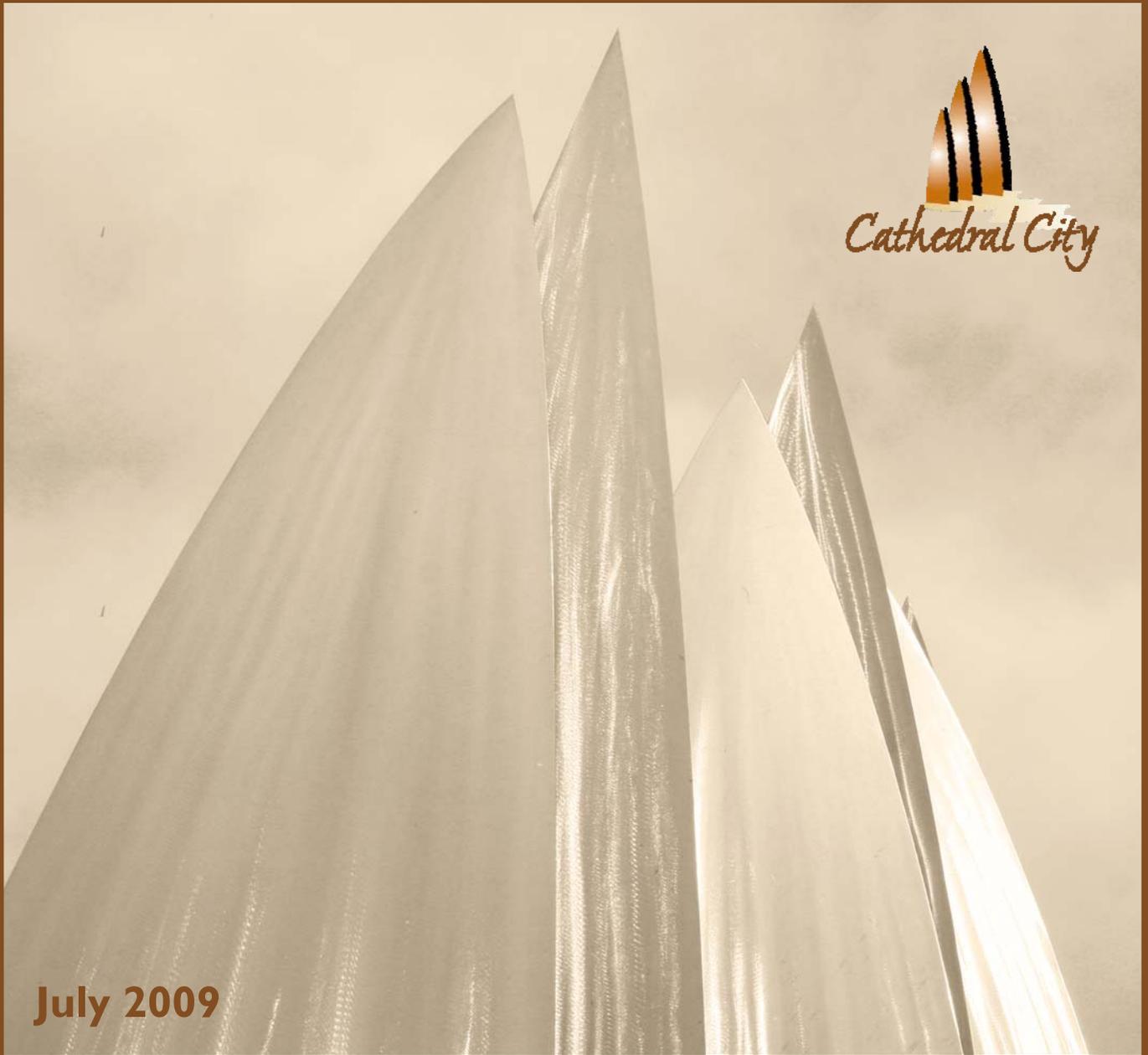


North City Specific Plan



July 2009





NORTH CITY SPECIFIC PLAN

July 2009

Prepared by



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SECTION I

SUMMARY

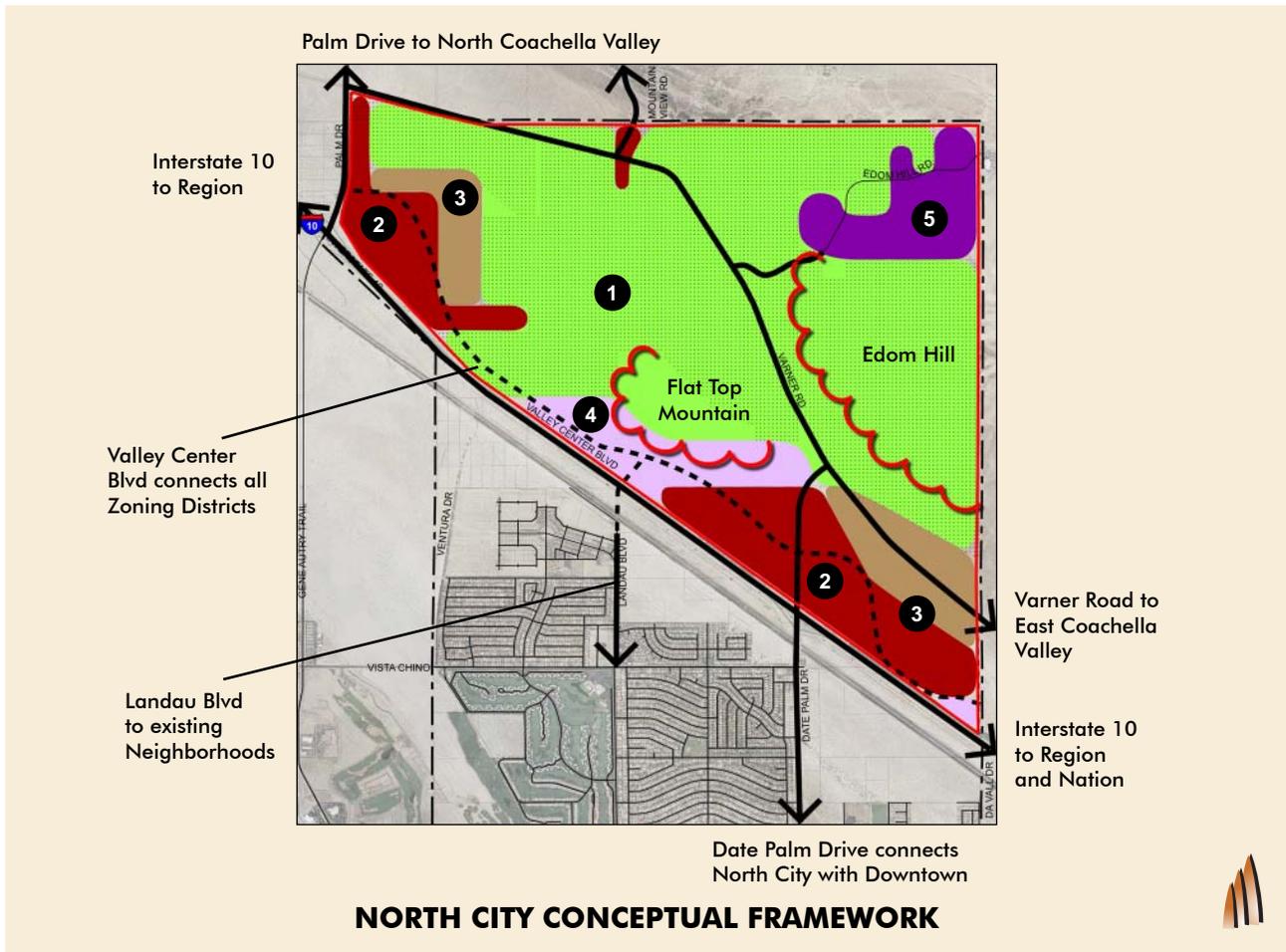


A New North City for a New Time

NORTH CITY SPECIFIC PLAN SUMMARY



In 2007, Cathedral City decided to create a bold new vision for its expansion and enhancement by developing a plan for approximately 5,000 acres of existing and recently annexed properties located to the north of Interstate 10. The City hired a team of consultants, lead by The Arroyo Group, a noted planning and urban design firm, to work with the City in realizing this significant new potential. The North City Specific Plan has been developed with an intensive process of community participation, a realistic approach to market demand and a sensitivity to North City's unique desert environment. The Specific Plan establishes strong economic, transportation and lifestyle connections between North City and the existing City development to the south, and between North City and the rest of the Coachella Valley.



NORTH CITY CONCEPTUAL FRAMEWORK



The major features of the Conceptual Framework include:

- 1 Preservation of desert habitat in over half of the planning area as part of the regional Multiple Species Habitat Conservation Plan, and including key natural landmarks, Edom Hill and Flat Top Mountain.
- 2 Two major Mixed Use-Urban Districts at the eastern and western gateways to Cathedral City which offer new, pedestrian-oriented lifestyles for shopping, living, and entertainment.
- 3 Two major Mixed Use-Neighborhood Districts that extend the pedestrian-oriented lifestyle experience into lower density development.
- 4 A major freeway-oriented Business Park conveniently served by adjacent Mixed Use Districts.
- 5 A unique Edom Hill Industrial Park for clean manufacturing with an emphasis on renewable energy and sustainable products, and with the potential for a destination resort.

These unique North City land use districts are well connected with the City, Coachella Valley region, and nation via the transportation linkages illustrated. In addition, a new Valley Center Boulevard links the eastern and western Mixed Use Districts with each other.

Cathedral City

A Vision Shaped by the Community

Working with City Staff, The Arroyo Group team conducted an extensive program of community involvement to ensure that the North City Specific Plan reflects the values, knowledge and ideas of the Cathedral City community.

The community involvement process included workshops, presentations, study sessions, and a bus tour of the planning area. The process involved a City-appointed Steering Committee, the public at large, property owners, developers, the Coachella Valley Association of Governments, the Agua Caliente Band of Cahuilla Indians, the Coachella Valley Water District, environmental groups, other agencies and the Planning Commission, Streets and Transportation Commission and City Council, among others. The City's website was used to post all studies, plans, and meeting dates and summaries associated with the planning process.

The community dialogue was primarily informed by discussions of the natural environment, market factors and property ownership considerations. This dialogue resulted in the following Vision:

Vision

North City will:

- **Establish a unique identity within the Coachella Valley.**
- **Create a thriving, mixed-use area that strengthens Cathedral City's economic base.**
- **Create compact, walkable neighborhoods/districts that support healthy living and multiple transportation options.**
- **Provide an open space framework and preserve the natural environment.**
- **Encourage sustainable, energy-efficient development.**



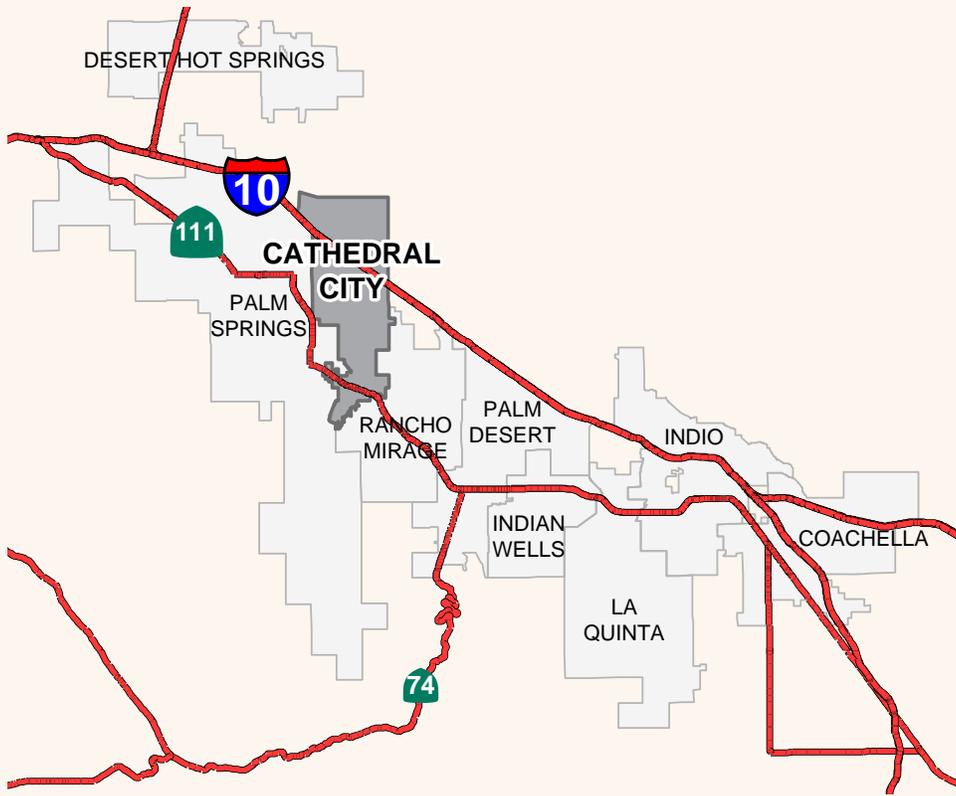
Capturing New Markets

The North City Specific Plan is designed to capitalize on Cathedral City's central location in the dynamic, growing Coachella Valley. Coachella Valley population is projected to increase from approximately 400,000 to one million residents in the coming decades. Long-term market demand is projected to be strong for regional, community and neighborhood retail, employment and residential uses; and moderate for hotel uses, visitor-serving recreational uses and entertainment.

