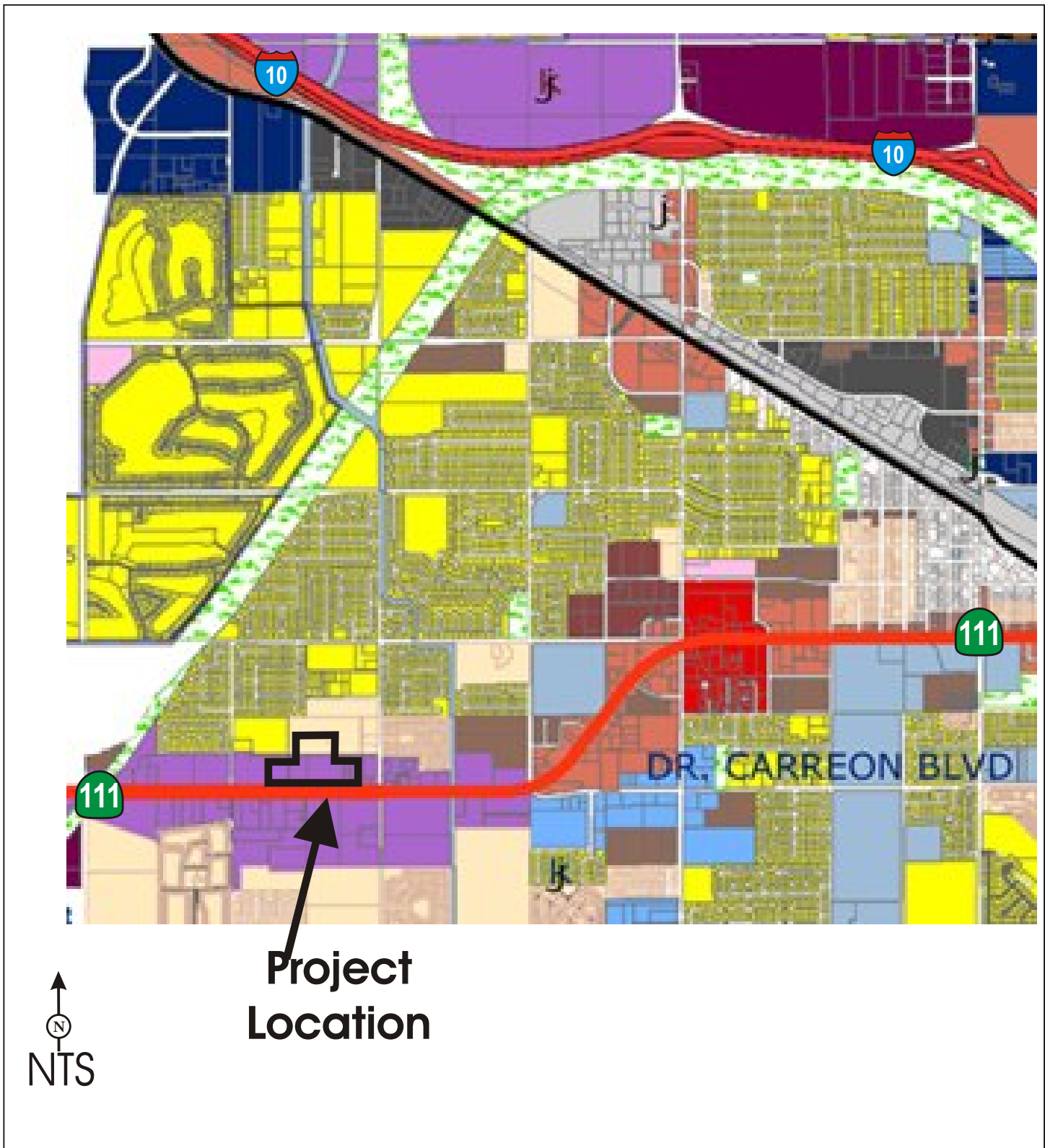
Polo Square PMP
Existing Site Pictures

SOURCE: LSA, 2006

P:\JMG531\GRAPHICS\PMP\FIGURE 2.2-1 EXISTING SITE PICTURES(12/30/06:LTC)

2.3 CURRENT GENERAL PLAN DESIGNATIONS

The existing General Plan (GP) designations for the site are shown in Figure 2.3-1. The southern parcel is designated “mixed use specific plan” and the northern parcel is designated “low density residential.” Both sides of the Highway 111 corridor, to the west, east and south of the south parcel of the project site are designated “mixed use specific plan,” while properties to the east, north and west of the northern parcel are designated for medium and low density residential. Zoning designations follow the General Plan.



L S A

FIGURE 2.3-1

Polo Square PMP
Existing General Plan Designations

SOURCE: CITY OF INDIO WEB SITE. 2006

P:\JMG530\GRAPHICS\PMP\FIGURE 2.3-1 EXISTING GENERAL PLAN DESIGNATIONS (12/30/06:LTC)

2.4 HIGHWAY 111 CORRIDOR MIXED USE SPECIFIC PLAN

Most of the project site is located within the City's Highway 111 Mixed Use Specific Plan (MUSP-300) approved by the City Council on December 18, 1996. The Vision Statements within MUSP-300 include the following.

- To establish the Highway 111 Corridor as a major gateway into the City.
- To vitalize the identity and investment climate of the City as a whole.
- To encourage the forces of investment that would promote the creation of distinctive and livable "in-town" neighborhood development.
- To transform the State Highway 111 corridor to a place that accommodates a rich and vibrant environment with a wide variety of services, shops, places to eat, entertainment and cultural offerings capable of appealing to City residents and visitors.
- To transform this portion of State Highway 111 to a grand highway that attracts travel from the west.

MUSP-300 was the first meaningful specific plan in the Coachella Valley founded on the principles of the "Smart Growth Mixed-Use Developments," which principles were also key motivating factors to commence the complicated process of creating Polo Square, starting with the challenge of acquiring the many properties needed to make Polo Square a reality.

MUSP-300 encouraged the consolidation of smaller parcels. Cities do not want small, individually developed commercial parcels. While such developments may generate immediate short-term revenues, they also foster long-term development problems and disincentives to economic growth.

The MUSP 300 Plan identified and created many benefits and rewards to encourage private acquisition and parcel merger. When implemented, the MUSP 300 Plan would create projects in the heart of Indio that would eliminate the disadvantages of unified small individual lot commercial development. It would provide the City and its citizens the economic foundation and rewards of projects with sufficient dimension to be well designed and take advantage of economies of scale. The smallest lot size required to permit the use of the incentives within the plan was fifteen acres.

In a unique, forward-looking provision, the Mixed-Use Specific Plan also sets forth methods by which parcels outside of the original MUSP 300 Plan area could be made part of it. These provisions would enable private owners of a desired mixed-use project to easily expand their projects, and the mutual benefits of such projects to both the City and developer.

2.5 NEW INDIO REDEVELOPMENT PLAN MERGER AND AMENDMENT PROJECT

The entire project site is also part of the *City of Indio New Redevelopment Plan and Merger and Amendment Project*. The PMP is consistent with this Redevelopment Plan.

3.0 PROJECT OBJECTIVES

The project objectives, as stated by the developer, are as follows:

The project objectives build upon three key factors discussed above:

1. The project's location along Highway 111, the key commercial/retail corridor in the Coachella Valley.
2. The provision of existing transit facilities along Highway 111, provided by clean-fuel burning buses.
3. Modern "Smart Growth" thinking that promotes higher density mixed use commercial retail/office and residential projects along key transit and transportation corridors.

Consistent with these factors, the applicant has identified the following objectives for the proposed Polo Square Project:

- Enhance the variety of housing opportunities in City of Indio by providing a diversity of housing types in a high quality community.
- Increase the customer base for existing and planned commercial uses in the City of Indio, thereby increasing sales tax revenues to the City.
- Develop a mixed-use project that will minimize traffic impacts by providing residential, employment and retail opportunities within walking distance, and that will build on existing transit opportunities.
- Provide an appropriate mix of commercial uses to support the proposed residential uses and surrounding areas.
- Provide the City of Indio the opportunity to expand public services, such as a library, to enhance services to the new residential residents and surrounding areas.
- Obtain a reasonable return on investment in the property for the investors.

4.0 BASIC PMP ENTITLEMENTS

4.1 PROJECT APPROVAL PROCESS

MUSP-300 establishes the following procedures for approval of projects within the Specific Plan:

“[Project approval requires] the subsequent preparation of a Project Master Plan (PMP) for projects proposals of 15 acres or greater, or projects to be developed in phases, [with] Design Review or Conditional Use Permit.”

In its environmental review, MUSP-300 notes that future individual projects and PMPs “may be subject to an environmental assessment and conditions of approval and may be required to ensure that environmental impacts associated with the proposed or PMP are mitigated.”

MUSP-300 further requires that, “The PMP shall demonstrate how the project approach has met the standards and guidelines within the Specific Plan. For example, PMP shall contain a section on design that will depict the project’s:

- Landscape Plan
- Wall Treatments
- Proposed Entry Statements
- Architectural Elevations

“In addition, each residential project proposal shall include amenities such as common landscaped open space, pedestrian circulation, recreation facilities, water elements, gated community, enclosed parking, architectural elements, children’s play facilities, and a commercial component.

4.1.1 COMPLIANCE WITH PMP REQUIREMENTS

The Polo Square Project is proposing s to meet the full PMP requirements listed in MUSP-300 in a two-phased process. The PMP document will establish the basic project entitlements and project design concepts, along with assessing the basic project impacts under CEQA and associated mitigation measures. Design Review will establish more precise design standards; Phase 2 will be combined with the City’s design review process.

The requirement for this process is a direct result of the mixed-use nature of the proposed project. Integrated mixed-use projects, particularly those proposing vertical mixing of uses, are new to the City of Indio and the Coachella Valley, as well as most of California. While planners see such projects as the future of development in the region and a means to avoid urban sprawl, the banks and other financial institutions that are hesitant to finance necessary planning activities for such innovative projects without basic assurance that the project can proceed.

As such, the purpose of this level of approval is to establish the basic project entitlements to allow financing of the next level of design. This basic level of planning includes:

- The establishment of the maximum project size that can be built on the project site, including the number of proposed residential units, the maximum square feet of commercial, office, public uses, hotel and other uses.