North City is well positioned, with nearly five miles of frontage on the Interstate 10 Freeway, to capture both the market demand created by Coachella Valley growth and from the thousands of freeway travelers passing by each day.

The North City Specific Plan is designed to attract the regional population of Coachella Valley and freeway travelers by creating unique Mixed Use Districts and by providing pedestrian oases in the beautiful desert environment. Positioned in the foreground of the majestic views to Flat Top Mountain and Edom Hill, these Districts will offer a unique environment for Cathedral City residents and visitors alike. The Edom Hill area can be promoted for development of environmentally-friendly light industrial uses or a destination resort in this spectacular natural setting.



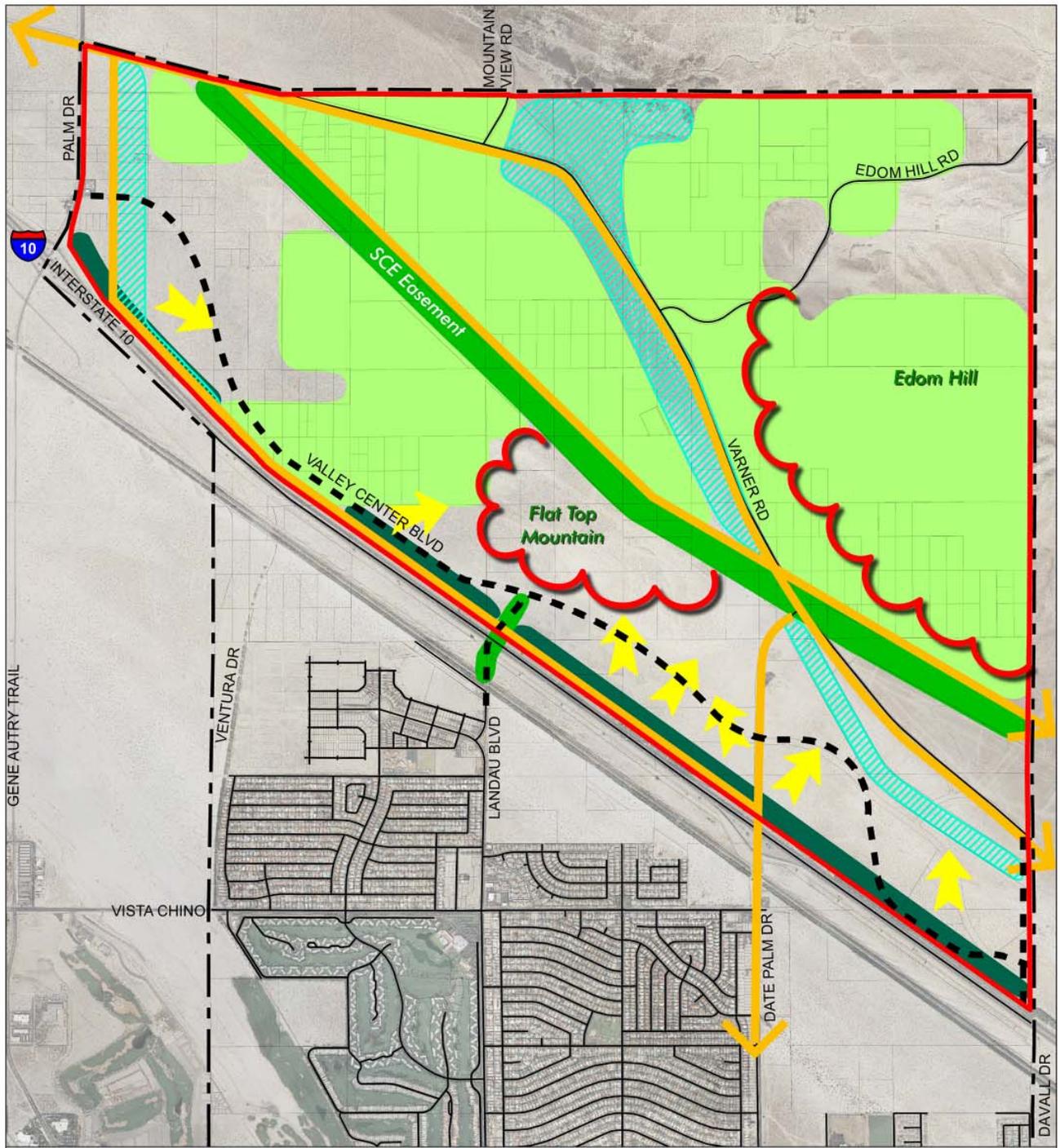


Enjoying and Protecting Nature

The North City Specific Plan breaks new ground for sustainable living and habitat preservation in Southern California by two means. First, the Plan organizes shopping, residential, employment and entertainment areas in compact walkable districts that are accessed from a limited network of roads with excellent connections to the rest of the City. Second, the Specific Plan fully embraces the habitat and endangered species provisions of the Multiple Species Habitat Conservation Plan (MSHCP) for Coachella Valley. The MSHCP preserves thousands of acres of desert habitat in the Coachella Valley. Over half the North City area is allocated to open space in support of this unprecedented regional preservation effort.

The Open Space Framework, which is located within and outside the MSHCP Area, preserves North City's unique natural landmarks including Flat Top Mountain, Edom Hill and dramatic regional watercourses. These key natural elements are supplemented and connected by creating of a linear open space and hiking trail adjacent to Southern California Edison's existing regional electricity transmission corridor and a new "desert edge" freeway setback. Many portions of the Open Space Framework will be connected with bicycle and/or hiking trails for residents and visitors to enjoy the spectacular beauty of the preserved natural setting of North City.





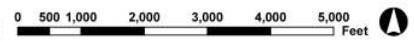
Open Space Framework

- Specific Plan Area
- City Boundary
- MSHCP Conservation Area
- Open Space
- Open Space Corridors
- Major Water / Drainage Courses (schematic)
- Freeway Buffer
- ➔ Protect Views
- Natural Landmarks
- Future Road (approximate alignment)

➔ Potential Network of North City and Regional Trails



North City Specific Plan

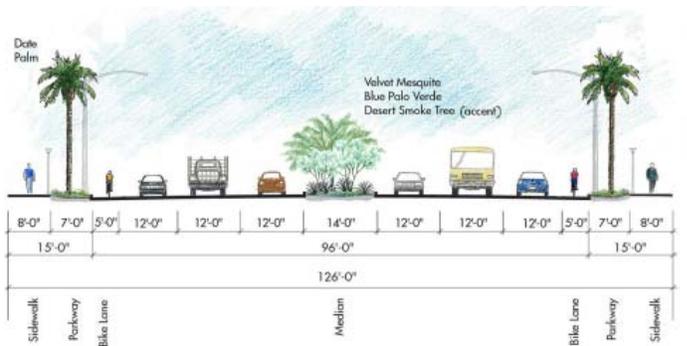


Sensitive, Sustainable Streetscapes

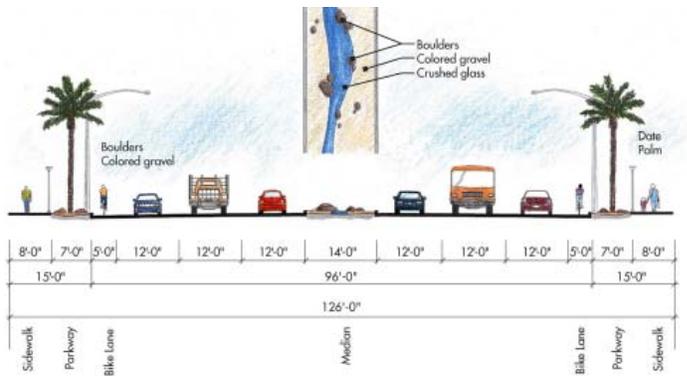
The North City Specific Plan provides for an attractive new streetscape network. The network consists of beautifully landscaped roads, Class 1 bikeways separate from auto traffic, and regional hiking trails connecting with the regional open space network.

Major Streetscapes

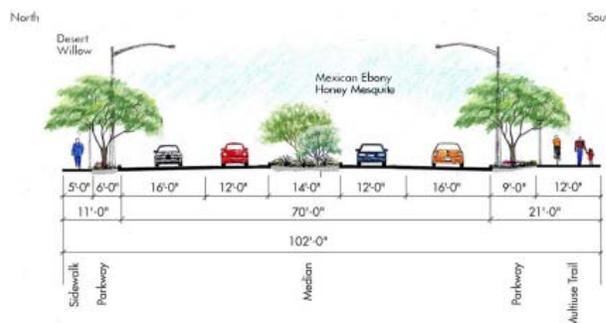
- 1 Date Palm Drive provides access to the easterly Mixed Use Districts for local residents and Interstate 10 travelers. In keeping with its name, the street tree is Date Palms. The median along Date Palm Drive will include Velvet Mesquite and Blue Palo Verde trees planted in informal spacing, with the Desert Smoke Tree as an accent.
- 2 Palm Drive provides access to the westerly Mixed Use Districts for local residents and Interstate 10 travelers. In keeping with its name, this streetscape also features Date Palms.
- 3 Varner Road provides east-west connections in the Coachella Valley and will carry most of the regional through traffic.
- 4 Valley Center Boulevard provides local access to all the freeway-adjacent districts, including both Mixed Use Districts and the Business Park District.
- 5 The character of Valley Center Boulevard is more elaborate and urban as it passes through the Mixed Use Districts, with a simpler, desert-oriented character as it passes through the Multiple Species Habitat Conservation Plan area.



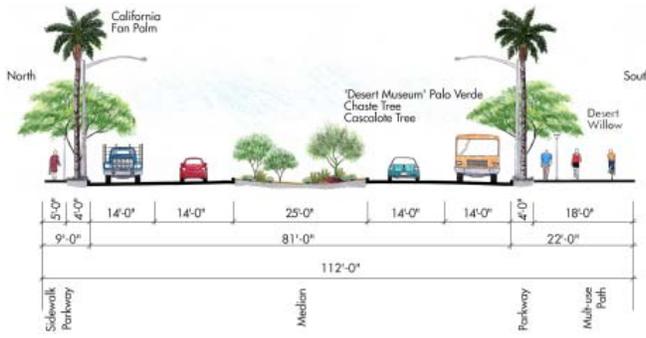
1 Date Palm Drive



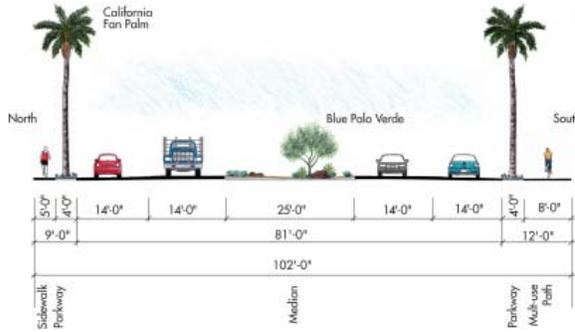
2 Palm Drive



3 Varner Road



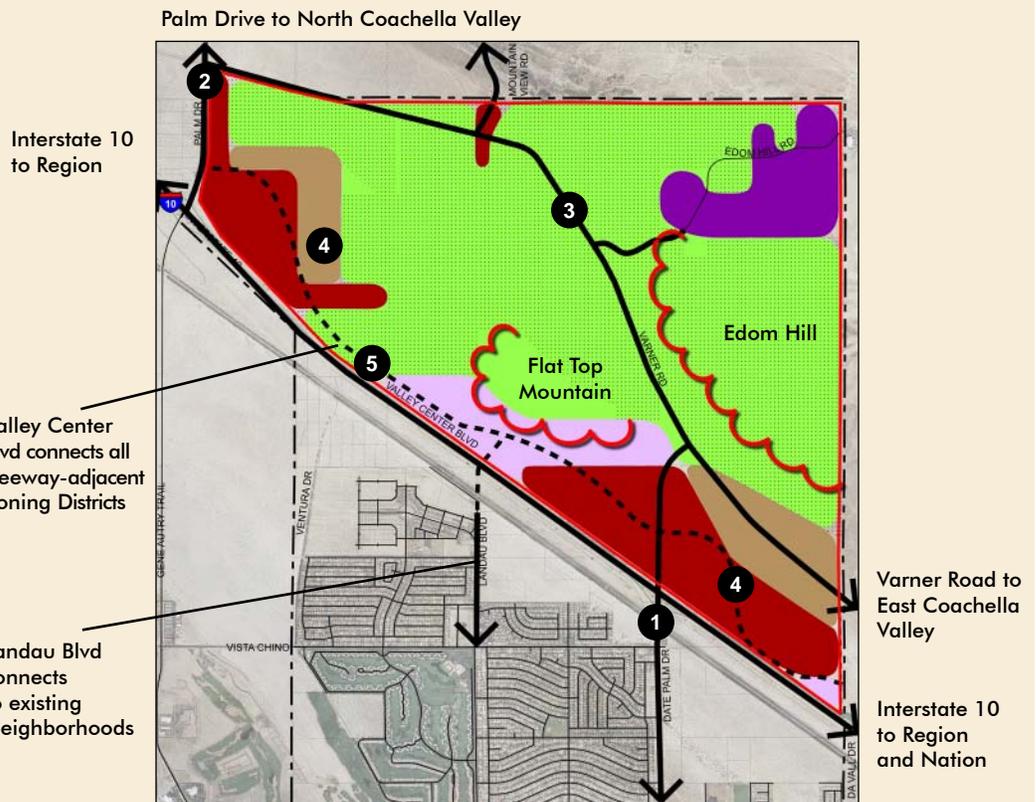
4 Valley Center Boulevard
outside MSHCP Conservation Area



5 Valley Center Boulevard
within MSHCP Conservation Area



Examples of biking and hiking trails



NORTH CITY STREETSCAPES



Specific Plan Zoning Districts

New Zoning Districts

The North City Specific Plan establishes new Mixed Use Districts which capture local and freeway-oriented market demand, enhances the City's jobs-housing balance and promotes healthy sustainable development. This innovative approach to land use planning and urban design will also reduce trip-making, reduce energy consumption and minimize the carbon footprint of future, new development.