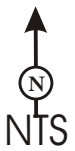
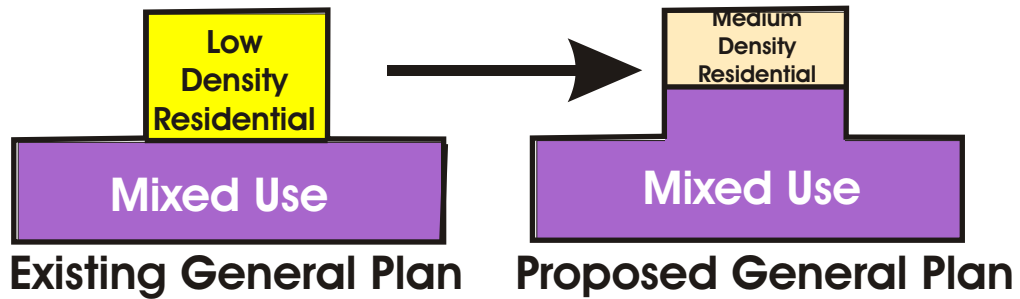
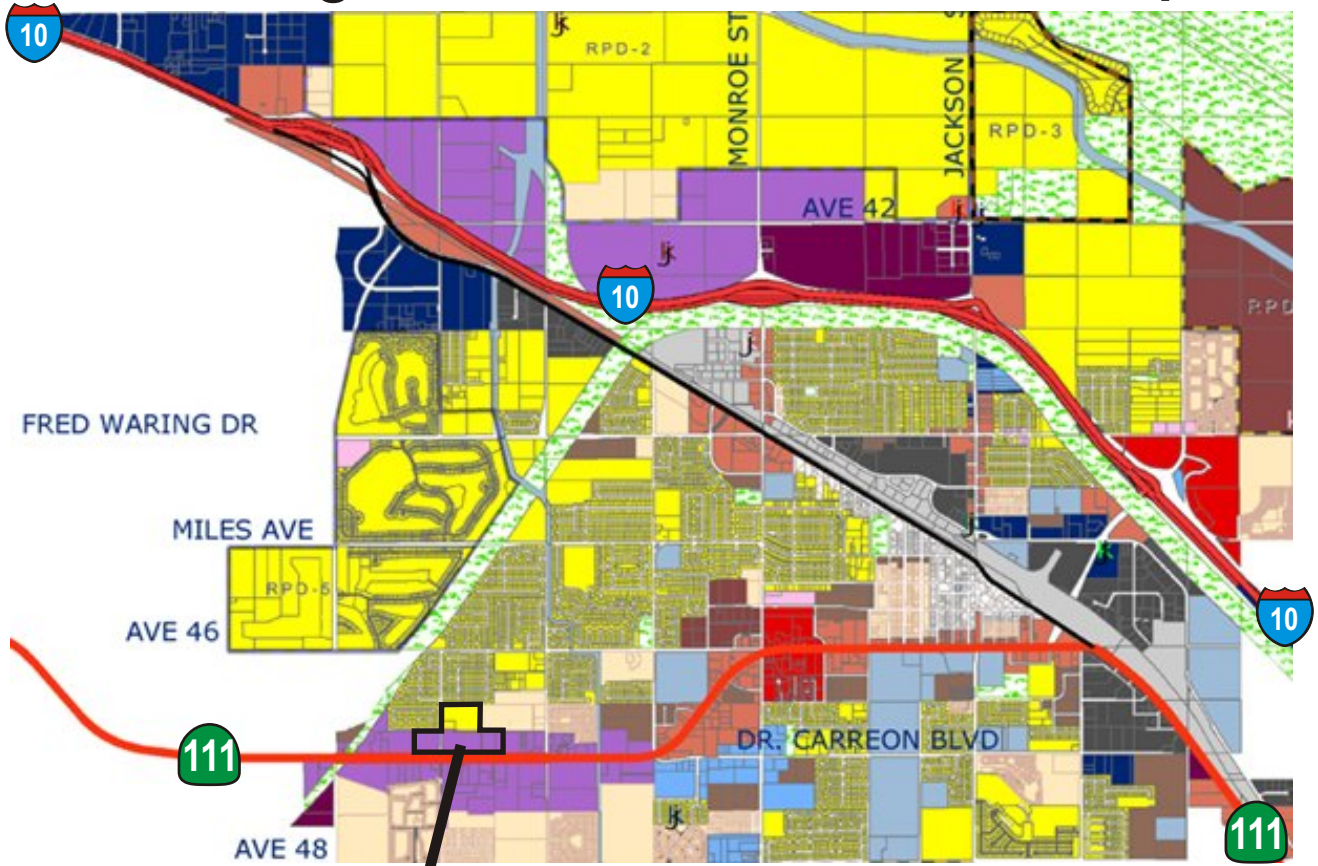
- The establishment of the basic project parameters including maximum building height, setbacks and maximum Floor Area Ratio (FAR).
- Environmental assessment of such basic project entitlements under the California Environmental Quality Act (CEQA).
- The establishment of basic project mitigation measures including those related to transportation, public services, public utilities, air quality, etc. These mitigation measures are a function of the basic project entitlement, not the specific project design.
- Establishment of basic project design objectives for the following:
 - Architectural Design
 - Landscaping
 - Wall Treatments
 - Entry Statements
 - Public/Private Open Space
 - Pedestrian and Bicycle Circulation
 - Recreational facilities
 - Water Elements
 - Gates
 - Parking Requirements and Parking Structures

These elements are described in this PMP in terms of objectives that will be assessed at the design review stage rather than established design plans. Conceptual design elements are provided in this PMP for these items. However, specific elements for these elements will be included in the Design Review process.

4.2 GENERAL PLAN AMENDMENT

The General Plan Designation for the northern parcel is currently low density residential. The project proposes a General Plan Amendment changing that designation to mixed-use and medium density residential. The implementing zoning will be changed to correspond to the General Plan Amendment. The proposed General Plan Amendment is shown in Figure 4.2-1.

Existing General Plan Land Use Map



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FIGURE 4.2-1

Polo Square PMP
Proposed General Plan Amendment

SOURCE: <http://www.indio.org/CommDev/images/Maps/GeneralPlanLandUseDiagram.jpg>

P:\JMG531\GRAPHICS\PMP\FIGURE 4.2-1 PROPOSED GENERAL PLAN AMENDMENT (123006:LTC)

4.3 BASIC ENTITLEMENTS

The Polo Square project includes the following basic entitlements that the City is approving at this stage:

The proposed land use plan consists of two elements, as shown in Figure 1.1-4.

- The Southern Parcel has an existing land use designation of mixed use; this land use designation will be maintained.
- Northern Parcel A, which is currently designated low density residential, is proposed to change to mixed use.
- Northern Parcel B, which is currently designated low density residential, is proposed to change to medium density residential.

The Southern Parcel and Northern Parcel A are proposed to be merged into single “Mixed-Use Parcel.” Northern Parcel B is designated as the Residential Parcel in the balance of this PMP.

4.3.1 MIXED-USE PARCEL ENTITLEMENTS

The 42.9-acre Mixed-Use parcel along Highway 111 will be developed with commercial retail, office, hotel, extended-stay hotel, civic and residential uses, all developed in an integrated community. The following uses are proposed.

1. Commercial retail and restaurants are planned for up to 350,000 sf. The mix of these retail establishments is designed to provide a variety of dining, shopping and entertainment options for the residents of the project, surrounding residential neighborhoods, and the visitors to the general area.

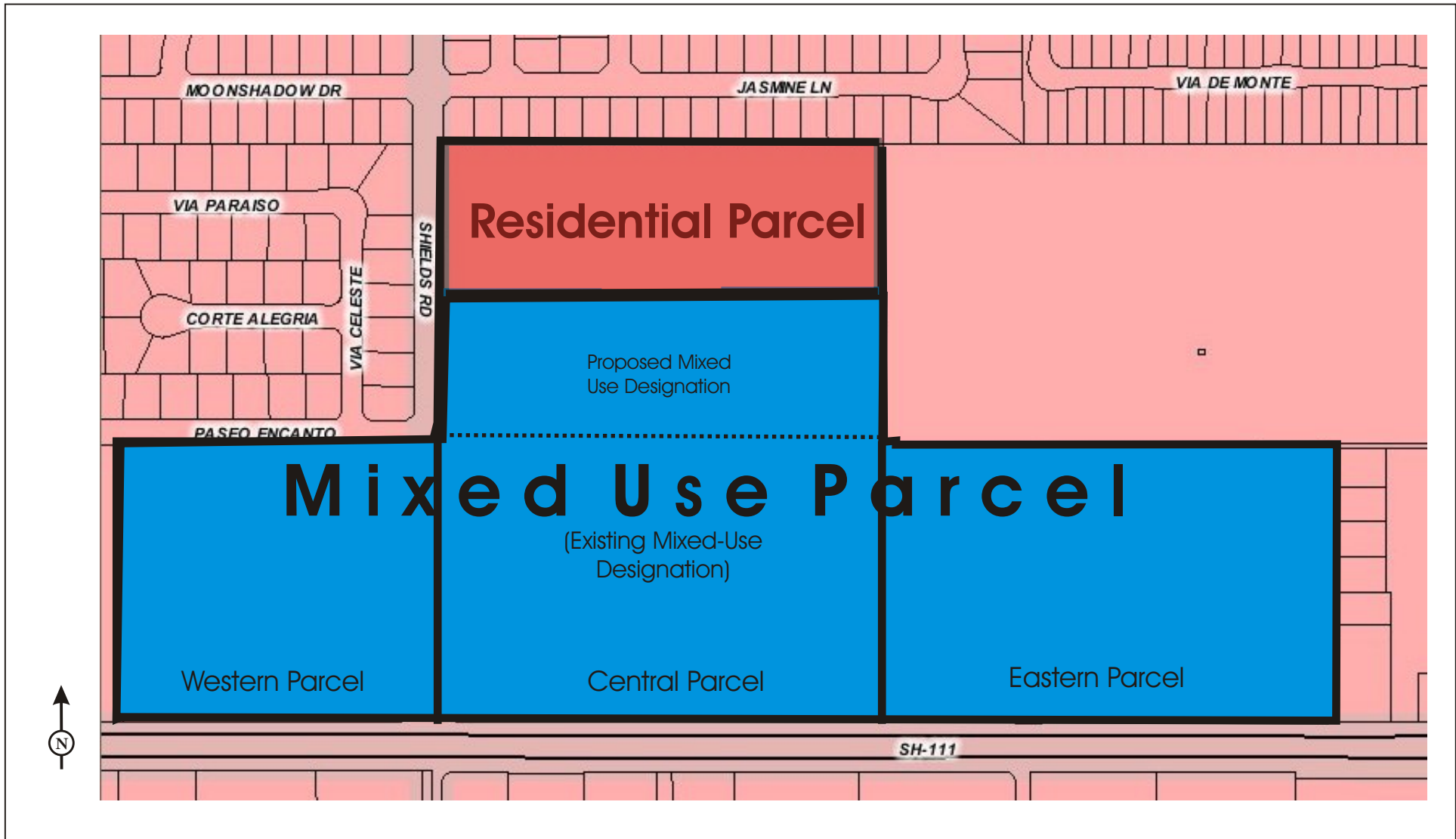
The retailers that will be targeted are niche specialty, next generation, national and international retailers, in addition to new urban entertainment concepts, leisure/lifestyle concept stores, and themed food and beverage operations. Of particular interest will be local independent retailers wishing to operate stores within Polo Square that are consistent with these themes. The type of national-international tenants being sought would be Crate & Barrel, Apple, F/B, Discovery, Whole Foods, and The Rack.