Mixed Use-Urban (MU-U)

- Takes advantage of freeway visibility and accessibility to capture regional and community scale commercial projects for both shopping and recreation.
- Provides for higher density housing in a variety of styles ranging from residences directly over retail uses to condominiums, town homes, and flats.
- Promotes walking and biking for shopping, dining and entertainment uses, as well as for connecting with the local and regional bicycle and hiking trails.



Mixed Use-Neighborhood (MU-N)

- Provides for a variety of lower density housing types from mid-rise condominiums to town homes, row houses, flats and single family housing.
- Promotes walking and biking to shopping, dining and entertainment uses in the adjacent Mixed Use-Urban Districts, as well to the local and regional bicycle and hiking trails.



Business Park (BP)

- Provides for commercial, office and light manufacturing uses with freeway visibility and convenient access to the adjacent Mixed Use-Urban Districts.



Edom Hill Light Industrial (EH-LI)

- Provides for light manufacturing with minimal environmental impact and emphasizing "green" products such as solar or wind energy equipment. A resort hotel is also allowed as a conditional use.



Existing Zoning Districts

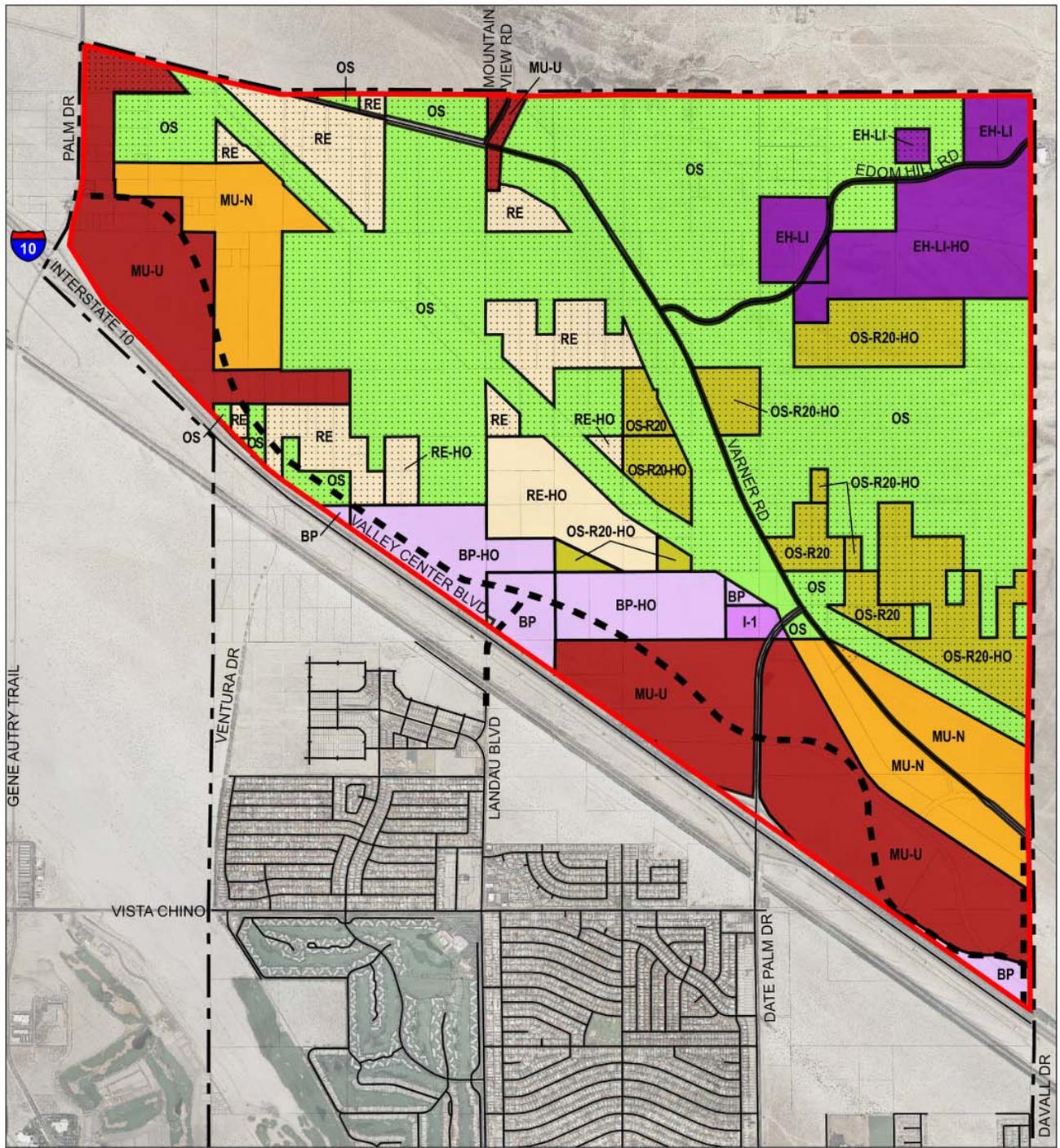
In addition to these new Districts, several other districts from the City's existing zoning ordinance are used where appropriate and include Light Industrial (L-1), Residential Estate (RE), Open Space Residential (OS-R) and Open Space (OS).

Hillside Overlay Zone

The Hillside Overlay Zone protects environmentally-sensitive areas, provides appropriate setbacks from ridgelines and indicates general areas where development is prohibited, discouraged, or allowed with special conditions.

Water Courses

Water Courses within the Specific Plan area are identified for the consideration of property owners and developers who may need to obtain additional reviews and permitting from the Coachella Valley Water District and the Riverside County Flood Control District.

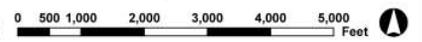


Specific Plan Zoning Districts

- Specific Plan Area
- City Boundary
- MSHCP Conservation Area
- Mixed Use - Urban (MU-U)
- Mixed Use - Neighborhood (MU-N)
- Business Park (BP)
- Edom Hill Light Industrial (EH-LI)
- Light Industrial (I-1)
- Residential Estate (RE)
- Open Space Residential (OS-R20)
- Open Space (OS)
- Existing Road
- Future Road (approximate alignment)
- Hillside Overlay (-HO)



North City Specific Plan



Implementation

How to Use the Specific Plan

This Summary provides the basic concepts and principle recommendations of the Specific Plan. The complete Specific Plan document provides detailed information on the allowable land uses; development regulations; location standards; and other implementation criteria. All development in the Plan area shall comply with the North City Specific Plan, and begins with submittal of a development application to the City.

What's in the Specific Plan?

Section I is this **SUMMARY**

Section II describes the **CONTEXT** for the Specific Plan recommendations. Section II includes the following chapters:

Chapter 1: Introduction provides more information regarding how the Specific Plan relates to California Planning Law, the City's General Plan and Zoning Ordinance, the Coachella Valley Multiple Species Habitat Conservation Plan and a Program Environmental Impact Report that has been prepared to evaluate the environmental impacts of the Plan and recommend mitigation measures.

Chapter 2: Existing Conditions provides more information about the regional and City context for the Plan, ownership patterns and Multiple Species Habitat Conservation Plan.

Chapter 3: Vision, Goals and Policies articulates the Vision with Goals and Policies for Land Use, Economic Development, Open Space and Natural Resources, Circulation, Parking and Infrastructure.

Section III describes the **PUBLIC IMPROVEMENTS** recommended in the Specific Plan and includes the following chapters:

Chapter 4: Open Space and the Environment provides additional detail about the Open Space Framework described in this Summary.

Chapter 5: Circulation and Streetscape Improvements provides additional detail about the Circulation and Streetscape Improvements overviewed in this Summary.

Chapter 6: Infrastructure Improvements describes how property owners and developers should coordinate with the various service providers of water, sewers, storm drains and electrical, gas, telecommunication and cable television systems.

Section IV describes the **PRIVATE DEVELOPMENT** envisioned for the various Zoning Districts overviewed in this Summary:

Chapter 7: Establishment of Specific Plan Zoning Districts establishes the Specific Plan Land Use Districts and discusses zoning within the MSHCP Conservation area, water courses, and the Hillside Overlay District.

Chapters 8 through 11 describe each of the Zoning Districts in detail.

Chapters 12 describes the Design Standards and Guidelines for new construction in the Specific Plan area.

Section V describes **IMPLEMENTATION** of the Specific Plan and includes:

Chapter 13: Specific Plan Administration includes the responsibility for administration of the Plan by the City, how land uses and standards not listed will be dealt with, as well as district boundary adjustments, interpretations, nonconforming uses and the application of the CEQA Program EIR process.

Chapter 14: Fiscal Impact Assessment and Implementation Strategies overviewes the Market Demand Analysis, presents a Fiscal Impact Analysis of the Plan and describes a Infrastructure Financing Strategy.

SECTION II

CONTEXT



CHAPTER I

INTRODUCTION



Introduction

A. What is a Specific Plan?

A Specific Plan is a regulatory tool that local governments use to implement their General Plan and to guide development in a localized area. While the General Plan is the overall guide for growth and development in a community, a Specific Plan is able to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area.

B. Regulatory Authority

The North City Specific Plan (Project Number SPL 07-001) has been prepared pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. The California Government Code authorizes jurisdictions to adopt specific plans by resolution, as policy documents or by ordinance as regulatory documents. The law allows adoption of Specific Plans as may be required for the implementation of the General Plan. Chapter 9.60 (Specific Plans) of the City of Cathedral City Municipal Code (CCMC), Title 9, identifies the procedures for the processing of Specific Plans in the City.

C. North City Specific Plan Area

The North City Specific Plan area includes nearly 5,000 acres of mostly undeveloped land north of Interstate 10 (I-10), and is illustrated in Figure I-1. Its general boundaries are I-10 to the south, Palm Drive to the west, and City limits to the north and east. It also includes approximately 1,300 acres recently annexed (December 2007) to Cathedral City from unincorporated Riverside County.

D. Purpose and Objectives of the Specific Plan

Since its incorporation in 1981, Cathedral City has grown in population to over 53,000 and is home to a wide range of commercial land uses and residential neighborhoods. Development in the City



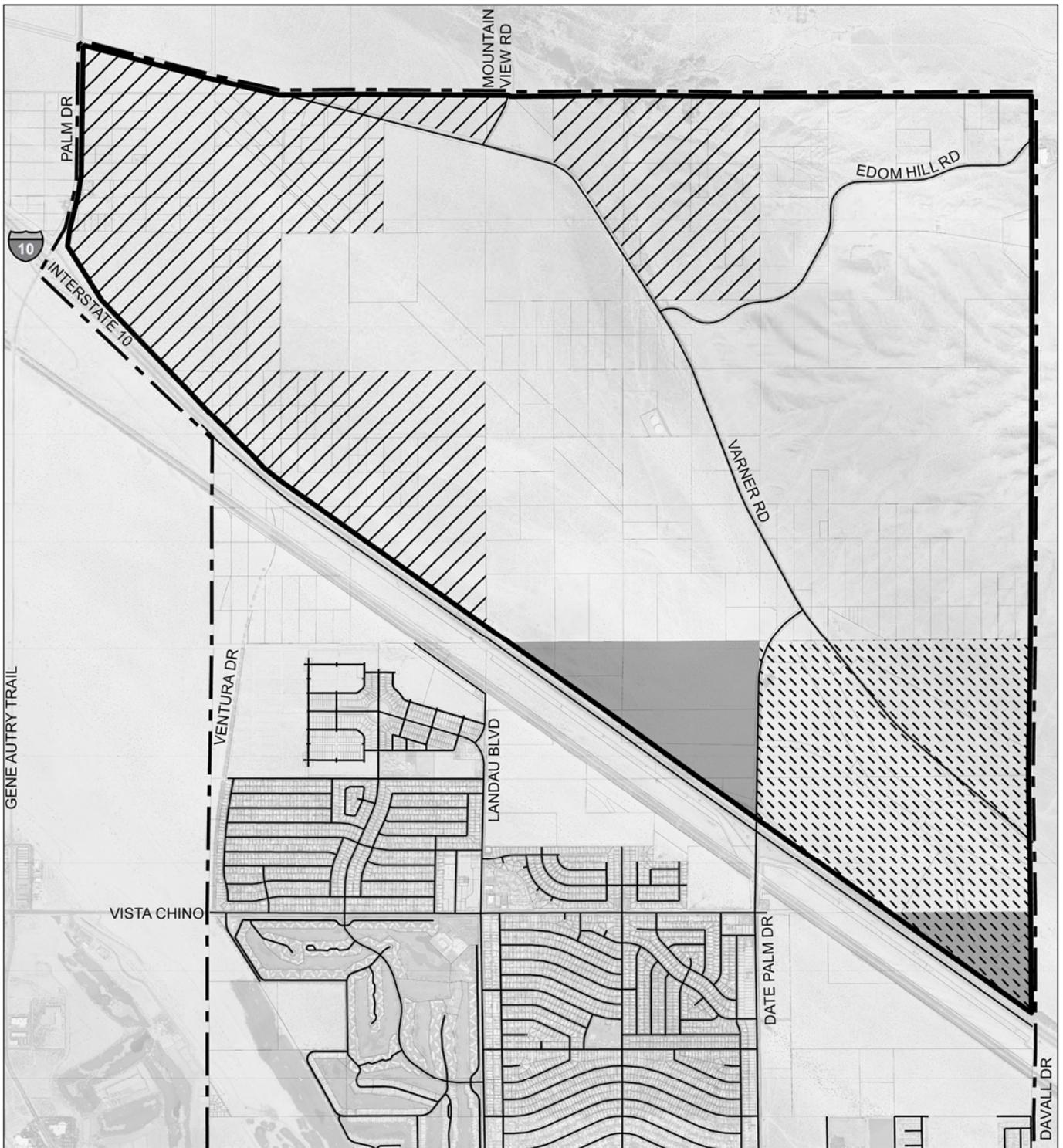


Figure 1-1: Specific Plan Area

-  Specific Plan Area
-  City Boundary
-  Annexation Area (December 2007)
-  2006 Merged Redevelopment Project Area (within Specific Plan Area)
-  Aqua Caliente Reservation Land (within Specific Plan Area)



North City Specific Plan



has occurred almost entirely to the south of I-10, which is largely built-out. Significant growth is expected to continue in the City and the region. The Coachella Valley is one of the fastest growing areas in Riverside County, with a projected population growth of approximately 600,000 over the next decade.

This increasing population growth creates development pressure on the vacant land north of and along the I-10 Freeway corridor, necessitating a Specific Plan for this area. The City is interested in taking a long-term view of what land uses are appropriate for this key area, as well as maintaining a jobs-housing balance within the community. This Specific Plan provides the City with the opportunity to expand its economic base and create a high quality of life for decades to come by planning now for future development and public improvements in the largely vacant northern portion of the City.

The purpose of this Specific Plan is to establish a development framework for the North City Specific Plan area. This Specific Plan is intended to facilitate and encourage development and improvements to help realize the community's vision for the area, which is described in Chapter 3 of this Plan. It is a tool to help City staff and decision makers plan public improvement projects, promote cohesive development, and evaluate development proposals. New construction on private property will be regulated through the land use policies, development standards, and design standards and guidelines in this Specific Plan. The Specific Plan also sets forth a strategy for financing and construction of public improvements including circulation, infrastructure, parks and streetscape improvements.

The objectives of the Specific Plan are to:

1. Direct the location and intensity of new development.
2. Guide associated infrastructure and public services.
3. Balance the provision of job creation and housing opportunities.
4. Implement the conservation criteria established under the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP).
5. Guide all elements of design for appropriate use in the unique desert environment.
6. Capitalize on the natural resources that exist in the Specific Plan area.
7. Encourage sustainable, energy-efficient development.

E. Applicability and Conformity of Development

The provisions of this Specific Plan shall apply to all properties included in the North City Specific Plan area. No construction, modification, addition, or placement of any building or structure shall occur, nor shall any new use commence on any lot, on or after the effective date of this Specific Plan that is not in conformity with the provisions of this Specific Plan. If the City Planner or his/her



Chapter 1: Introduction

designee determines that an existing use or structure in the Specific Plan area is an existing nonconforming use that does not have to be brought into conformance with the Specific Plan, the regulations and standards of the CCMC shall apply.

The provisions of this Specific Plan shall not apply to development projects for which a complete application has been received by the appropriate City office on or before the effective date of this Specific Plan. However, applicants for such projects may elect to comply with the provisions herein in lieu of the former provisions. Applications for projects whose entitlements and/or permits have expired or were denied will be required to conform to this Specific Plan.

F. Relationship to the General Plan

A General Plan amendment (Project Number GPA 08-005) has been initiated concurrent with this Specific Plan (Project Number SPL 07-001) to ensure consistency between the North City Specific Plan and the Cathedral City General Plan.

The Specific Plan is supportive of General Plan policies and programs that provide for the use of "Community, Area, Specific and Precise Plans" as part of the General Plan to address detailed design, land use and policy direction for a particular area within the City and as a method of detailed and systematic implementation of the General Plan (General Plan, Administration Element, Policy 2 and Program 2A).

G. Relationship to the Zoning Ordinance

Adoption of this Specific Plan establishes new zoning designations for the Specific Plan area (Project Number CZ 08-004), which incorporate all of the standards for land use and development set forth in this Plan. The regulations of this Specific Plan replace those set forth in the planning and zoning provisions of the CCMC, and any other applicable ordinances. Where land use regulations and/or development standards of Planning and Zoning Ordinance (Title 9) of the CCMC are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall prevail and supersede the applicable provisions of the Planning and Zoning Ordinance.

The Specific Plan does not convey any rights not otherwise granted under the provisions and procedures contained in the Zoning Code and other applicable ordinances, except as specifically provided herein. Any issue not specifically covered in the Specific Plan shall be subject to the CCMC. The Code provides for City Planner and/or Planning Commission interpretations.



H. Relationship to the Recently Annexed Areas

As illustrated in Figure I-1, approximately 1300 acres of land within the Specific Plan area was annexed into Cathedral City from unincorporated Riverside County in December 2007. Per Government Code Section 56375(e):

“No subsequent change may be made to the general plan for the annexed territory or zoning that is not in conformance to the pre-zoning designations for a period of two years after the completion of the annexation, unless the legislative body for the city makes a finding at a public hearing that a substantial change has occurred in circumstances that necessitate a departure from the pre-zoning in the application to the commission.”

Therefore, City zoning established at the time of the annexation will remain in force for the annexation areas until December 2009, at which time the Specific Plan zoning will take effect unless otherwise determined by the City’s legislative body. The zoning in place until December 2009 for these lands may be obtained from the City’s Planning Department.

I. Relationship to the Redevelopment Project Area

Approximately 650 acres of land in the southeast corner of the Specific Plan area are within the City’s 2006 Merged Redevelopment Project Area (Figure I-1). The Plan generally provides the Agency with powers, duties and obligations to implement and further the program for the continued redevelopment, rehabilitation, and revitalization of the 2006 Merged Redevelopment Project Area. The principal goals and objectives of the 2006 Merged Redevelopment Project are to eliminate all remaining blight and complete all Agency-assisted redevelopment activities as quickly as possible consistent with the needs of identified projects and the availability of financial resources to fund them.

J. Relationship to Agua Caliente Reservation Land

Approximately 241 acres of land in the southern portion of the Specific Plan are within the boundaries of the Agua Caliente Indian Reservation (Figure I-1). The Agua Caliente Band of Cahuilla Indians provided input on the Specific Plan at key stages in the planning process. The Tribe has land use authority over lands within Reservation boundaries; however, in the interest of uniform and unified land use planning and development, has delegated its land use authority to the City of Cathedral City for Reservation lands within City limits.



K. Relationship to the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP)

More than half of the land in the Specific Plan area will be preserved as an open space conservation area through the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP). The Coachella Valley MSHCP is an adopted, regional conservation plan that aims to preserve over 240,000 acres of open space and protect 27 plant and animal species in the Coachella Valley. The MSHCP not only safeguards the desert's natural heritage for future generations, but also allows for more timely construction of roads and other infrastructure needed to accommodate population growth in the Coachella Valley. The MSHCP provides comprehensive compliance with state and federal Endangered Species Acts and transfers permit authority to local government, a significant departure from the previous process that required state and federal permits for each individual property on which development is proposed.

As illustrated in Figure I-2, the Specific Plan Area contains two conservation areas within the MSHCP boundaries: Willow Hole Conservation Area and Edom Hill Conservation Area. The majority of the land falls within the Willow Hole Conservation Area (Table I-1). Both conservation areas contain critical habitat for several animal species, including the Coachella Valley fringe-toed lizard, as well as several important natural plant communities, essential ecological processes, and biological corridors and linkages for a variety of animal species. Per the MSHCP, development that is allowed in and adjacent to these conservation areas will be required to adhere to strict guidelines for non-native and invasive plant species, and for locating wind barriers, to minimize impacts of development on the fragile ecosystem of the habitats.

Table I-1: Conservation Land within the Specific Plan Area^{1,2}

	Net Area (acres)	Percentage of NCSP
Edom Hill Conservation Area	338	7%
Willow Hole Conservation Area	2,508	54%
Total Conservation Land	2,846	61%

The Coachella Valley Conservation Commission (CVCC), in administering the MSHCP, is targeting 90% conservation within these areas and will give consideration to developing limited portions, as provided under the MSHCP. In addition, certain projects, such as the construction of a frontage road north of and parallel to I-10, are permitted with conditions.

Zoning within the MSHCP Conservation Area is discussed in Chapter 7 of this Specific Plan.

¹ Cathedral City GIS data.

² Net area excludes roads.





Figure 1-2: Coachella Valley MSHCP Conservation Areas

-  Specific Plan Area
-  City Boundary
-  MSHCP Conservation Area
-  Edom Hill Conservation Area
-  Willow Hole Conservation Area



North City Specific Plan



L. Relationship to the California Environmental Quality Act (CEQA)

Adoption or amendment of a specific plan constitutes a project under the California Environmental Quality Act (CEQA). In accordance with CEQA (Section 15168), an Environmental Impact Report (EIR) was required to analyze the environmental impacts of the North City Specific Plan (See Appendix D). A Program EIR, prepared in conjunction with the preparation of this Specific Plan, established the existing, on-site environmental conditions and evaluated the potential impacts posed by this Plan.

The EIR contains a series of mitigation measures (see Chapter 13) that are either: 1) design features of the Specific Plan; or 2) will be imposed on subsequent projects in the Specific Plan area consistent with the Mitigation, Monitoring and Reporting Program via conditions of project approvals.

M. Community Participation

The North City Specific Plan was created with extensive Steering Committee involvement and public outreach and participation. Input to the Specific Plan was obtained through a series of public workshops, where residents, property owners, affected agencies, and interested parties provided ideas and refinements to the project team through group discussion and feedback on the topics and direction of the Plan. Four public workshops, well advertised through press releases, public notices, flyers and the City's website, were held over the course of the project at key stages in the planning process.

Four meetings at these same key stages were also held with the North City Specific Plan Steering Committee. The Steering Committee consisted of over 20 members, including several landowners in North City and representatives from the City's Commissions, Council, and other involved agencies. The role of the Steering Committee was to bring the community's values, knowledge and ideas into the planning process, and to provide continuity and feedback throughout the duration of the project. These sessions with the public and Steering Committee generated significant dialogue and provided valuable direction for the North City Specific Plan. For a detailed description of each session, please refer to Appendix A.



The community provided extensive input to the future of North City at several public workshops held during the Specific Plan process.



N. Support Documents

Several documents were prepared as background information during the analysis phase and support the recommendations of this Specific Plan. These supporting documents are listed in Appendix B and are available at the Cathedral City Planning Department. Other documents prepared in conjunction with the Specific Plan, such as the Program EIR, are also listed in the appendices.



CHAPTER 2

EXISTING CONDITIONS



Existing Conditions

A. Regional and City Context

Cathedral City is located in Riverside County approximately 115 miles from Los Angeles, 150 miles from San Diego, and 60 miles from the City of Riverside, the County seat. It is strategically located in the Coachella Valley, with land on both sides of Interstate 10 (I-10). Cathedral City ranks in the top three cities in the Coachella Valley in terms of population, retail sales, and total taxable sales.¹

The City of Palm Springs borders the City to the west and southwest; the City of Rancho Mirage to the east and southeast; and unincorporated Riverside County to the north and east (north of I-10), with the City of Desert Hot Springs farther to the northwest. Figure 2-1 illustrates the City's location within the Coachella Valley.

With direct access to I-10 and Highway 111, as well as the Union Pacific Railroad's transportation corridor, the City is easily accessible to industrial and commercial businesses. In addition, there are high volumes of through traffic along I-10, particularly from weekend travelers between the Southern California region, the Colorado River, Arizona and beyond. Cathedral City's regional accessibility and mid-Valley position give it a locational advantage for homebuyers, retailers, and employers from San Bernardino, Riverside, Los Angeles, Orange, and San Diego Counties.