The principal consumer to be targeted by the Polo Square Commercial/Retail Center are those Indio residents, business owners, employees, and visitors that currently travel outside of the city to meet their retail, leisure and recreational needs.

A study completed by Global Retail Strategies Inc. for Polo Square in March 2006 projected warranted retail floor space allocation through 2008 of at least 307,971 with an annual 8.9% sales growth.

Polo Square will not contain a major “Big Box” tenants; the largest retailers are planned to be 50,000 to 60,000 square feet. The targeted retailers, as stated previously, will be high quality, specialty, niche retailers and complementary commercial uses.

The center’s design and commercial mix will concentrate on attracting families, while providing needed goods and services for an individual consumer with a specific destination or item in mind.



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FIGURE 4.3-1

- EXISTING AND PROPOSED MIXED USE DESIGNATION
- PROPOSED MEDIUM DENSITY RESIDENTIAL LAND USE DESIGNATION

SOURCE: RIVERSIDE COUNTY LAND INFORMATION SYSTEM

Polo Square PMP
Proposed Land Use Designations

2. Hotels are planned for the east and west sides of the mixed-use parcel. On the west side of the parcel, a four-story extended-stay hotel will be constructed with 120 rooms including 10 luxury suites. On the eastern side of the parcel, a nine-story luxury hotel will be constructed with 250 rooms and ten luxury suites. The height of the hotel will not exceed 130 feet, and it will include supporting services, a pool, sun deck, and spa..
3. Proposed commercial office space may be up to 200,000 sf (the amount analyzed in the environmental document). The bulk of the office uses will be contained in the condominium commercial/lofts. To provide the flexibility necessary to respond to changing market demands, a portion of the commercial office space may be converted to commercial retail.
4. The project developer is offering a building site for a 35,000 sf building to service civic purposes such as a library. If the City declines the site, it is proposed for additional commercial retail. Note: for purposes of environmental impact analysis, the library use is utilized as it generates a higher number of daily and PM Peak hour trips, which in turn generate the highest extent of air quality impacts and noise impacts.
5. Up to 516 residential condominiums will be constructed on the southern parcel. Most of these units will be located on the upper stories of the nine proposed condominium towers; the towers will not exceed 130 feet in height plus ten feet for architectural appurtenances and are ten stories tall. The lower levels of the towers are planned for parking and/or commercial retail.

The Polo Square Community will not contain apartment buildings, and the condominium units, whether located in the luxury towers or low-rise structures, will be sold individually. It should be noted that this would provide greater property tax increment than the same number of residential units developed as apartments.

The mixture of dwelling unit types will provide opportunities to develop neighborhoods that promote character and identity. The neighborhoods, whether detached homes, in towers, or attached units shall promote connectivity with the amenities of the Polo Square Community, as well as a sense of safety and appreciation of a unique lifestyle.

4.3.1.1 Residential Unit Summary

Note: the types of units may vary at final design so long as the total on the mixed-use parcel is limited to 516.

- **Luxury Condominiums**
The luxury condominiums are three-bedroom units. They will be contained in nine towers, each with approximately 25-36 units, constructed throughout the southern portion of Polo Square. There are a total of 250 luxury condominiums homes within Polo Square; each tower will contain two penthouse units with large open terraces.
- **Terrace Loft Condominiums**
A total of 136 terrace loft condominiums will be spread throughout the Polo Square Community.
- **Work-Live Terrace Units**

A total of 130 work-live terrace units are proposed for the easterly portion of Polo Square. The square footage of these units is counted as office space usage.

Note: The types of residential units may be changed within these categories subject to the approval of the Planning Commission at the Design Review stage.

4.3.1.2 Mixed Use Parcel: Permitted, Conditionally Permitted and Prohibited Uses

PERMITTED USES

Residential

- Mixed residential and commercial developments
- Townhouse and loft dwellings
- Single level condominium dwellings

Commercial Uses

- Retail stores including, but not limited to
 - Grocery stores
 - Convenience markets without gasoline sales
 - Appliance or furniture stores
 - Book shops (new or used)
 - Drugstores
 - Florist shops
 - Hardware stores less than 40,000 Square Feet
 - Clothing stores
 - Variety stores
 - Shoe shops
 - Delicatessens
 - Bakeries
 - Art galleries
 - Indoor Nursery
- Walk-in restaurants
- Personal service establishments including, but not limited to
 - Beauty or barber shops
 - Child Care Facilities
 - Locksmiths
 - Photography studios
 - Shoe repair
 - Dry cleaners
 - Laundromats
 - Tailors
 - Dressmaking shops
 - Pet grooming
- Amusement and recreation establishments including, but not limited to
 - Theaters
 - Amusement arcades
- Hotels or motels
- Health clubs or spas
- Public parks or recreational facilities
- Administrative, businesses or professional services
- Banks, financial institutions or savings and loan institutions

CONDITIONAL USES SUBJECT TO PLANNING COMMISSION APPROVAL

- Antique shops
- Museums or botanical gardens
- Public utility structures
- Bars or nightclubs
- Places of worship
- Clubs, lodges or halls
- Bowling alleys
- New vehicle sales and displays
- Medical Clinics (as part of mixed use building)
- Veterinary hospitals

PROHIBITED USES

All uses not specified herein shall be prohibited, unless the Planning Commission determines, on a case by case basis, that a particular use is similar in nature to those specified

- Industrial uses
- Outdoor storage
- Used vehicle sales as sole business
- Pawnbroker shops
- Thrift shops, secondhand stores (except book stores) and consignment businesses
- Warehousing, as a sole use
- Household appliance repair including, but not limited to; refrigerators, washers, dryers, televisions, telephones, computers or radios
- Mobile homes, manufactured homes and trailers of any kind, including fifth-wheels
- Hospitals
- Furniture upholstery shops
- Auto maintenance related uses including, but not limited to, repair garages, gasoline and service stations,
- Drive-through restaurants or markets
- Convenience markets with gasoline sales
- Car washes or rentals
- Recreational vehicle sales
- Roadside sales
- Mini-storage
- Outdoor landscape nursery
- Mortuaries
- Public or private schools or educational institutions
- Licensed "community care facilities" including: residential facilities; adult day care centers; day treatment centers; social rehabilitation facilities; community treatment facilities of seven (7) or more persons per facility. Note: Child Care Facilities are a permitted use.

4.3.1.3 Maximum Development Allowed

Maximum proposed development on the 42.9-acre mixed-use parcel abutting Highway 111 includes the following:

Table 4.3-A: Maximum Land Uses, Mixed Use Parcel

Proposed Land Use	Amount
Commercial Retail Uses	350,000 sf
Commercial Offices (May be converted to retail)	200,000 sf
Extended Stay Hotel	120 Room, 75,102 sf
Commercial or Public Uses	35,000 sf
Hotel	250 Rooms, 144,000 sf
Residential Condominiums	516

The Maximum Floor Area Ratio (FAR) for the Mixed-Use Parcel is 0.90.

4.3.1.4 Height Limits

The following height limits apply to the Mixed Use Parcel:

Table 4.3-B: Mixed Use Parcel Height Limits

	Building Height	Additional Height for Architectural Appurtenances
Maximum Height (Feet)	130	10

The height requested is necessary to construct the project area volume necessary to assure a successful mixed-use project of offices, residences, parking, retail, civic, open space, and traffic. There will be nine buildings of this height and they shall be located throughout the 42.9-acre portion of Polo Square abutting Highway 111. These structures will not be overbearing or excessive. The architecture shall be sensitive to surrounding uses and users. The width of these structures will be approximately 90 feet.

In addition, additional height restrictions are applied to structures adjacent to existing residential neighborhoods to the northeast and northwest of the site; these limits are based on the distance from the closest existing residence. For all buildings over 35 feet in height, the building shall be setback at least one hundred feet from the closest existing residence.

4.3.1.5 Mixed Use Parcel Conceptual Development Plan

Mixed Use - Western Parcel

The Western Parcel is proposed to contain the extended-stay hotel, luxury condominiums, terrace loft condominiums , and commercial uses in addition to parking.

The extended-stay hotel is proposed for approximately 120 suites. The hotel building is envisioned to be perpendicular to the north property line of the West Parcel. Two condominium towers are proposed on the West Parcel as well as loft-terraces and live-work units. Commercial and office uses will round out the development of this parcel.

Mixed Use - Central Parcel

The Central Parcel primarily will be commercial development with a focus on restaurant use. Three condominium towers along with terrace-lofts are also proposed.

The Central Parcel will contain the majority of parking for Polo Square's non-residential uses. The front of the Central Parcel shall be developed with parking, and a parking structure shall be constructed at the rear of the Central Parcel.

Mixed Use - Eastern Parcel

The Eastern Parcel is proposed to house the 250-room Luxury Hotel, office buildings, four residential condominium towers, and the site for civic uses. The hotel is proposed to be located on the east side of the Eastern Parcel. The approximate size of the hotel would be 400 feet by 260 feet in an "L" shaped design.

4.3.2 RESIDENTIAL PARCEL ENTITLEMENTS

4.3.2.1 Permitted, Conditionally Permitted and Prohibited Uses

PERMITTED USES

- Single Family Residences
- Attached Townhouse Residences
- Recreational Facilities

CONDITIONALLY PERMITTED USES

None

PROHIBITED USES

All uses not specified herein shall be prohibited, unless the Planning Commission determines, on a case by case basis, that a particular use is similar in nature to those specified. Specific prohibited uses include:

- Commercial
- Industrial
- Institutional

4.3.2.2 Maximum Development Allowed

The 7.1 acre Residential Parcel (Northern Parcel B) is proposed to be entitled for a maximum of 56 condominium residential units. The units may be attached (townhouses), but not stacked (flats) with one unit over the other. Each unit will be located on a separate condominium lot. The homes will be a mix of one and, two -story residences with a maximum height of 25 feet (one-homes only will front on Shields Road and Paseo Encanto).

The homes will have parking in the rear with shared driveways. This will minimize the number of curb cuts on the street and increase the quantity and quality of street-front landscaping, improving the visual impact and giving greater cohesiveness and neighborhood feeling. The community will have a common recreational area for the residents that will contain community swimming pool, tennis and other outdoor courts.

Each residential site shall have a front and rear yard with the ability to construct a front porch if desired. This will also improve the street visual design, and provide greater community visibility

and neighborhood feeling.

The following table provides the lot size and setback information:

Table 4.3-C: Residential Parcel Lot Requirements

Minimum lot size:	2,500 SF
Maximum lot coverage	100%
Minimum front yard setback from street row:	5 feet
Minimum back yard depth:	0 feet
Minimum side yard setback from adjacent units	0 feet
Minimum side yard/back yard setback from Shields Road/Paseo Encanto:	12 feet
Minimum side yard/back yard setback from internal streets	10 feet

The following height limits apply to the Residential Parcel:

Table 4.3-D: Residential Parcel Height Limits

Location	Height Limits
Internal unit height limit	25 feet (2-story)
Lots abutting Shields Road, Paseo Encanto	18 feet (1-story)

Sources: MUSP-300, GDS Architects, LSA Associates, Inc.

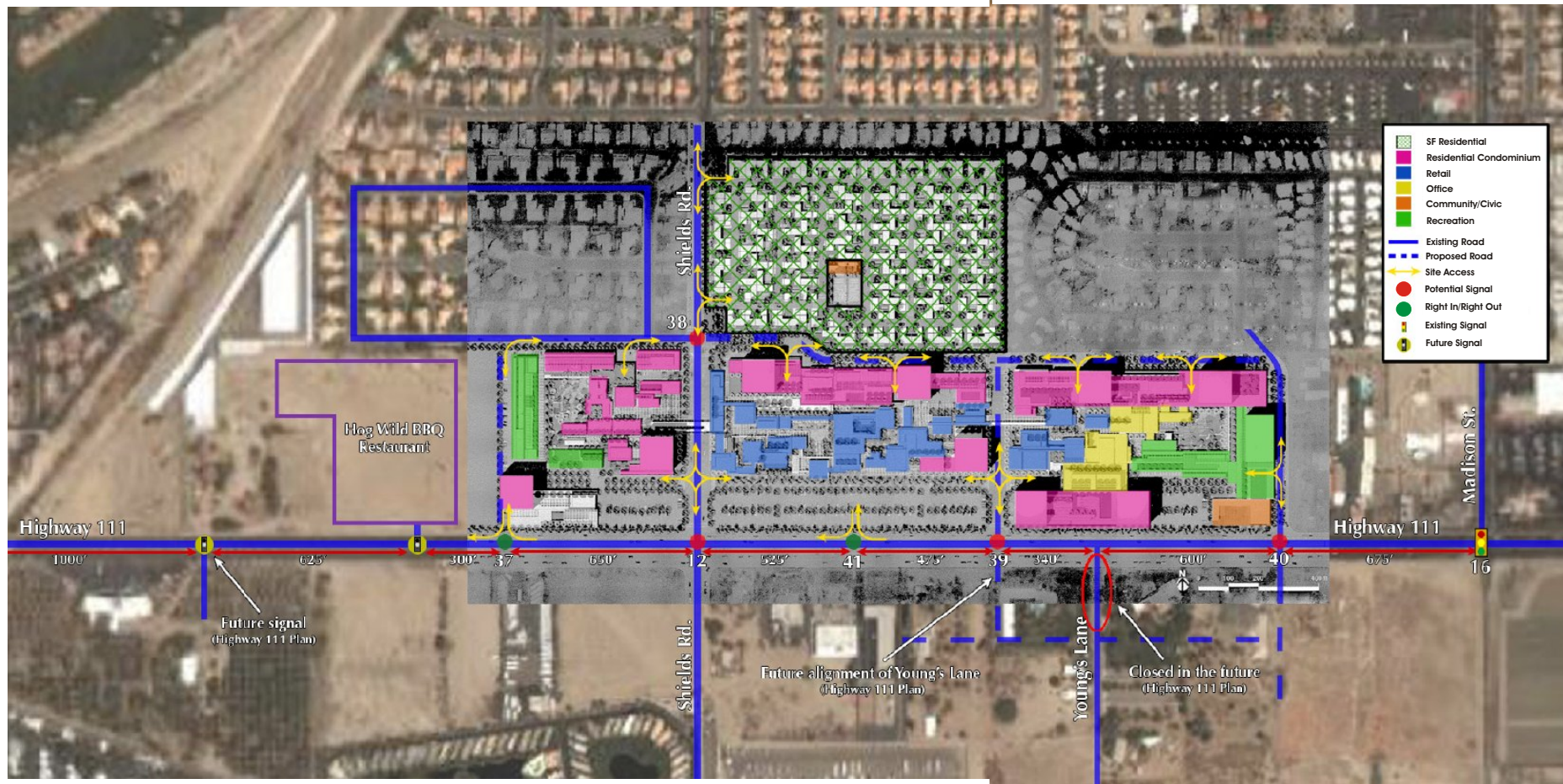
4.4 CIRCULATION PLAN

Figure 4.4-1 depicts the proposed traffic circulation plan.

4.4.1 AUTOMOTIVE TRANSPORTATION

Highway 111 provides the major project access. Five automotive entrances to the development from Highway 111 are proposed, with the main entrance on Shields Road. Traffic signals are proposed at the following locations:

1. Shields Road entrance
2. Eastern project entrance: This entrance, located approximately 1,900 feet east of Shields Road, will also provide access to the existing mobile home park to the northeast of the proposed project.
3. Western project entrance: This entrance is located 650 feet west of Shields Road.



LSA

FIGURE 4.4-1

Polo Square EIR
Proposed Circulation System

SOURCE: Traffic Study Polo Square in Indio, CA, LSA, September 29, 2006

P:\JMG531\Graphics\Corel Draw PMP\Figure 4.4-1 Proposed Circulation.cdr (1/096/07:LTC)

The following table provides proposed roadway cross-sections and setbacks.

Table 4.4-A: Proposed Roadway Cross-Sections

Roadway	Proposed Paved Width (Feet)	ROW (Feet)	Landscape Setback (Feet) from Curb
Highway 111	88'	120	25'
Shields Road	64'	Private road	15'
Eastern entrance road	50'	60'	15'
Western entrance road	43'	Private road	15'
On site local roadways	24-45 feet, depending on need	Private road	N/A

The two other entry points are for right-in/right-out site access. One is at the midpoint of the project and serves a parking lot at the western end of the project. The northern residential area will have two entry points from Shields Road.

4.4.2 TRANSIT ACCESS

As discussed above, the SunLine Transit Agency already provides a high level of bus service to the project. Sunline Routes are shown in Figure 4.4-2; Highway 111 runs in front of the site. While bus-stop locations ultimately will be determined by Sunline, the logical location for such a bus stop would be a Shields Road/Highway 111. The existing Sunline Bus Routes are shown in Figure 4.4-2.

4.4.3 BICYCLE AND PEDESTRIAN ACCESS

The proposed circulation network also provides for alternative mode transportation linkages, including an off-street bicycle/pedestrian sidewalk along Highway 111. Pedestrian Plazas are a key component linking the project elements. The conceptual bicycle and pedestrian paths are shown in Figure 4.4-3.

4.4.4 PARKING

Prior to tentative map approval, the developer is required to submit an overall parking management plan detailing any proposed deviations from City Parking requirements, including shared parking or other reduced parking requirements. Please also refer to Section 5.7.

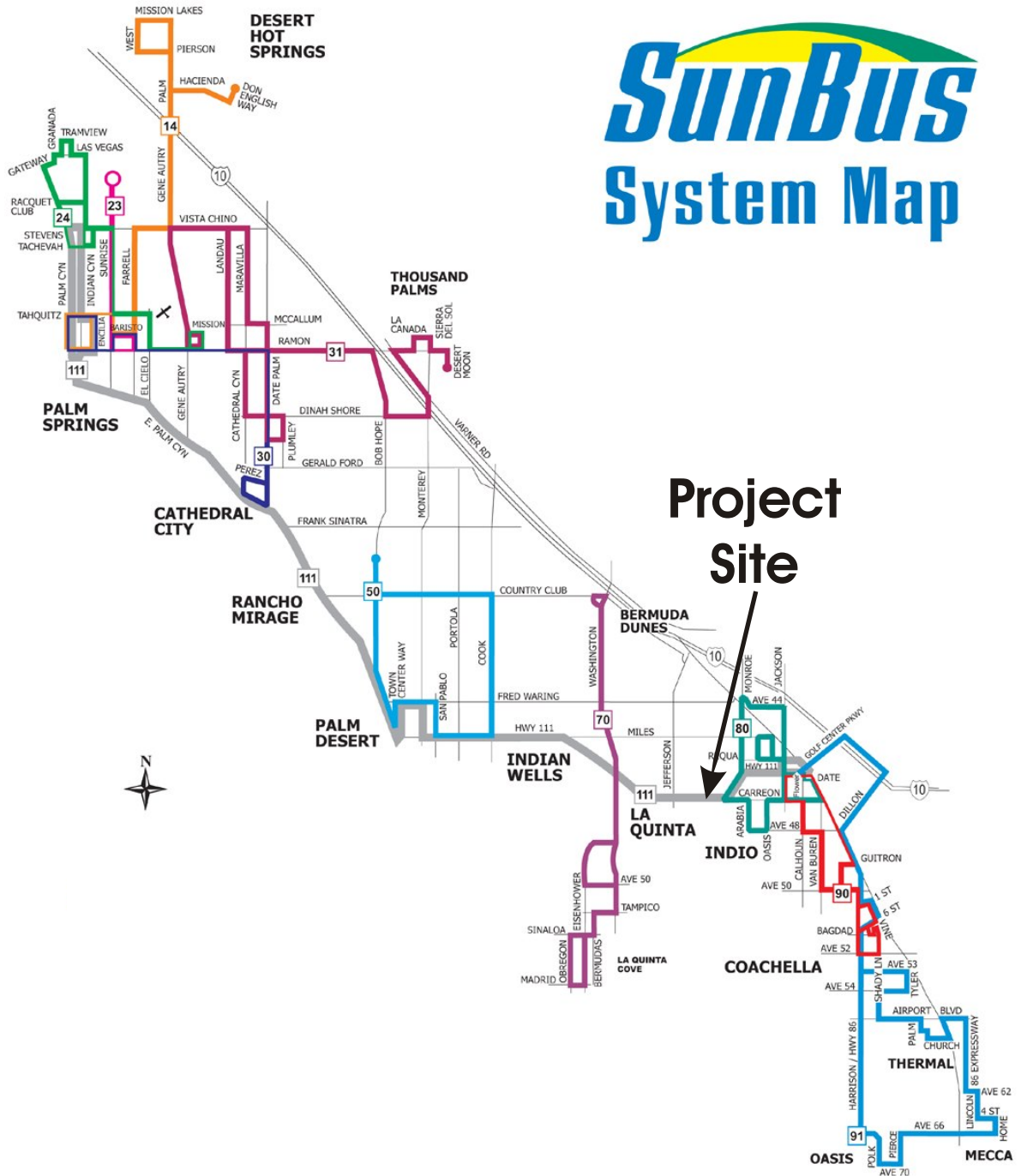
4.4.4.1 Residential Parcel

Each of 56 units on the Residential Parcel is proposed to have a two-car enclosed garage; guest parking will be on street.