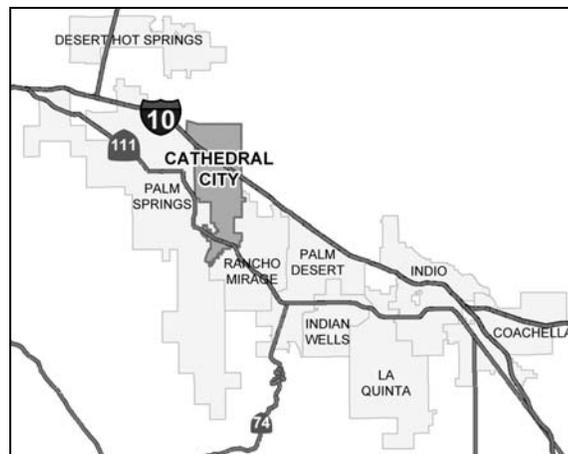


Figure 2-1: City Setting within the Coachella Valley

¹ City of Cathedral City Website, <http://www.cathedralcity.gov/index.aspx?page=116>



B. Current Setting

The Specific Plan area is nearly 5,000 acres in size and includes significant views and wide open spaces, as well as several physical constraints, such as slopes, open sands, and drainage courses, all of which will influence the ultimate land uses and circulation patterns. The two significant topographical features in the Specific Plan area are Edom Hill and Flat Top Mountain. The two major watersheds that flow through it are Morongo Wash in the western portion and Long Canyon/Willow Hole in the eastern portion.



View of Edom Hill looking north from I-10.



View of the Specific Plan area looking north from Date Palm Drive.

I. Existing Land Use

The Specific Plan boundary encompasses all land north of I-10 within the City limits of Cathedral City, including 1,300 acres of recently annexed land. The majority of the Specific Plan area is undeveloped. Various regional utility lines and associated easements traverse the Specific Plan area from northwest to southeast. Existing roads within the



I-10 provides regional access to the Specific Plan area.

Specific Plan area include Date Palm Drive, Varner Road, Edom Hill Road, Mountain View Road and Palm Drive. The existing roads currently lack landscape and streetscape features. I-10 parallels the Specific Plan area to the south.

A portion of the Western Coachella Valley Regional Trails System goes through the Specific Plan area, making it a part of a regional recreation amenity. According to the Coachella Valley Community Trails Alliance, a multi-use trail is proposed near Varner Road. There are no existing or planned parks within the Specific Plan area per the City's Parks and Recreation Master Plan (2005).

2. Climate and Landscape

According to the Coachella Valley Water District's *Lush & Efficient Landscape Gardening Guide* and the *Sunset Western Garden Book*, the climate of the Coachella Valley is classified as a subtropical desert with average summer high temperatures of 107°F and winter lows ranging from 36°F to 42°F. The majority of the days in the City are sunny; making the use of solar energy for providing electricity to homes feasible and efficient. Average annual rainfall is just over five inches. Wide varieties of native and drought tolerant landscape plants thrive in this desert climate.

Soils in the area tend to be shallow and covered with hardpan or *caliche*, a cement-like layer that accumulates below the surface. These poor draining soils are often present in upland and slope areas, such as the Specific Plan area, causing intense runoff and flooding events in storms.

There are high winds in the Specific Plan area that generally blow from northwest to southeast. Blowing sand constitutes a significant local environmental hazard as it abrades and damages buildings and motor vehicles, fills drainages, driveways and yards, limits visibility on roadways, and requires substantial expense for sand removal and clean-up. Wind erosion and blowing sand also contribute to a significant health threat associated with the suspension of fine particulate matter in the air.² On the other hand, the high and sustained winds provide the opportunity to harness wind energy to generate electricity.

The abundance of aeolian (wind-blown) sand in the area provides prime habitat for the Coachella Valley fringe-toed lizard. One of the intents of the Multiple Species Habitat Conservation Plan (MSHCP), discussed in Chapter 1, is to preserve this habitat through the establishment of Conservation Areas in which development and activities that block the movement of wind and sand are limited.

² Cathedral City General Plan, pp. V-5 – V-7.



C. Ownership Patterns

The Specific Plan area contains 367 parcels with a variety of landowners, including private individuals and entities, public agencies, non-profit organizations and utility companies. The types of ownership entities and landholdings are listed in Table 2-1 below. The most feasible parcels for development are those outside of the MSHCP Conservation Area. These 131 primarily privately-owned parcels total 1,728 acres of land. There are several large areas of contiguous parcels adjacent to I-10 under single ownership. Approximately 241 acres of the privately-owned land is reservation land of the Agua Caliente Band of Cahuilla Indians. Approximately 328 acres is owned by city, county, state and federal public agencies. Table 2-2 below provides a breakdown of land ownership within the portion of the Specific Plan area that excludes the MSHCP Conservation Area.

Table 2-1: Ownership within the Specific Plan Area ^{3, 4}

	Net Area (acres)	Percentage
Private	2,793	60%
Public	1,247	27%
Nonprofit	482	10%
Utilities	141	3%
Total Area	4,663	100%

Table 2-2: Ownership within the Specific Plan Area – Excluding MSHCP Conservation Area ^{3, 4}

	Net Area (acres)	Percentage
Private	1,376	80%
Public	328	19%
Nonprofit	18	1%
Utilities	6	< 1%
Total Area	1,728	100%

³ Cathedral City GIS data.

⁴ Net area excludes roads.



CHAPTER 3

VISION, GOALS AND POLICIES



Vision, Goals and Policies

A. Vision

The vision for North City was created and refined with the community at several Steering Committee meetings and public workshops held during the planning process. The result is a vision that North City will become a vibrant mixed-use area that brings together residential communities with employment uses, entertainment and recreational activities, and shopping choices with development that is sensitive to the adjacent natural environment. Much of the natural beauty of the surrounding hillsides will be preserved and the unique desert habitat will be protected. The Specific Plan will implement this vision through goals, policies, and development regulations.

Vision for North City

North City will:

- ❖ Establish a unique identity within the Coachella Valley.
- ❖ Create a thriving, mixed-use area that strengthens Cathedral City's economic base.
- ❖ Create compact, walkable neighborhoods/districts that support healthy living and multiple transportation options.
- ❖ Provide an open space framework and preserve the natural environment.
- ❖ Encourage sustainable, energy-efficient development.



B. Goals and Policies

The following goals and policies set forth the framework to realize the vision for the North City Specific Plan. They serve as guidelines for decision making and provide direction for the future. The goals and policies were derived from input received from the community at several Steering Committee meetings and public workshops and from City officials and staff during the planning process.

The goals and policies are consistent with the City's General Plan, as well as with "Smart Growth" principles. Smart Growth can be defined as growth that is economically sound, environmentally friendly and supportive of community livability. Smart Growth recognizes that growth and development are both inevitable and beneficial. It turns the development debate away from the traditional "growth/no growth" question to "how and where new development should be accommodated."

The goals and policies are provided for under the following categories:

1. Land Use
2. Economic Development
3. Open Space and Natural Resources
4. Circulation
5. Parking
6. Infrastructure

I. Land Use

Goal LU-1: Provide for development within the Specific Plan area by designating appropriate land uses and intensities to meet the needs of anticipated growth and to achieve the community's objectives.

Policy LU-1.1: Establish land use districts that have complimentary rather than competitive uses and maintain the integrity of, and interrelationships among, the districts.

Policy LU-1.2: Accommodate employment, visitor-serving, and residential uses, as well as local and regional-serving amenities within a comprehensive mixed use environment.

Policy LU-1.3: Encourage land uses that compliment, not detract from, land uses in the Downtown area to create a positive synergy between these two key areas of the City.



Goal LU-2: Respond to market trends and developer interest by creating a forward-looking and responsive land use plan for the Specific Plan area.

Policy LU-2.1: Mix land uses to create a vibrant and more active environment and make the most efficient use of available land.

Policy LU-2.2: Explore various techniques, including public/private partnerships, which create the potential for visionary new uses (such as entertainment, cultural, or recreational attractions) to the Specific Plan area.

Goal LU-3: Create the opportunity for a regional commercial development attraction around the interchanges along Interstate 10 (I-10).

Policy LU-3.1: Take advantage of the Specific Plan area's prominent location and accessibility along the I-10 corridor by orienting strategic uses, such as employment, retail and visitor-serving amenities, toward freeway access points.

Policy LU-3.2: Accommodate visitor-serving and hospitality uses to establish North City as an important destination within the Coachella Valley.

Policy LU-3.3: Attract high-quality mixed-use projects in locations with high freeway visibility and accessibility.

Goal LU-4: Create a jobs/housing balance in North City.

Policy LU-4.1: Implement mixed use zoning that promotes employment uses near housing and permits a wide range of housing types.

Policy LU-4.2: Maximize the economic impact of available business park and industrial land by giving priority to clean enterprises that yield large numbers of highly skilled high-paying jobs relative to site size.

Goal LU-5: Create a range of housing opportunities and choices (Smart Growth principle).

Policy LU-5.1: Implement mixed use zoning that encourages housing types at varying densities for both stand-alone and mixed use residential developments that are suitable and attractive to a variety of age groups and family types.



Policy LU-5.2: Encourage higher density development for the efficient use of land and to offer housing choices not currently available in Cathedral City or the Coachella Valley.

Goal LU-6: Encourage efficient patterns of development within the Specific Plan area (Smart Growth principle).

Policy LU-6.1: Assure that neighborhood-serving commercial development is strategically sited to meet the needs of the Specific Plan area's residents while maximizing pedestrian access and minimizing the need for vehicle travel.

Policy LU-6.2: Encourage consolidation of small lots through land use regulations to assure adequately-sized, high quality development projects.

Policy LU-6.3: Identify site opportunities and actively recruit developers of mixed-use projects that integrate residential and commercial uses.

Goal LU-7: Create a vibrant environment for both residents and visitors.

Policy LU-7.1: Attract entertainment and recreational activities for a multitude of demographics.

Policy LU-7.2: Accommodate a variety of housing options in the mixed use areas, including attached and detached housing, senior citizen housing, and live-work space.

Policy LU-7.3: Provide site opportunities conducive to outdoor special events in the mixed use areas, such as live entertainment and art festivals.

Policy LU-7.4: Maintain a continuity of pedestrian activity along major commercial corridors through active ground-level retail and restaurant uses.

Policy LU-7.5: Encourage pedestrian-oriented specialty retail shops offering quality goods and services in the mixed use areas, with a balance between individually-owned businesses and franchise or corporate entities.

Policy LU-7.6: Implement development standards and design guidelines to provide an appropriate transition between commercial uses and adjacent residential uses.



Goal LU-8: Encourage good design and high-quality development within the Specific Plan area.

Policy LU-8.1: Implement development and design standards that result in attractive developments of high quality construction.

Policy LU-8.2: Through design review, ensure that new development enhances the character of the Specific Plan area by requiring design and architectural elements that support high quality development and contribute to an active pedestrian environment.

Policy LU-8.3: Encourage the inclusion of urban amenities such as plazas, walkways, landscaping, and appropriate water features within mixed use and commercial developments.

Policy LU-8.4: Encourage development to include high quality building exteriors, enhanced pavement, and special entryway and corner landscaping.

Goal LU-9: Encourage sustainable design and development practices.

Policy LU-9.1: Encourage land uses that take advantage of the area's natural resources, such as topography, wind, sun, etc., and emphasize environmental sensitivity and sustainable development practices throughout the Specific Plan area.

Policy LU-9.2: Attract businesses in the burgeoning "green building" industry to locate in the Specific Plan area.

Policy LU-9.3: Implement standards and guidelines for sustainable development based on best management practices and available and emerging technologies in the design, construction and long-term maintenance of projects.

Policy LU-9.4: Encourage participation in the City's Voluntary Green Building Program for Residential Construction (Ordinance Number 657).

Policy LU-9.5: Provide incentives for projects to achieve the Leadership in Energy and Environmental Design (LEED) Certification (Green Building Rating System) or other similar certification.

Goal LU-10: Consider a destination resort in the Edom Hill area.

Policy LU-10.1: Take advantage of the surrounding open space and vistas in the Edom Hill area by encouraging a destination resort with supporting amenities.



Policy LU-10.2: In the future, as determined by time, develop land use regulations that facilitate a destination resort.

Policy LU-10.3: Encourage limited-life structures for industrial uses that would allow for future use of the area as a destination resort.

Policy LU-10.4: Encourage clean energy industrial uses that would be compatible with a future destination resort.

2. Economic Development

Goal ED-1: Encourage residential, commercial and industrial development in the Specific Plan area that will enhance the long-term financial stability and fiscal viability of the City.

Policy ED-1.1: Provide for a fiscally sound mix of land uses.

Policy ED-1.2: Attract and recruit new businesses that are appropriate to each land use district as defined in the Specific Plan.

Policy ED-1.3: Guide the establishment of a diversified local business base that provides growing sales tax, property tax, and other revenues to the City to pay for municipal investment and operations.

Policy ED-1.4: Encourage private sector investment by aggressively marketing the Specific Plan area and maintaining a business-friendly climate.

Policy ED-1.5: Consider redevelopment as an incentive tool to promote private development of land through area beautification and assisting with the provision of public infrastructure.

Policy ED-1.6: Consider innovative financing mechanisms, including, but not limited to, establishing Community Facilities Districts (CFD), Special Assessment Districts and Developer Impact Fees to fund, construct and maintain necessary public facilities and infrastructure.