4.4.4.2 Mixed Use Parcel

The Mixed-Use parcel will have both surface and structured parking. Casual surface parking fronting Highway 111 will be provided for the retail uses on the Central Mixed Use Parcel. The balance of the parking will be provided in structures; proposed parking areas are shown in Figure 4.4-3.

SunBus System Map



Project Site

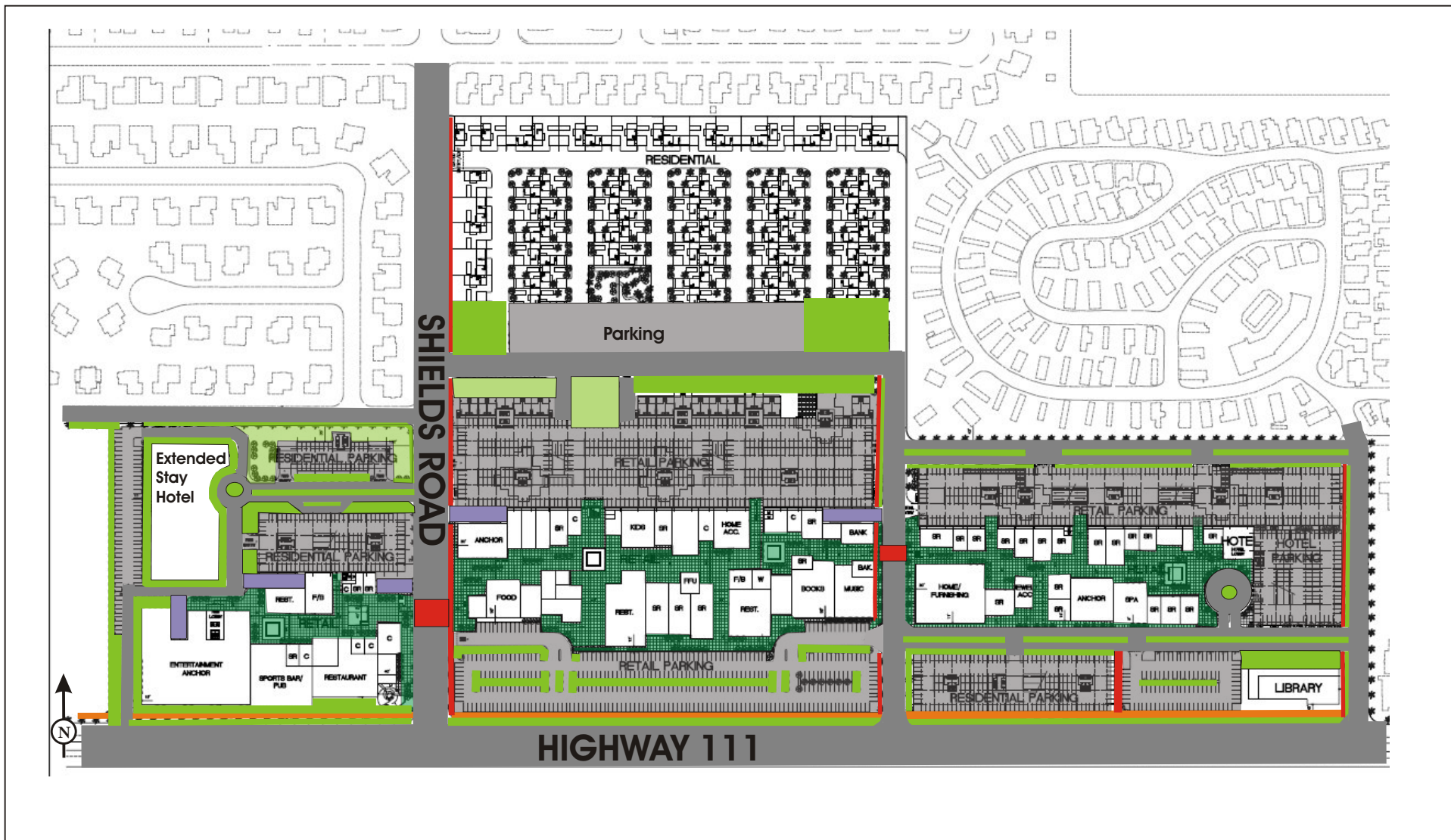
LSA

FIGURE 4.4-2

Polo Square PMP
Sunline Bus Routes

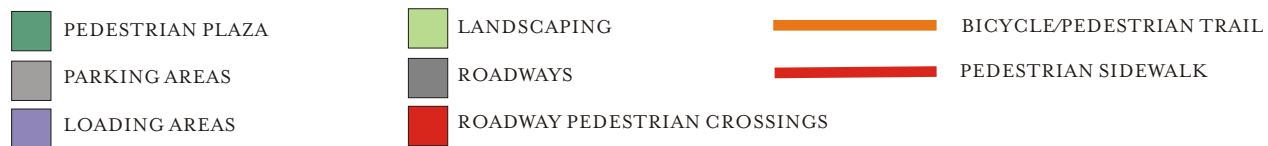
SOURCE: SUNLINE TRANSIT AGENCY

P:\JMG531\GRAPHICS\PMP\FIGURE 4.4-2 SUNLINE BUS ROUTES (123006.LTC)



LSA

FIGURE 4.4-3



SOURCE: GDS ARCHITECTS, LSA ASSOCIATES, INC

Polo Square PMP
 Conceptual Bicycle and Pedestrian
 Circulation and Parking Plan

4.5 FUTURE PROJECT APPROVALS

Subsequent to the approval of the PMP, the applicant will seek additional approvals prior to implementation of the project. Such additional future approvals include the following:

4.5.1 MASTER PLAN DESIGN ELEMENTS

Prior to or in parallel with Design Review, the applicant shall prepare the following Design Master Plan Elements, as outlined in the City's PMP requirements

- Architectural design
- Landscaping
- Wall treatments
- Entry statements
- Public/private open space
- Pedestrian and bicycle circulation
- Recreational facilities
- Water elements
- Gates
- Parking requirements and parking structures

Conceptual discussions of these elements are contained in Section 5.

4.5.1.1 Lighting Plan

A lighting plan will be developed, conforming to the architectural design guidelines in Highway 111 Corridor Mixed Use Specific Plan (MUSP-300) and complying with the City of Indio's building codes. The lighting plan will ensure that outdoor lighting shall be limited to the minimum height, number of fixtures, and intensity needed to provide sufficient security and identification in each development, making every reasonable effort to protect the community's night skies. Lighting will be used to highlight signs, entrances, walkways, display windows, parking lot areas as well as outstanding architectural and landscape features.

4.5.1.2 Signage Plan

A signage plan will be developed, conforming to the sign standards in Highway 111 Corridor Mixed Use Specific Plan (MUSP-300). This plan will include permitted signs, prohibited signs, design standards, sign size and location, and sign maintenance. Signs may include wall-mounted or painted signs, wall-mounted building directory signs, projecting signs, pedestrian convenience signs, painted door or window signs, awning signs, monument signs, and/or on-site directional signs.

4.5.2 DESIGN REVIEW

The project will be required to undergo Design Review according to the requirements of the City of Indio Section 159.720.

4.5.3 PHASING PLAN

Any future phasing of the project will be considered during design review.

4.5.4 TENTATIVE TRACT MAPS

Tentative Tract Maps will be required to allow for the division of property into separate lots and condominium lots.

The project Master Plan of Utilities will be prepared and reviewed at the Tentative Tract Map stage, where adequate site design and parcelization are available to scope the utility locations and access to the project.

4.5.5 INFRASTRUCTURE FEE PAYMENTS

In order to address the potential cumulative impacts on infrastructure from new development, the City of Indio collects “fair-share” development impacts fees that are earmarked for the necessary infrastructure improvements; the current fees are listed in Table 4.5-A. These fees are based upon the *City of Indio Impact Fees Report AB1600 Fees*, dated April 2006, which is available for review at the City of Indio Planning Department.

Table 4.5-A: City of Indio Infrastructure Fees

	SFD	CONDO/ MOBILE HOMES	MULTI- FAMILY	COMMERCIAL OFFICE	COMMERCIAL RETAIL	INDUSTRIAL
FIRE FACILITY	\$205/du	\$148/du	\$125/du	\$178/ac	\$ 653/ac	\$ 949/ac
POLICE FACILITY	\$930/du	\$672/du	\$565/du	\$807/ac	\$2,959/ac	\$4,303/ac
BUILDING FEE	\$1,979/du	\$1,546/du	\$1,299/du	\$1,856/ac	\$6,804/ac	\$9,897/ac
PARK & RECREATION	\$4,227/du	\$3,303/du	\$2,774/du			
BRIDGE CROSSING	\$1,374/du	\$816/du	\$844/du	\$2,027/ksf	\$5,103/ksf	\$1,333/ksf
INTER-SECTION IMPROVEMENT	\$262/du	\$155/du	\$161/du	\$386/ksf	\$971/ksf	\$254/ksf
STORM DRAIN FACILITY FEE Per Gross Acre	\$8,961/ac	\$11,201/a c	\$15,682/ac	\$20,162/ac	\$20,162/ac	\$20,162/ac
PLANNING INSPECTION	\$150	\$150	\$150	\$150	\$150	\$150
TUMF	\$794.31/du	\$414.17/du	\$557.76/du	See Schedule	See Schedule	See Schedule

Definitions: ac = acre; du=dwelling unit; ksf=thousand sf; TUMF=Transportation Uniform Mitigation Fee

5.0 CONCEPTUAL DESIGN ELEMENTS

The following elements of the Project Master Plan are conceptual in nature; precise plans will be determined during the Design Review Phase.

5.1 ARCHITECTURAL CONCEPT

The final architectural concept has not been chosen; conceptual plans show modernist design with heavy use of horizontal elements, glass siding, and flat roofs. As part of Design Review, the project will be required to prepare, and the Planning Commission shall review and approve, the overall architectural theme of the project. The conceptual architectural style is shown in Figure 5.4-1.

5.2 LANDSCAPING, HARDSCAPING AND WATER FEATURES

The project will include an integrated plan of landscaping, hardscaping and water features. Landscape themes will include plants that are appropriate to the desert and/or reflect the historic uses of the site, such as date palms. Attachment 1 contains a list of desert appropriate plants as recommended by the Coachella Valley Association of Governments.

Conceptual Plans for the Pedestrian Plaza, including landscape, hardscape, and water features are shown in Figure 5.4-2.