Policy ED-1.7: Strive to streamline the processing of development proposals that support the economic goals of the community.



Policy ED-1.8: Retain and recruit employers in sectors which generate and broaden employment opportunities and increase discretionary incomes.

Goal ED-2: Establish North City as a dominant commercial node within the Coachella Valley.

Policy ED-2.1: Promote retail development opportunities, thereby increasing fiscal benefits and minimizing sales tax “leakage” to surrounding areas.

Policy ED-2.2: Integrate pedestrian-oriented design in mixed use districts to facilitate accessibility and increase activity at retail establishments.

Policy ED-2.3: Attract businesses by supporting the implementation and completion of major infrastructure improvements in the Specific Plan area.

3. Open Space and Natural Resources

Goal OS-1: Support the preservation and management of all identified habitat lands of threatened and endangered species.

Policy OS-1.1: Adhere to prescribed land management practices of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP).

Goal OS-2: Preserve the natural topography and drainage systems, as appropriate.

Policy OS-2.1: Regulate development on slopes exceeding a 15% grade and retain slopes exceeding a 20% grade as undeveloped open space.

Policy OS-2.2: Encourage preservation of the Morongo Wash drainage course near Palm Drive.

Policy OS-2.3: Encourage preservation of the Long Canyon/Willow Hole Wash drainage course south of Varner Road.

Goal OS-3: Promote water conservation and water quality.

Policy OS-3.1: Require all developments to provide on-site areas for treatment of rainwater runoff through landscape-based methods such as dry wells and vegetated bioswales instead of, or in addition to, curb and gutter/storm sewer systems.



Policy OS 3.2: Work with private developers to establish reclaimed water systems in new developments.

Goal OS-4: Create a comprehensive, interconnected open space network and trails system.

Policy OS-4.1: Coordinate with Coachella Valley Association of Governments (CVAG) and Coachella Valley Regional Trails Alliance to determine optimal locations for trails and assure connectivity on a regional level.

Policy OS-4.2: Develop regulations to set aside rights-of-way for bikeways and pathways through private development that will connect to the overall trail system.

Policy OS-4.3: Update the City's Parks Master Plan to reflect the recreation needs of the Specific Plan area.

Policy OS-4.4: Establish guidelines for a systematic approach to developing parks and trails as the Specific Plan area develops.

Goal OS-5: Assure that views to the Specific Plan area from the I-10 freeway and the Coachella Valley are attractive and inviting.

Policy OS-5.1: Establish open space edges and planted transition zones that demarcate the Specific Plan development area to give it a positive visual relationship with the rest of the City and surrounding natural landscape.

Policy OS-5.2: Preserve views to Edom Hill and Flat Top Mountain from the I-10 freeway and from major public roadways within the Specific Plan area.

Policy OS-5.3: Limit development on the southern faces of Edom Hill and Flat Top Mountain to preserve views of the ridgelines.

Policy OS-5.4: Regulate building height in the flat areas directly north of I-10 to preserve the viewshed to Flat Top Mountain from I-10 and Date Palm Drive.

Policy OS-5.5: Minimize cut-and-fill operations and prohibit use of reflective surfaces on the hillside areas visible from I-10 and from the public viewsheds south of I-10.



Goal OS-6: Create a visually appealing, unified Specific Plan area with a distinct character.

Policy OS-6.1: Take advantage of the Plan area's natural environment and dramatic views to enhance the quality of the overall development.

Policy OS-6.2: Provide parkland and recreational facilities that meet or exceed the service standards set forth by the City's General Plan of at least 3 acres of parkland per 1,000 residents.

Policy OS-6.3: Locate landscaped gateways immediately north of I-10 on Date Palm Drive, Palm Drive, and at other key Specific Plan boundary intersections.

Policy OS-6.4: Through detailed landscape and irrigation plans as part of development project applications, implement the Street Tree Master Plan contained in this Specific Plan with unique parkway trees for each street to delineate vehicle/pedestrian spaces and to provide shade.

Policy OS-6.5: Create landscape or architectural buffers between incompatible uses.

Policy OS-6.6: Provide space for planted screens that will visually soften industrial uses, parking lots, and utilities.

Goal OS-7: Enhance the pedestrian environment and provide for comfortable settings in which people can gather.

Policy OS-7.1: Provide open space and planted parkways as buffers to mitigate natural environmental factors, such as wind and heat, and human impacts, such as noise and vehicular traffic.

Policy OS-7.2: Provide vegetated or architectural windscreens in focused high wind areas.

Policy OS-7.3: Create a parkway along the north side of I-10 that spans the length of the Specific Plan area.

Policy OS-7.4: Provide for the creation of gathering places, such as plazas, pocket parks, and shared roadways, within private development.

Policy OS-7.5: Provide site furniture and lighting appropriate to the desert environment and unique to the Specific Plan area.



Policy OS-7.6: Use traffic calming strategies, such as paving color and pattern, raised roundabouts and intersections, curbed planters, and signage.

Policy OS-7.7: Locate streetscape elements to enhance the public realm by framing views, screening parking areas, identifying entries, providing shade, etc.

Policy OS-7.8: Prepare a Streetscape Plan to implement the streetscape and gateway design concepts contained in this Specific Plan.

4. Circulation

Goal C-1: Construct a circulation system with the least possible impact on the natural environment.

Policy C-1.1: Ensure that the design of Valley Center Boulevard provides for fluvial sand transport along Willow Wash to allow sand to be transported under I-10.

Policy C-1.2: Ensure that the design of the Valley Center Boulevard bridge structure over Willow Wash provides for the movement of animals under the road.

Policy C-1.3: Allow the portions of Valley Center Boulevard, Varner Road and Edom Hill Road that run through habitat preservation areas to be designed without curb and gutter, as appropriate.

Policy C-1.4: Adopt horizontal and vertical alignments of Valley Center Boulevard that minimize the amount of required grading, consistent with safe roadway design.

Goal C-2: Separate local from regional traffic.

Policy C-2.1: Design Valley Center Boulevard as a street that serves local traffic.

Policy C-2.2: Construct the Landau extension to connect neighborhoods within Cathedral City.

Policy C-2.3: Improve Varner Road to serve regional traffic.

Policy C-2.4: Support Transportation System Management (TSM) improvements, such as a Freeway Service Patrol, to maximize the capacity of I-10 and discourage freeway traffic from deflecting to local streets.

Goal C-3: Provide convenient access to I-10 for purposes of conveying residents, employees and visitors into and out of the Specific Plan area.

Policy C-3.1: Support improvements at the Palm Drive and Date Palm Drive interchanges.



Policy C-3.2: Support the construction of an interchange at DaVall Drive.

Policy C-3.3: Support the construction of an interchange at Landau Boulevard.

Goal C-4: Provide the highest level of access for all modes of transportation and maintain efficient circulation in the Specific Plan area.

Policy C-4.1: Preserve the traffic-carrying capacity of arterial streets by promoting shared access locations among multiple properties and/or establishments, reciprocal access agreements, shared parking, and the use of side streets to provide access to parcels where possible.

Policy C-4.2: Support trip reduction and other Transportation Demand Management (TDM) efforts.

Policy C-4.3: Limit median openings on Valley Center Boulevard to facilitate smooth traffic flow.

Policy C-4.4: Encourage increased public transit accessibility and use by incorporating transit amenities into project design, including easy access to transit stops and parking lots near major transit stops.

Policy C-4.5: As the Specific Plan area develops, identify activity centers that would benefit from increased transit access and work with Sunline Transit Agency to provide service to those centers.

Policy C-4.6: Facilitate bicycle use and circulation within and to the Specific Plan area by providing safe and convenient connections between bike paths and major land uses.

Policy C-4.7: Promote a safe and attractive pedestrian environment to encourage pedestrian traffic.

Policy C-4.8: Encourage the use of new and innovative modes of transportation to further remove traffic from busy thoroughfares.

Policy C-4.9: Study the feasibility and location of a multi-modal transportation center near high density development to take advantage of the potential provision of high speed rail, increased bus service, and linkages with the Palm Springs International Airport.

Goal C-5: Enhance connectivity along Valley Center Boulevard by providing for alternative transportation modes.

Policy C-5.1: Preserve right-of-way in the median along Valley Center Boulevard for future use by advanced transit technologies, such as Personal Rapid Transit (PRT), Automated Road Vehicles (ARV), or Intelligent Multimode Transportation (IMT).



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Policy C-5.2: Create a multi-modal corridor along Valley Center Boulevard by providing a multi-use path for electric vehicles, bikes, and pedestrians.

Goal C-6: Limit the impact of truck traffic on overall traffic flow in the Plan area.

Policy C-6.1: Provide truck route designations for access to truck-intensive uses in the Specific Plan area.

Policy C-6.2: Encourage the development of truck-intensive uses near the Palm Drive and Date Palm Drive corridors only.

Policy C-6.3: Widen Edom Hill Road to allow passenger vehicles to pass truck traffic with greater ease and safety.

Goal C-7: Connect North City with the rest of Cathedral City, especially the Downtown area.

Policy C-7.1: Create a link between North City and the Downtown area through an integrated land use and streetscape design for the Date Palm Drive corridor.

Policy C-7.2: Consider a local transit line between North City and Downtown to connect the two areas.

Policy C-7.3: Implement the Landau overpass to connect North City with the residential neighborhoods located directly south of I-10.

5. Parking

Goal P-1: Provide adequate, efficient parking throughout the Specific Plan area while avoiding an oversupply of parking through the use of shared parking and reduced parking requirements.

Policy P-1.1: Encourage the development of shared parking facilities wherever possible, both in mixed use developments and among specific uses having different periods of peak demand.

Policy P-1.2: Provide the highest level of parking convenience by requiring all Specific Plan parking spaces to be double-striped.

Policy P-1.3: Conduct a periodic review of the City's parking requirements to ensure that appropriate parking is provided, and revise the parking requirements as necessary.



Policy P-1.4: Use landscaping and/or covered parking, including incorporation of solar panels, as a means to reduce heat gain in parking areas.

6. Infrastructure

Goal I-1: Provide fully functional, safe, cost-effective and environmental-friendly public infrastructure (i.e. sewer, water, and storm drainage) to meet the needs of future development within the North City Specific Plan area.

Policy I-1.1: Coordinate and fully utilize the resources of Coachella Valley Water District (CVWD) and Riverside County Flood Control District to install complete wet utility (water, sewer and storm drainage) networks for the Specific Plan area.

Policy I-1.2: Coordinate with the various dry utility purveyors (SCE, Southern California Gas Company, Verizon Communications and Time Warner Cable) to design and install a network of underground lines, using the same trench locations, for supplying service to new development in North City.

Goal I-2: Support the provision of a sustainable, long-term supply of clean and healthful water that is available for development in North City.

Policy I-2.1: Require the use of water-conserving appliances and fixtures in all new development, as mandated by State law.

Policy I-2.2: Require the use of low water consuming, drought-tolerant landscape plantings as a means of reducing water demand.

Policy I-2.3: Continue to coordinate with CVWD to expand and strengthen educational materials and programs that inform developers and residents of the methods and benefits of available water-saving techniques.

Policy I-2.4: Encourage the expanded use of recycled wastewater for irrigation, dust control, soil compaction, fire protection, and other uses as they are developed, as a means of reducing impacts on ground water resources.

Policy I-2.5: Discourage the use of septic tanks and private water wells, and require all new development to connect to the community sewer and water systems.

Policy I-2.6: Require development and maintenance of project-specific, on-site storm water retention/detention facilities in a manner consistent with local and regional drainage plans and community design standards.



Policy I-2.7: Incorporate recreational trails in improved channels and use detention basins for parks, ball fields and equestrian areas, where appropriate.

Goal I-3: Ensure that an adequate infrastructure system is in place for future development in North City.

Policy I-3.1: As a condition of development approval, ensure that utilities are adequately sized to accommodate the proposed development and, if applicable, are sized for other future developments.

Policy I-3.2: Require individual projects to provide comprehensive infrastructure plans for City review and approval as part of a development application.

Policy I-3.3: Require new development to contribute its fair share of the cost of on- and off-site public infrastructure and services. This could include installation of public facilities, payment of developer impact fees, and participation in a Capital Improvement Financing Program (CIFP).

Policy I-3.4: Consider requiring developments to install off-site facilities that are in excess of a development's fair share in order to accommodate future anticipated growth, with a funding mechanism established by the City to reimburse the developer for the amount in excess of the fair share costs.

Policy I-3.5: Apply for State, Federal and regional funding sources to finance infrastructure costs.

Goal I-4: Minimize the impacts of new utilities on view corridors and the natural and built environment.

Policy I-4.1: Design and site major utility facilities, such as well sites and substations, to minimize environmental and visual impacts.

Policy I-4.2: Require undergrounding of new utility lines, with priority given to the undergrounding of utility lines along major streets and scenic roadways.



SECTION III

PUBLIC IMPROVEMENTS



CHAPTER 4

OPEN SPACE AND THE ENVIRONMENT



Open Space and the Environment

A. Introduction

Creating the North City Specific Plan represents an exciting opportunity for Cathedral City to guide future growth and development in the largely undeveloped area north of Interstate 10 (I-10). This Specific Plan provides significant opportunities for new development while also protecting Cathedral City's cohesive community character, scenic desert environment, and critical natural habitat.

As described in Chapter 1, more than half of the nearly 5,000 acres in the Specific Plan area will be preserved as open space through the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP). This provides a fundamental open space framework around which the Specific Plan land uses have been developed. This open space framework achieves several goals:

- Maintains existing General Plan open space designations in North City.
- Recognizes and enhances natural drainage channels and existing utility rights-of-way.
- Enhances open space connections and views from the freeway.
- Captures the potential for water features in the Specific Plan area.
- Implements the "90 percent conservation goal" of the MSHCP within the Conservation Area.

The open space framework emphasizes the importance of the natural environment, which was also highlighted as a key consideration at the public workshops held during the planning process. This includes taking advantage of open space and views, maintaining large areas of undeveloped land for habitat preservation and recreation, using water features to create a bold statement, and creating oasis-like settings in new developments to make the North City Specific Plan area unique and desirable.

B. Environmental Setting

I. Topography

The Specific Plan area is primarily undeveloped. It has an outstanding backdrop of natural landforms, including Flat Top Mountain and Edom Hill. Edom Hill offers one of the most dramatic topographic features within the Cathedral City limits. The views from it are spectacular; there is a 360-degree view of the Coachella Valley cities; the Santa Rosa, San Jacinto, San Bernardino and Little San Bernardino mountains; and Joshua Tree National Park.



Chapter 4: Open Space and the Environment

These views are an important asset of the Specific Plan area and should be preserved. The hillside portions of Flat Top Mountain are also highly visible from parts of the City to the south. Future development on Flat Top Mountain should be sensitive of these views, as any development will affect the character of Cathedral City.

2. Climate Considerations

There are high winds in the Specific Plan area that generally blow from northwest to southeast. In addition, there are extremely high temperatures in the summer months. In contrast, the mild desert environment is attractive in winter months. The overall design, uses, and siting of development need to be sensitive to all of the natural factors present; including wind, sun exposure, drainage, and shallow hardpan soils that need to be augmented for landscape planting.

3. Connections to the Rest of the City

While the area’s proximity to the I-10 freeway is a tremendous opportunity for commercial viability, it presents some challenges in terms of making the new development look and feel like an integrated part of Cathedral City. Freeways are physical, psychological and visual barriers that bisect communities. The location of the freeway, combined with the undeveloped land to the south, could give development in the Specific Plan area a sense of being something separate from the rest of the City. Landscape treatment of the freeway frontage and the provision of continual landscape treatments along the major corridors (Palm Drive, Date Palm Drive, and ultimately DaVall Drive and Landau Boulevard) north and south of the freeway will help provide connectivity.

4. Parks

According to the Cathedral City Parks and Recreation Master Plan, the City is currently well below its established goal of three acres of parkland per thousand residents. The Specific Plan area has great potential for open space, parks, and walking and cycling paths that take advantage of the views and augment the existing trail system. The MSHCP Conservation Area within the North City establishes a significant amount of open space as described in the next section.

5. MSHCP Conservation Area

As identified in Chapter 1, approximately 2,800 acres of land within the North City Specific Plan area are designated as a conservation area per the MSHCP. The MSHCP is a conservation plan that aims to preserve over 240,000 acres of open space and protect 27 plant and animal species in the Coachella Valley. The MSHCP Conservation Area contains core habitat for several animal species as well as several important plant communities and essential ecological processes. It also provides biological corridors and linkages for a variety of animal species.



(a) Environmental Benefits

The MSHCP is a regional vision for balanced growth that conserves Coachella Valley's natural heritage while allowing for a strong economy for Coachella Valley's future. Other environmental benefits include:

- Conserves 240,000 acres of open space.
- Protects 27 sensitive plant and animal species.
- Incorporates the Fringe-toed Lizard permit.
- Combined with the existing national parks and monuments, creates a system of open space, parks, and trails for present and future generations.
- Preserves the Coachella Valley's native desert wildlife and creates a magnificent system of open space, parks, trails and reserves.
- Safeguards significant habitat linkages and wildlife corridors that enable animals to move safely from one habitat to another.

(b) Infrastructure Benefits

The MSHCP provides comprehensive compliance with the Endangered Species Act and transfers permitting authority to local government. It also:

- Allows local transportation projects to be permitted and constructed without costly delays.
- Assures that critical freeway and freeway interchange projects can be built without delays resulting from endangered species on or near the project location.
- Provides for road improvements in Coachella Valley's regional road network that include:
 - 75 years worth of Caltrans projects.
 - I-10 interchange projects.
 - Construction of new roads, such as Valley Center Boulevard.
 - Widening of existing streets, such as Varner Road and Mountain View Road.
- Ensures water infrastructure to meet the needs of Valley growth.

(c) Economic Benefits

The MSHCP provides development certainty, making the region attractive to new businesses and improving Coachella Valley's economy. The MSHCP also:

- Offers certainty for the business community, ultimately making the Coachella Valley a more attractive place for businesses to relocate or expand.
- Reduces cost and uncertainty of meeting requirements of the California Environmental Quality Act.
- Permanently protects the Coachella Valley's pristine open space, strengthening the region's ecotourism industry.



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Development that is allowed in and adjacent to the MSHCP Conservation Area will be required to adhere to strict guidelines for non-native and invasive plant species, and the location of wind barriers and other such construction, to minimize impacts of development on the fragile ecosystem of the habitats. Landscape edge conditions between developed areas and conservation areas will need to be addressed with utmost care to prevent visual jarring and to fulfill habitat conservation requirements.

C. Open Space Framework

The open space framework for North City is based on the presence of the MSHCP Conservation Area, the incorporation of sustainable design practices within development projects, and the creation of an overall landscape design theme for the Specific Plan area. These are described in more detail below.

I. MSHCP Conservation Area

Development in the Specific Plan area will be surrounded by the open space of the MSHCP Conservation Area. This open space will give new development a unique relationship with its setting that is characterized by open desert scrub and sand fields juxtaposed with built forms and planted park spaces.

As illustrated in Figure 4-1, the MSHCP Area forms the foundation of the network of open spaces in the Specific Plan area. The open spaces should be connected with an integrated trail and bikeway system that will offer a variety of experiences ranging from remote natural desert to urban destinations. The trails and bikeways should accommodate handicapped users, walkers, and cyclists. By creating this interconnected open space network, the Specific Plan area will:

- Provide an environment that promotes a healthy lifestyle for its residents.
- Retain space in which to preserve the hydrologic functions of the land, i.e., maintain drainage patterns and facilitate storm water infiltration.
- Fulfill adjacency and habitat continuity requirements of the MSHCP.
- Create windscreens, planted buffers, and shaded areas to help mitigate natural environmental factors, such as wind and heat, and human impacts such as noise and vehicular traffic.
- Establish connectivity with regional trails and provide a variety of destinations for the regional trails system.
- Create parks for activities and community gathering.



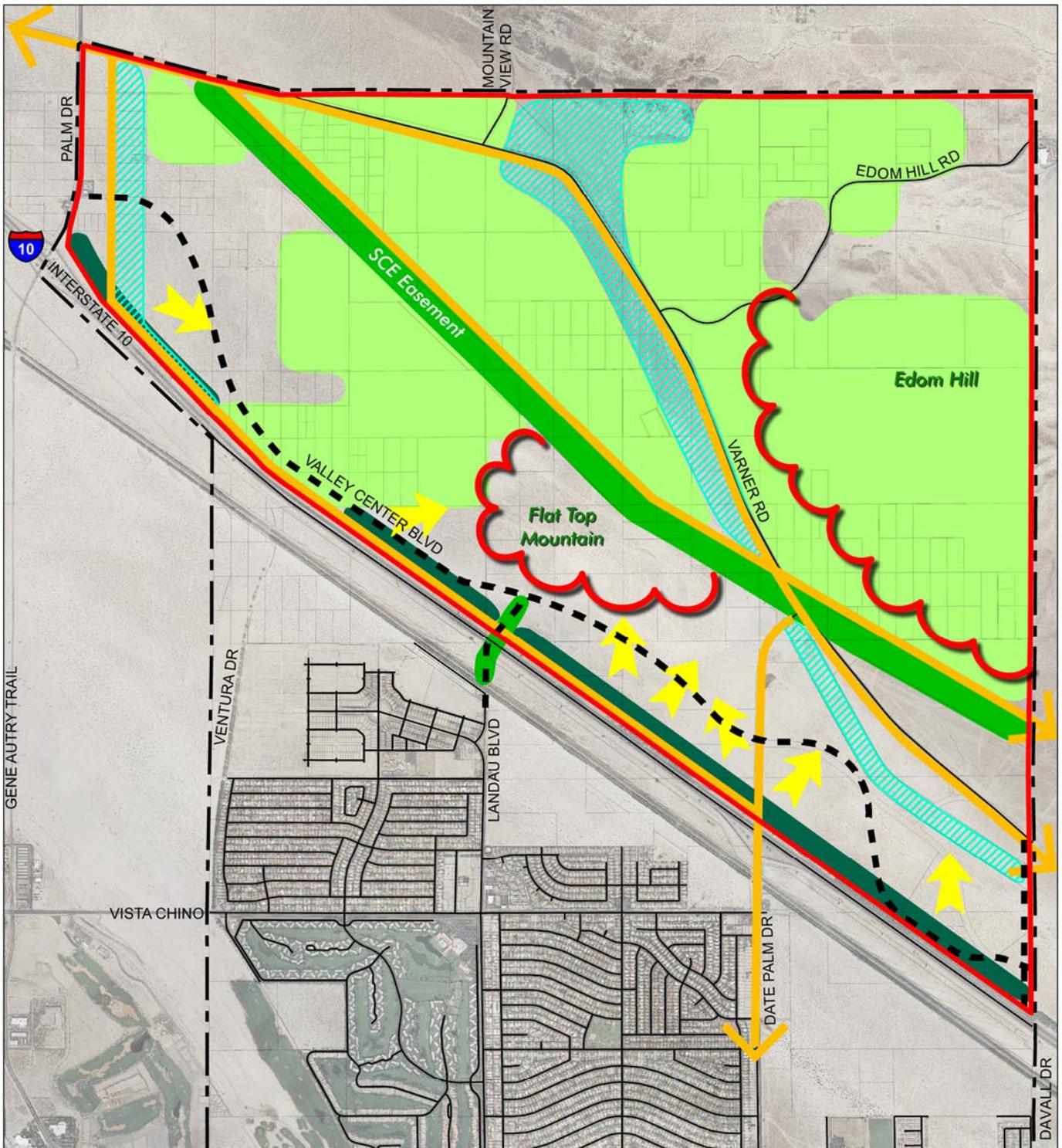


Figure 4-1: Open Space Framework

- Specific Plan Area
- City Boundary
- MSHCP Conservation Area
- Open Space
- Open Space Corridors
- Major Water / Drainage Courses (schematic)
- Freeway Buffer
- ➔ Protect Views
- ⤿ Natural Landmarks
- Future Road (approximate alignment)

➔ Potential Network of North City and Regional Trails



North City Specific Plan



2. Sustainable Site Design

The Specific Plan provides a sustainable approach to site development and landscape design. Current technologies and best management practices should also be followed to create projects that are responsive to environmental conditions and assure that development respects the natural systems present and minimizes long-term negative impacts.

Examples of sustainable landscape practices applicable to the area are:

- Preserving natural drainage processes to the extent possible.
- Retaining storm water on site allowing for percolation into aquifers.
- Minimizing cut and fill of slopes.
- Using efficient irrigation systems and recycled water in the landscape.
- Respecting the climatic conditions in landscape plant choices.

MSHCP standards shall be used within the MSHCP area. Guidelines set forth by state and local government agencies, national organizations such as the U.S. Green Building Council and the Sustainable Sites Initiative should guide the approach to site planning and development throughout the North City area.

3. Overall Landscape Design Theme

Cathedral City's dramatic physical setting and topography inspire design elements that build upon the characteristics of the desert environment – sand, surrounding mountains and views, wind, etc. The Coachella Valley also contains four spring-fed palm oases, which are unusual in the world. The concept and symbolism of oases in the Specific Plan area could be captured through landscaping and other design features.

Landscape design has the crucial role of performing many ecological functions and creating a visually integrated cohesive community with a strong sense of place. A desert oasis landscape theme that mimics the naturally occurring palm oases found in the Coachella Valley should be used to unify the Specific Plan area. Oasis design features include: landscape compositions that may feature higher densities of plant material to provide a lush look as well as shade; accents of unique color or form; and water features using reclaimed water or captured site drainage.



The spring-fed palm oases in the Coachella Valley provide inspiration for landscape design.

Oasis landscape elements should be located at:

- High traffic, highly visible locations as a focal landscape element
- Gateways and entries throughout the Specific Plan area as described in Section D of this chapter
- Major commercial/mixed use centers at entryways, pedestrian promenades, and/or plazas
- Vehicle and pedestrian entries to housing developments
- Public park and recreation center frontages
- Industrial park entries

The oasis compositions should be scaled according to surrounding land uses and for intended visual impact. A gateway element located within the right-of-way of a major arterial will need to be simple and bold for visual impact as seen from a car. An oasis element created as part of a commercial gateway or plaza presents the opportunity to create a highly textured appealing space to be experienced at close proximity. The oasis theme establishes materials and design features that can be carried throughout the landscape design of streetscapes and master planned development projects to create continuity and visual unity.