As part of Design Review, the project will be required to prepare, and the Planning Commission shall review and approve, the overall landscape plan for the project.

5.3 WALL TREATMENTS

Walls are anticipated to be located along the project boundaries with the adjacent residential uses; the maximum wall height will be seven feet.

As part of Design Review, the project will be required to prepare, and the Planning Commission shall review and approve, the master wall plan for the project. Such plan will include detailed locations, heights, materials, colors, texture and graffiti control elements.

5.4 ENTRY STATEMENTS

Entry Plazas will be provided at major entrances to the retail area and at each of the hotels. Conceptual plans for the retail entry plaza are shown in Figure 5.4-3.



LSA

Note: This drawing is an architect's concept of the proposed project; the actual project site plan will be reviewed at the Design Review stage and may vary from this drawing.

SOURCE: GDS ARCHITECTS

P:\JMG531\GRAPHICS\PMP\FIGURE 5.4-1 CONCEPTUAL ARCHITECTURAL STYLE

FIGURE 5.4-1

Polo Square PMP
Conceptual Architectural Style



FIGURE 5.4-2

Note: This drawing is an architect's concept of the proposed project; the actual project site plan will be reviewed at the Design Review stage and may vary from this drawing.

Polo Square PMP
Conceptual Pedestrian Plaza Landscape

SOURCE: GDS ARCHITECTS

P:\JMG531\GRAPHICS\PMP\FIGURE 5.4-2 CONCEPTUAL PEDESTRIAN PLAZA



LSA

FIGURE 5.4-3

Note: This drawing is an architect's concept of the proposed project; the actual project site plan will be reviewed at the Design Review stage and may vary from this drawing.

Polo Square PMP
Conceptual Entry Plaza

SOURCE:GDS ARCHITECTS

P:\JMG531\GRAPHICS\PMP\FIGURE 5.4-3 CONCEPTUAL ENTRY PLAZA

5.5 PUBLIC/PRIVATE OPEN SPACE/RECREATIONAL FACILITIES

Two park sites are proposed within the Residential Parcel. Recreation facilities or equivalent in-lieu fees will be provided per the City's Quimby Act implementing ordinance.

5.6 GATES

It is anticipated that the Residential Parcel will be gated to avoid retail parking intrusion into the residential area. Parking structures will also be gated. Precise designs will be presented during design review.

5.7 PARKING PLAN

Parking will be provided in surface lots and structures. Surface parking lots, designed to provide convenient access for commercial uses, will be provided along Highway 111. Parking for the residential towers and office uses will be provided in parking structures on the southern parcel.

Parking will be provided based on the requirements of the City of Indio Municipal Code Section 159.650. However, given the mixed-use nature of the project; it is anticipated that the applicant shall seek a reduction in the amount of parking per the requirements of Section 159.667 as follows:

§ 159.657 ALTERNATIVE METHODS FOR CALCULATING PARKING

“The Planning Commission may consider alternative methods for calculating required parking spaces as follows:

- (A) The Urban Land Institute “shared parking” methodology for calculating the peak demand over time for parking in a development of mixed uses using the same parking facilities.
- (B) A parking study done by a licensed engineer which meets the approval of the city decision-making authority.”

(Ord. 1472, passed 7-5-06)

Such a parking plan will be developed to assure the maximum and most efficient utilization and maximum benefit from the parking facilities being provided. A well-designed parking and enforced parking plan can result in up to 25 % additional effective parking being created.

Any such parking in parking will require the development of a Parking Management Plan meeting the requirements of the code and subject to the review and approval of the Planning Commission as part of the Design Review Process.

5.8 DRAINAGE PLAN

Due to increased impervious surfaces, the project site will generate increased storm flows when compared to existing undeveloped conditions. Three options are available to provide drainage for the subject site:

1. Connect to City Master Planned Drainage Facilities, when and if they are constructed.
2. Reduce post-development drainage to levels less than or equal to current levels through the development of on-site retention basins.
3. Develop a new project storm drain along Shields Road to the Whitewater River. Any runoff will be managed by on-site detention basins and other measures in accordance with City requirements and with the California Storm Water Pollution Prevention Plan (SWPPP).

As part of construction permitting, a National Pollutant Discharge Elimination System (NPDES) permit will be required.

5.9 UTILITY PLANS

Water Supply. Indio Water Authority provides water service in the City. The Water Supply Assessment on file at the City of Indio documents that the Authority has adequate supplies to serve the project. The design of the water supply system to serve the project is normally completed at the Tentative Tract Map Stage; such will be the case with this project.

Sewer Plan. The project site sewer service is served by the Valley Sanitary District.

The project will increase the need for sewer capacity in the area. Projected sewer flows were forecast based upon land uses per the City of Indio General Plan combined with the existing sewer flows to estimate future flows, thus identifying existing and future system deficiencies and requirements.

The current hydraulic modeling indicates that additional sewer pipelines will be needed to serve both the Polo Square project and other planned development in the area at build out. Interim capacity is presently available to serve a portion of the Polo Square project; the amount actually available is dependent upon the actual implementation of proposed developments.

Valley Sanitary District developed a Wastewater Collection System Master Plan in May of 2003. The Master Plan addresses the development impacts along the Highway 111 corridor in the western portion of the City of Indio, which is the location of the Polo Square project. Currently, the District is preparing an update to this study.

The Master Plan outlines additional sewer system requirements needed to serve the development envisioned in the City's General Plan. A new large diameter interceptor is required, from the District's Treatment Plant on Van Buren Street west to Clinton Street and Avenue 46; the District anticipates its construction in 2007 and 2008. Ultimate capacity for this area would be created by the extension of this proposed interceptor sewer, funded by fees charged to the private developers in the area, from Clinton Avenue and Avenue 46 west to Shields Road and south on Shields Road to the project site.

Electrical Service. Imperial Irrigation District (IID) provides electric facilities to the City.

The IID letter dated June 5, 2006 (included in EIR Appendix B, Responses to NOP), indicates the ability of IID to service the proposed project may depend on the construction of a new power substation near the project. No final site has been selected.

Natural Gas. The Gas Company provides natural gas services to the site. The Gas Company's letter dated April 14, 2006 (included in EIR Appendix B, Responses to NOP), states that "Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project could be provided without any significant impact on the environment. The service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made."

Telephone Service. Verizon provides telephone service to the area.

Cable Television. Time Warner Cable provides television cable service to the area.

6.0 CONSISTENCY WITH CITY GOALS AND OBJECTIVES

6.1 CONSISTENCY WITH CITY GENERAL PLAN

6.1.1 RELEVANT GENERAL PLAN POLICES

In the *General Plan*, Figure 1-1, “A Vision for Indio,” identifies the Polo Square project area as part of the Highway 111 Corridor that has the following elements:

- Gateway to the City
- Attractive landscaped entry
- Commercial and high density residential mix

The *General Plan* more fully describes the Highway 111 Corridor as follows:

The Highway 111 Corridor is envisioned to be a visually attractive commercial service area providing the residents of Indio and the surrounding communities with a variety of shopping and commercial services. The corridor links Indio between 1-10 and State Road 86 on the northeast with the communities of La Quinta, Palm Desert, and other destinations to the west. This corridor is planned to be the gateway to Indio from the west, drawing Coachella Valley residents and tourists to shop, work and play in Indio. Because of the prominence of Highway 111, the visual image of the corridor cannot be over emphasized. Coordinated landscape design along the right-of-way is essential and must be combined with effective entry statements at Jefferson and Auto Center Drive. A Mixed Use, Specific Plan, MU (SP-300), is proposed to establish design standards for the development and enhancement of major commercial centers which serve as a western gateway to the City. The potential of this corridor should be increased through the planned inclusion of high density residential units in mixed use commercial/residential complexes and in adjacent separate parcels which are linked to the commercial areas by pedestrian links.

The south part of the project site is designated in the General Plan as Mixed Use, Specific Plan [MU (SP-300)]. The north part of the project site is designated medium density residential (RM). Most areas surrounding the site are designated for mixed use; however, the areas north of the site are designated low and medium density residential.

The south part of the project site is multi or mixed use zoned C-2/R-3 PD General Commercial. The north part of the project site is zoned RL-Residential Low except for a small part of the northeast corner, which is zoned NC (Neighborhood Commercial). Most areas surrounding the site are zoned as general commercial or residential low.

Relevant General Plan Goals and Policies. The City of Indio General Plan includes Goals and Policies that address land use and community development. Relevant goals and policies for residential, commercial, and mixed uses are:

General Plan Goals:

1. Provide areas in the community that encourage the combination of commercial, medium/high density residential, and active and passive open space uses within an area to create a vibrant village atmosphere dominated by pedestrian oriented land uses. To plan for a city with a diversity of residential opportunities and lifestyles to fit the current and future needs of Indio.

2. In portions of the Planning Area that have large amounts of undeveloped land under a few ownerships, provide the tools and flexibility to guide the development of these areas to achieve a range of housing opportunities with higher than average amenity packages. Provide a set of general design guidelines that provide a consistent level of design in all land use designations.
3. Provide a set of design guidelines that provide guidance for aspects of design that are unique to the residential, commercial, industrial, and mixed use land use designations.

General Plan Policies:

1. The Mixed Use, Specific Plan [MU (SP)] designation is intended to allow for a mix of residential and commercial land uses. This designation will be used to allow persons to live close to employment opportunities, and to provide for a transition from higher intensity commercial uses to more traditional residential development. Residential intensity (density) shall be residential medium or high and commercial development shall be neighborhood commercial, commercial office, community commercial, or regional commercial. This designation should be located near a major transportation corridor to facilitate public transit, and should be used as a transitional designation to separate the large commercial or industrial areas from typical single family designations.

This designation covers the western end of Highway 111, and provides a gateway into the community from the west. The General Plan specifies that developments in this area shall contain high levels of design and architecture and shall optimize the setback from Highway 111 for any new buildings.

MU (SP) areas may require both a conceptual design plan for each MU (SP) area as well as a Specific Plan for larger projects. In general, the following requirements apply:

- i. The City will require design and landscape guidelines for MU (SP-200) and MU (SP-300).
 - ii. All projects within a MU (SP) designation that are over 15 acres in size will require the preparation and approval of a Specific Plan. The Specific Plan shall be consistent with the approved design and landscape guidelines. [Note to reader: the *Highway 111 Corridor Mixed Use Specific Plan*, addresses this requirement.]
 - iii. All projects of 15 acres or less can be processed as a plot plan, but the submittal will need to include design and landscape plans that are compatible with the approved guidelines developed for that MU (SP) designation.
2. All residential densities shall be calculated based on a Modified Gross Acre (MGA) basis. Density shall be calculated as follows: $\text{density} = \text{total units}/\text{MGA}$
 3. The Residential Medium designation (8 dwelling units per acre (du/ac) maximum) allows for a range of detached and attached single-family units and low intensity multifamily residential units. This designation encourages greater housing diversity and acts as a transition zone between low density developments and higher density multifamily projects. This designation serves as a transition from single-family designations to higher density residential or commercial land uses. Locations should be on or near major arterials and bus routes, and within close proximity to shopping.
 4. The Residential High designation (20 du/ac maximum) allows multi-family developments of apartments, condominiums, and single-family attached units. This designation is designed to serve as a transition from single-family and RM designations to commercial land uses. Locations should be on major arterials and near bus routes, and within close proximity to shopping and

employment centers

5. Unlike the Specific Plan, which groups together landowners by their geographic location in order to develop a conceptual plan for an entire area, the size, shape, and number of parcels/landowners involved in a Project Master Plan is decided by the landowners themselves. A single landowner, or several working jointly, may produce and submit a Project Master Plan.
6. Major intersections shall be designated to emphasize the intersection's importance and help establish a sense of place.
7. All development types shall be required to provide articulation of facades. This includes a combination of vertical, horizontal, and roofline treatments. The variation of masses, facades, and rooflines helps provide an interesting form, proportion, and "human" scale.
8. Pedestrian orientation is considered a necessary amenity within all land use designations. This refers not only to the provision of sidewalks, walkways, and other trails, but also to the provision of other amenities that make a location more interesting and inviting to the user.
9. The Mixed Use designations include a variety of residential, commercial and open space uses. The design of these areas shall emphasize the interrelation among the land uses so that the area looks like one master-planned, mixed-use development, and not several individual projects.

6.1.2 CONSISTENCY WITH GENERAL PLAN AND ZONING MAP

The proposed project is not consistent with the current General Plan designations and zoning for the northern parcel. As discussed in Section 4.2, the project proposes a General Plan Amendment and implementing zoning ordinance changes to increase residential densities on the northern parcel and to allow a portion of the mixed use district to extend onto the northern parcel. The General Plan Amendment and associated zoning map changes are integral elements of the project, and upon their approval, the proposed Polo Square PMP land uses will be consistent with both the General Plan and the Zoning Map.

6.1.3 CONSISTENCY WITH GENERAL PLAN GOALS AND POLICIES.

Table 6.1-A assesses the consistency of the proposed Polo Square project with relevant General Plan goals and policies. As shown in the Table, the proposed project is consistent with the General Plan goals and policies that apply to the project site.

Table 6.1-A: Consistency of the Proposed Polo Square Project with Relevant General Plan Goals and Policies

General Plan	Proposed Project
Goals	
1. Provide areas in the community that encourage the combination of commercial, medium/high density residential, and active and passive open space uses within an area to create a vibrant village atmosphere dominated by pedestrian oriented land uses.	The project proposes commercial, medium-density, and high-density residential uses and, therefore, is consistent with this General Plan goal.
2. To plan for a city with a diversity of residential opportunities and lifestyles to fit the current and future needs of Indio.	The project proposes medium- and high-density residential land uses and, therefore, is consistent with this General Plan goal.
3. In portions of the Planning Area that have large amounts of undeveloped land under a few ownerships, provide the tools and flexibility to guide the development of these areas to achieve a range of housing opportunities with higher than average amenity packages.	The project proposes to develop currently undeveloped land with town homes and condominiums. It is, therefore, consistent with this General Plan goal.
4. Provide a set of general design guidelines that provide a consistent level of design in all land use designations.	The project provides general design guidelines that provide a consistent level of design in all land use designations. It is, therefore, consistent with this General Plan goal.
5. Provide a set of design guidelines that provide guidance for aspects of design that are unique to the residential, commercial, industrial, and mixed use land use designations.	The project provides design guidelines that provide guidance for aspects of design that are unique to the residential, commercial, industrial, and mixed use land use designations. It is, therefore, consistent with this General Plan goal.

Policies	
<p>1. The Mixed Use, Specific Plan [MUSP] designation is intended to allow for a mix of residential and commercial land uses. This designation will be used to allow persons to live close to employment opportunities, and to provide for a transition from higher intensity commercial uses to more traditional residential development. Residential intensity (density) shall be residential medium or high and commercial development shall be neighborhood commercial, commercial office, community commercial, or regional commercial. This designation should be located near a major transportation corridor to facilitate public transit, and should be used as a transitional designation to separate the large commercial or industrial areas from typical single family designations.</p> <p>This designation covers the western end of Highway 111 and provides a gateway into the community from the west. The General Plan specifies that developments in this area shall contain high levels of design and architecture and shall optimize the setback from Highway 111 for any new buildings.</p> <p>MU (SP) areas may require both a conceptual design plan for each MU (SP) area as well as a specific plan for larger projects. In general, the following requirements apply:</p> <ul style="list-style-type: none"> i. The City will require design and landscape guidelines for MU (SP-200) and MU (SP-300). ii. All projects within a MU (SP) designation that are over 15 acres in size will require the preparation and approval of a specific plan. The specific plan shall be consistent with the approved design and landscape guidelines. iii. All projects of 15 acres or less can be processed as plot plans, but the submittal will need to include design and landscape plans that are compatible with the approved guidelines developed for that MU (SP) designation. 	<p>The project proposes mixed use development consistent with the MU (SP) designation on the south parcel of the project site. The development will consist of a mixture of high density residential and commercial uses. The residential and commercial uses are consistent with those allowed under the MU (SP) designation.</p> <p>The project is near major roads, including Highway 111. The project is located on bus route line 90, which has nearby bus stops.</p> <p>The project contains high levels of design and architecture and will serve as a gateway to this part of the City of Indio.</p> <p>As part of the project, design and landscape guidelines and a Specific Plan will be submitted to the City for approval.</p> <p>Therefore, the proposed project is consistent with this General Plan policy.</p>
<p>2. All residential densities shall be calculated based on a Modified Gross Acre (MGA) basis. Density shall be calculated as follows: Density = Total Units/MGA</p>	<p>The residential densities in the proposed project are on a MGA basis and, therefore, are consistent with this General Plan policy.</p>

<p>3. The Residential Medium designation allows for a range of detached and attached single-family units and low intensity multifamily residential units. This designation encourages greater housing diversity and acts as a transition zone between low density developments and higher density multifamily projects. This designation serves as a transition from single-family designations to higher density residential or commercial land uses. Locations should be on or near major arterials and bus routes.</p>	<p>The project proposes medium density residential uses on the north part of the project site, which will serve as a transition zone between the low density residential uses to the north and the proposed high density multifamily condominiums and commercial development on the south part of the project site. The project is near several major roads such as Highway 111. The project site is located on bus route line 90, which has nearby bus stops. The project is, therefore, consistent with this General Plan policy.</p>
<p>4. The Residential High designation allows multi-family developments of apartments, condominiums, and single-family attached units. This designation is designed to serve as a transition from single-family and RM designations to commercial land uses. Locations should be on major arterials and near bus routes, and within close proximity to shopping and employment centers.</p>	<p>The project proposes high density residential uses on the south part of the project site. The proposed condominiums will serve as a transition between the single family residential uses to the north and the commercial development proposed on the south part of the project site. The condominiums are within a mixed used development and will therefore be near the proposed commercial development. The project is near several major roads such as Highway 111. The project is located on bus route line 90, which has nearby bus stops. Therefore, the proposed project is consistent with this General Plan policy.</p>
<p>5. Unlike the Specific Plan, which groups together landowners by their geographic location in order to develop a conceptual plan for an entire area, the size, shape, and number of parcels/landowners involved in a Project Master Plan is decided by the landowners themselves. A single landowner or several working jointly, may produce and submit a Project Master Plan.</p>	<p>The project will be developed by a group pursuing ownership of the entire project site.</p>
<p>6. Major intersections shall be designated to emphasize the intersection's importance and help establish a sense of place.</p>	<p>Intersections will be designed to emphasize the intersection's importance and help establish a sense of place. The project is, therefore, consistent with this General Plan policy.</p>
<p>7. All development types shall be required to provide articulation of facades. This includes a combination of vertical, horizontal, and roofline treatments. The variation of masses, facades, and rooflines helps provide an interesting form, proportion, and "human" scale.</p>	<p>The development on the project site will provide articulation of facades and design features to create an interesting form, proportion and human scale. Therefore, the proposed project is consistent with this General Plan policy.</p>
<p>8. Pedestrian orientation is considered a necessary amenity within all land use designations. This refers not only to the provision of sidewalks, walkways, and other trails, but also to the provision of other amenities that make a location more interesting and inviting to the user.</p>	<p>The proposed project will provide sidewalks, walkways, and other pedestrian accessways throughout the project site, connecting to off site pedestrian. The proposed project is, therefore, consistent with this General Plan policy.</p>
<p>9. The Mixed Use designations include a variety of residential commercial and open space uses. The design of these areas shall emphasize the interrelation among the land uses so that the area looks like one master planned mixed use development, and not several individual projects.</p>	<p>The proposed project consists of mixed use that will be designed to look like a master planned area. Therefore, the project is consistent with this General Plan policy.</p>

6.2 CONSISTENCY WITH MUSP-300 SPECIFIC PLAN

The proposed project has been developed to conform with MUSP-300. The project is mixed use with both residential and commercial components along the Highway 111 frontage providing a distinctive and livable “in-town” neighborhood development.

Because the project is larger than 15 acres, the project requires a Project Master Plan (PMP); per City Ordinance No. 1207, the PMP will require review and recommendation of the Indio Planning Commission and review and approval of the Indio City Council. The City’s review of the PMP along with other administrative review of the project will insure the city’s ability to review the project for consistency with the General Plan, MUSP-300 and the Indio City Code.

The potential parking structure on the south side of the northern parcel is consistent with the expansion of the MUSP-300 planning area to include bordering parcels.

The project does not propose to provide a raised landscape or decorative median for Highway 111 and is consistent with Ordinance No. 1207.

The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

7.0 ADMINISTRATIVE

It is the intent of this section to set criteria for interpretation of the Polo Square PMP and to define types of changes that will require minor modifications and administrative approvals to the PMP. Minor modifications to the approved PMP are allowed at the discretion of the Community Development Director or his/her designee. Modifications to the PMP must be consistent with the purpose and intent of the originally approved PMP. All modifications to the approved PMP, other than minor changes, are to be processed as a PMP Amendment. Amendments to the PMP require a public hearing before the Planning Commission for action. The Planning Commission and City Council may approve, deny, or conditionally approve modifications to the PMP that are deemed to be inconsistent with the standards, guidelines or purpose of the Plan.

7.1 MINOR MODIFICATION PROCESS

The Director of Community Development may allow minor adjustments to the PMP that are consistent with the intent of the Plan through an administrative review process. These modifications may result in changes to the number of dwelling units and the acreage contained within each Planning Area. Modifications may be warranted to accommodate changes resulting from final design and engineering that cause adjustments in roadway alignments or location of utilities and other infrastructure, development of innovative product design, development of Final Design Guidelines, or other similar modifications deemed to be minor by the Community Development Director. The following criteria shall be used to evaluate any request for a minor modification. Any modification that does not meet the following criteria shall require a hearing before the Planning Commission.

- The number of residential units within Polo Square shall not exceed 572.
- Transfers of dwelling units shall not result in a change in density category to a higher density category, i.e., the transfer may not result in a Planning Area moving from the medium to the high-density category.
- The transfer of acreage from one Planning Area to another shall not result in the increase in size by over ten percent of its original acreage. Any transfer of acreage shall result in a commensurate reduction in acreage in one or more other Planning Areas.
- Concurrent with the tentative tract map submittal, residential land use statistics will be provided as a summary of the final unit count in each Planning Area. This summary shall be used by city staff to ensure that overall unit limits are being adhered to per the provisions of this chapter.
- Denials by the Community Development Director may be appealed to the Planning Commission, and ultimately the City Council.

7.2 NEW INFORMATION

The addition of new information to the PMP maps or text that does not change the effect of any regulation is allowed with administrative review. The new information may include more detailed, site-specific data. If this information demonstrates that development area boundaries are inaccurately designated, based upon the goals and objectives of the plan, said boundaries may be adjusted to reflect a more accurate depiction of on-site conditions, without requiring a PMP amendment. Administrative changes do not require amendments to the PMP and may be approved by the Director of Community Development of the City of Indio.

7.3 DETAIL CHANGES TO THE PMP

The PMP is intended to provide a certain degree of flexibility with respect to the details of project development, as well as those items discussed in general terms in the document. As the project becomes more refined, it may be demonstrated that modification of certain details are appropriate and consistent with the intent of the PMP. These details are administrative in nature and may be approved by the Director of Community Development of the City of Indio.

ATTACHMENT 1: RECOMMENDED LANDSCAPE SPECIES

Attachment 1

(from CVMSHCP Table 4-113)
Prohibited Invasive Ornamental Plants

BOTANICAL NAME	COMMON NAME
<i>Acacia</i> spp. (all species except <i>A. greggii</i>)	Acacia (all species except native catclaw acacia)
<i>Arundo donax</i> ()	Giant Reed or Arundo Grass
<i>Atriplex semibaccata</i> ()	Australian Saltbush
<i>Avena barbata</i>	Slender Wild Oat
<i>Avena fatua</i>	Wild Oat
<i>Brassica tournefortii</i> ()	African or Saharan Mustard
<i>Bromus madritensis</i> ssp. <i>rubens</i> ()	Red Brome
<i>Bromus tectorum</i> ()	Cheat Grass or Downy Brome
<i>Cortaderia jubata</i> [syn. <i>C. atacamensis</i>]	Jubata Grass or Andean Pampas Grass
<i>Cortaderia dioica</i> [syn. <i>C. selloana</i>]	Pampas Grass
<i>Descurainia sophia</i>	Tansy Mustard
<i>Eichhornia crassipes</i>	Water Hyacinth
<i>Elaeagnus angustifolia</i>	Russian Olive
<i>Foeniculum vulgare</i>	Sweet Fennel
<i>Hirschfeldia incana</i>	Mediterranean or Short-pod Mustard
<i>Lepidium latifolium</i>	Perennial Pepperweed
<i>Lolium multiflorum</i>	Italian Ryegrass
<i>Lolium perenne</i>	Perennial Ryegrass
<i>Nerium oleander</i>	Oleander
<i>Nicotiana glauca</i> ()	Tree Tobacco
<i>Oenothera berlandieri</i> (#)	Mexican Evening Primrose
<i>Olea europea</i>	European Olive Tree
<i>Parkinsonia aculeata</i> ()	Mexican Palo Verde
<i>Pennisetum clandestinum</i>	Kikuyu Grass
<i>Pennisetum setaceum</i> ()	Fountain Grass
<i>Phoenix canariensis</i> (#)	Canary Island Date Palm
<i>Phoenix dactylifera</i> (#)	Date Palm
<i>Ricinus communis</i> ()	Castorbean
<i>Salsola tragus</i> ()	Russian Thistle
<i>Schinus molle</i>	Peruvian Pepper Tree or California Pepper
<i>Schinus terebinthifolius</i>	Brazilian Pepper Tree
<i>Schismus arabicus</i>	Mediterranean Grass
<i>Schismus barbatus</i> ()	Saharan Grass, Abu Mashi
<i>Stipa capensis</i> ()	No Common Name
<i>Tamarix</i> spp. (all species) ()	Tamarisk or Salt Cedar
<i>Taeniatherum caput-medusae</i>	Medusa-head
<i>Tribulus terrestris</i>	Puncturevine
<i>Vinca major</i>	Periwinkle
<i>Yucca gloriosa</i> (#)	Spanish Dagger

Coachella Valley Native Plants Recommended for Landscaping

From CVMSHCP

BOTANICAL NAME	COMMON NAME
Trees	
<i>Washingtonia filifera</i>	California fan palm
<i>Cercidium floridum</i>	Blue palo verde
<i>Chilopsis linearis</i>	Desert willow
<i>Olneya tesota</i>	Ironwood tree
<i>Prosopis glandulosa</i> var. <i>torreyana</i>	Honey mesquite
Shrubs	
<i>Acacia greggii</i>	Cat's claw acacia

<i>Ambrosia dumosa</i>	Burro bush
<i>Atriplex canescens</i>	Four wing saltbush
<i>Atriplex lentiformis</i>	Quailbush
<i>Atriplex polycarpa</i>	Cattle spinach
<i>Baccharis sergiloides</i>	Squaw water-weed
<i>Bebia juncea</i>	Sweet bush
<i>Cassia (Senna) covesii</i>	Desert senna
<i>Condalia parryi</i>	Crucillo
<i>Crossosoma bigelovii</i>	Crossosoma
<i>Dalea emoryi</i>	Dye weed
<i>Dalea (Psorothamnus) schottii</i>	Indigo bush
<i>Datura meteloides</i>	Jimson weed
<i>Encelia farinose</i>	Brittle bush
<i>Ephedra aspera</i>	Mormon tea
<i>Eriogonum fasciculatum</i>	California buckwheat
<i>Eriogonum wrightii membranaceum</i>	Wright s buckwheat
<i>Fagonia laevis</i>	(No common name)
<i>Gutierrezia sarothrae</i>	Matchweed
<i>Haplopappus acradenius</i>	Goldenbush
<i>Hibiscus denudatus</i>	Desert hibiscus
<i>Hoffmannseggia microphylla</i>	Rush pea
<i>Hymenoclea salsola</i>	Cheesebush
<i>Hyptis emoryi</i>	Desert lavender
<i>Isomeris arborea</i>	Bladder pod
<i>Juniperus californica</i>	California juniper
<i>Krameria grayi</i>	Ratany
<i>Krameria parvifolia</i>	Little-leaved ratany
<i>Larrea tridentate</i>	Creosote bush
<i>Lotus rigidus</i>	Desert rock pea
<i>Lycium andersonii</i>	Box thorn

<i>Petalonyx linearis</i>	Long-leaved sandpaper plant
<i>Petalonyx thurberi</i>	Sandpaper plant
<i>Peucephyllum schottii</i>	Pygmy cedar
<i>Prunus fremontii</i>	Desert apricot
<i>Rhus ovata</i>	Sugar-bush
<i>Salazaria mexicana</i>	Paper-bag bush
<i>Salvia apiana</i>	White sage
<i>Salvia eremostachya</i>	Santa Rosa sage
<i>Salvia vaseyi</i>	Wand sage
<i>Simmondsia chinensis</i>	Jojoba
<i>Sphaeralcia ambigua</i>	Globemallow (desert mallow)
<i>Sphaeralcia ambigua rosacea</i>	Apricot mallow
<i>Trixis californica</i>	Trixis
<i>Zauschneria californica</i>	California fuchsia
Groundcovers	
<i>Mirabilis bigelovii</i>	Wishbone bush (four o'clock)
<i>Mirabilis tenuiloba</i>	White four o'clock (thin-lobed)

BOTANICAL NAME	COMMON NAME
Vines	
<i>Vitis girdiana</i>	Desert grape
Accent	
<i>Muhlenbergia rigens</i>	Deer grass
Herbaceous Perennials₂	
<i>Adiantum capillus-veneris</i>	Maiden-hair fern (w)*
<i>Carex alma</i>	Sedge (w)
<i>Dalea parryi</i>	Parry dalea
<i>Eleocharis montevidensis</i>	Spike rush (w)
<i>Equisetum laevigatum</i>	Horsetail (w)
<i>Juncus bufonis</i>	Toad rush (w)
<i>Juncus effuses</i>	Juncus (w)
<i>Juncus macrophyllus</i>	Juncus (w)
<i>Juncus mexicanus</i>	Mexican rush (w)
<i>Juncus xiphioides</i>	Juncus (w)
<i>Notholaena parryi</i>	Parry cloak fern
<i>Pallaea mucronata</i>	Bird-foot fern
Cacti and Succulents	
<i>Agave deserti</i>	Desert agave
<i>Asclepias albicans</i>	Desert milkweed (buggy-whip)
<i>Asclepias subulata</i>	Ajamete
<i>Dudleya arizonica</i>	Live-forever
<i>Dudleya saxosa</i>	Rock dudleya
<i>Echinocereus engelmannii</i>	Calico hedgehog cactus
<i>Ferocactus acanthodes</i>	Barrel cactus
<i>Fouquieria splendens</i>	Ocotillo
<i>Mamillaria dioica</i>	Nipple cactus
<i>Mamillaria tetrancistra</i>	Corkseed cactus
<i>Nolina parryi</i>	Parry nolina

<i>Opuntia acanthocarpa</i>	Stag-horn or deer-horn cholla
<i>Opuntia bigelovii</i>	Teddy bear or jumping cholla
<i>Opuntia basilaris</i>	Beavertail cactus
<i>Opuntia echinocarpa</i>	Silver or golden cholla
<i>Opuntia ramosissima</i>	Pencil cholla, darning needle cholla
<i>Yucca schidigera</i>	Mojave yucca, Spanish dagger
<i>Yucca whipplei</i>	Our Lord's candle

*Common names for herbaceous perennials that are followed by "(w)" indicate a water or riparian species.

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Source:

"Coachella Valley Native Plants, Excluding Annuals (0 ft. to approximately 3,000 ft. elevation)."
 Compiled by Dave Heveron, Garden Collections Manager, and Kirk Anderson, Horticulturist, The
 Living Desert, May, 2000, for the Coachella Valley Mountains Conservancy.