Inherent in the oasis theme is the contrast to the arid expanses around the oasis. Landscaping outside the oasis elements should be composed of sparse planting and naturalistic hardscape, thus reflecting the surrounding desert landscape.

All landscape design will be required to use drought tolerant, native and adapted plant species listed in the Coachella Valley Water District's *Lush and Efficient Landscape Gardening Guide* and in the North City Specific Plan recommended plant palette (Table 12-1, Chapter 12), which includes MSHCP-approved plants. The use of indigenous and adapted plant material brings the desert to the built environment and makes visual connection to the surrounding natural landscape.

D. Open Space Elements

The key elements of the open space framework are illustrated in Figure 4-1 and described below.

I. View Corridors

Flat Top Mountain and Edom Hill are important features in North City that lend identity and character to North City and to Cathedral City as a whole. These are also prominent landmarks for travelers on I-10. Preservation of views to these focal points is an important goal of the community. The City's natural scenic beauty, as viewed from public thoroughfares and private lands, provides residents and visitors with a direct encounter with the breathtaking landforms that define the character of North City. Views to Flat Top Mountain and Edom Hill must be



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preserved from I-10, as well as from south of I-10, and from the other major streets in the Specific Plan area, such as Date Palm Drive and Palm Drive, and the future Landau Boulevard extension, DaVall Drive extension and Valley Center Boulevard.



Views to and from Flat Top Mountain and Edom Hill must be protected.

2. Drainage Courses

The topography and soil condition of the area create significant runoff and drainage issues but also offer the opportunity for creative approaches to site drainage, such as creating active and passive water elements for the area. Drainage courses or flood control channels are viewed not



Drainage courses can be incorporated into new development as beautiful passive open space areas.



only as storm drains but also as opportunities for development of wildlife corridors and as improved open space for hikers and cyclists. They can be beautiful site amenities with naturalized edges planted with riparian vegetation. Any development proposal for property through which drainage courses pass should incorporate them into the overall site design, while disturbing the existing natural drainage patterns as little as possible.

3. Water Features

Water in the Specific Plan area presents an exciting opportunity to provide for an ecologically sound design approach that also results in a beautiful landscape element. Water can be showcased in the landscape as part of a permanent feature or as a seasonal event that is channeled into a landscaped swale and/or basin, then allowed to percolate into the Coachella Valley Aquifer. Water features located in developments within North City should use water from site drainage or filtered reclaimed water. The use of reclaimed water is a safe and sensitive practice that allows for the beauty and natural appeal of water features while respecting the scarcity and value of water as a resource. Features using reclaimed water are required to post prominent signs informing the public about the source of the water and that it is not permitted for swimming in or drinking.



Large-scale development projects should incorporate appropriately and sensitively designed water features to emphasize the desert oasis theme.

4. Parks and Open Space

The City's goal is to provide at least 3 acres of parkland per 1,000 residents, as evidenced in the 2005 Cathedral City Parks and Recreation Master Plan and the City's adoption of the State of California Quimby Act Ordinance. At this level of service, a minimum of 87 acres of land in the Specific Plan area will need to be dedicated to park and recreation facilities at build out of the Specific Plan area. Park land should be obtained and recreation facilities built through a combination of land dedications and developer in-lieu fees established as a condition of subdivision map approval per the Quimby program outlined in the City's Parks and Recreation Master Plan.



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Park land and recreational facilities dedicated within the Specific Plan area should be located, planned, and funded based on the following community service standards, functional considerations, community needs, and urban design spatial relationships:

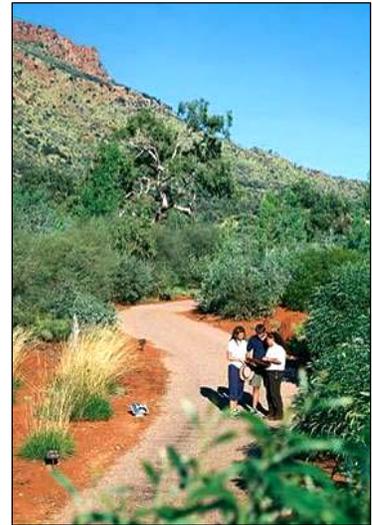
- Proximate to, or as part of, an existing or planned local or regional bikeway or trail system.
- To fulfill distribution, size and service radii for neighborhood and community parks according to Cathedral City General Plan Guidelines.
- Where they can best serve the area's hydrologic processes by providing water filtration in wetlands, storm water catchment areas, and/or retention basins.
- To fulfill MSHCP adjacency requirements, which include space for buffers, berms and walls at the boundaries of development zones.
- Contiguous to larger parcels of dedicated open space, when possible, for increased views, improved ecological function and positive environmental impact.
- Where they can mitigate development impacts by providing drainage catchment areas, planted screens, and/or buffers between different types of land uses.
- To preserve view corridors.



Parks provide much needed recreation amenities to residents. Turf grass will be limited to areas used for field play and recreation.

5. Bikeways and Trails

The bikeway and trails network is described in Chapter 5 as a circulation element, but it is also a vital part of the open space framework. Bikeways and trails provide the connectivity that brings increased recreational and ecological value to open space. Pathways and bikeways should have landscape treatments that provide shaded rest stations, seating and wayfinding elements, as appropriate.



Bikeways and trails in the various linear easements and along open space corridors can create a well-connected network.



6. Parkway along Interstate 10

North City's adjacency to the I-10 freeway presents an opportunity to create a unique, visually appealing and inviting environment along the freeway frontage. In addition, new development would benefit from a buffer that allows views of development while providing protection from freeway traffic. This can be accomplished by creating a landscaped parkway along the length of I-10 within the Specific Plan area.

This public parkway shall be established in two ways: 1) as a requirement of developing land near the freeway (i.e., the provision of a setback as described in Chapters 5, 8 and 10 of this Plan to allow for public improvements), and 2) through City coordination with Caltrans to improve the land within the I-10 freeway right-of-way for the length of the Specific Plan area.



A multi-use recreation trail in the parkway along I-10 will be an important amenity in the Specific Plan area.

The parkway will enhance the Cathedral City section of the freeway corridor, making it an interesting and memorable feature and establishing the character of North City as a beautiful, environmentally-sensitive place that fits well within its topography and ecological setting. A naturalistic landscape scheme comprised of irregular clusters of trees, shrubs, grasses, and native rock should be placed in the parkway to create a strong visual statement when viewed from the freeway. The landscape should allow views to and from development in North City, while buffering the noise and visual impact of the freeway.

Features of the parkway shall include:

- A multi-use recreation trail
- Shaded rest stations for trail users
- Naturalistic drainage channels
- Native plants
- View preservation and screening where necessary
- A protective barrier from freeway traffic with the arrangement of trees and stones.

In addition, commercial sponsorship may be possible along the parkway, with associated trailside signage, as a mechanism funding trail maintenance (i.e., a 'trail adoption' program). The design criteria for the parkway along I-10 are described in more detail and illustrated in Chapter 5 (Circulation and Streetscape Improvements).



7. Gateways and Entryways

Gateways and entryways note the entry point of distinct environments. They are marked by unique design features that clearly communicate identity for an area, such as varying combinations of the following: landscaping, public art, signage, special lighting, and paving treatments. A hierarchy of gateways and entryways is proposed to be established in the North City Specific Plan area as follows:

- (a) A primary gateway at the I-10 off-ramp and Date Palm Drive.
- (b) Secondary gateways at I-10 off-ramps at Palm Drive, future DaVall Drive, and future Landau Boulevard, and the entries to Valley Center Boulevard at Palm Drive and future DaVall Drive.
- (c) Entries to major developments.

The gateways will feature oasis-themed streetscape treatments and signage, with development frontages at a scale appropriate to both their intended impact as a gateway statement and to the street in which they are located.

(a) Primary Gateway

The primary gateway landscape treatment at the I-10 off-ramp and Date Palm Drive is proposed to be large-scale, to the point of monumental. It is intended to make a dramatic impact in relation to both the freeway and Date Palm Drive, signifying entry into the heart of North City. As illustrated in Figure 4-2, the landscape concept is to create a desert oasis feature in the street median design consisting of large boulders in a naturalistic arrangement that supports a 'waterfall'. The 'waterfall' could be interpreted figuratively or literally. It could be an actual water feature that uses re-circulated water or harvested and reclaimed run-off water from the North City area such that it would "run" only when water is present in the environment. The other option could be a dry 'waterfall' where water is implied in the design's composition of boulders, river rock and stone, and plant materials. Small desert trees in a silver and blue-gray color palette, such as Blue Palo Verde and Velvet Mesquite, should be planted to provide a backdrop to the "water" feature. Colored paving should be used to mark where the multi-use trail crosses Date Palm Drive.



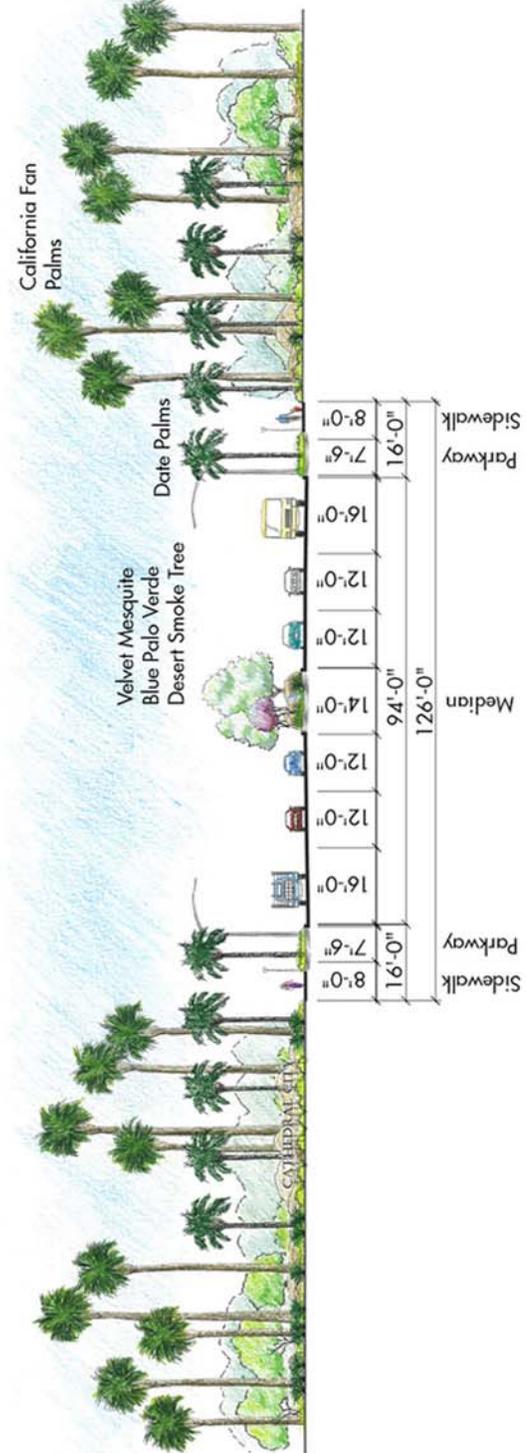


Figure 4.2: Primary Gateway at Date Palm Drive

The gateway treatment should be carried into the freeway buffer area on both sides of Date Palm Drive with a dry stream bed of light colored cobblestones delineated by darker colored boulders. This would suggest water and function as a retention basin for freeway and street storm water runoff. It should be planted with grasses, shrubs, groundcovers and groves of California Fan Palms. Brightly colored metal letters spelling 'CATHEDRAL CITY' should be placed so as to appear to float above the boulders. The letters should be visible from the freeway, be lit at night, and be coordinated with the signage on the future Date Palm freeway bridge.

Low voltage landscape lighting fixtures should be hidden among the boulders and planting. The lighting should be subtle and only highlight signage and key features at night. All landscape lighting fixtures should be on the approved list as compiled by the International Dark Sky Association.

An accent landscape scheme using the same material palette should be located at the intersection of Date Palm Drive and Valley Center Boulevard to 'echo' the thematic elements of the primary gateway feature.

(b) Secondary Gateways

Secondary gateways should be located near the freeway off-ramps at Palm Drive, the future DaVall Drive, the future Landau Boulevard, and at each end of Valley Center Boulevard at Palm Drive and DaVall Drive. They should feature Date Palm trees aligned in the parkways on each side of the street and an oasis planting composition in the medians and flanking parkways (Figure 4-3). The oasis planting treatment should consist of clustered stones, shrubs, and accent trees in the two secondary gateways along DaVall Drive. At the two secondary gateways along Palm Drive (at the freeway off-ramp and at Valley Center Boulevard), stones and crushed glass elements will replace the shrubs and accent trees that will not be used due to the strong winds and blowsand activity.

Sculptural City logo entry monument signage should be framed by accent plants in the medians with low voltage lighting located in the landscaping for signage visibility at night. Enhanced paving should mark the intersection crosswalks to add color and texture and to calm traffic.

Secondary gateways are not proposed for Mountain View Road, Varner Road or Edom Hill Road, as these are not primary entry points into the areas proposed for development within North City.



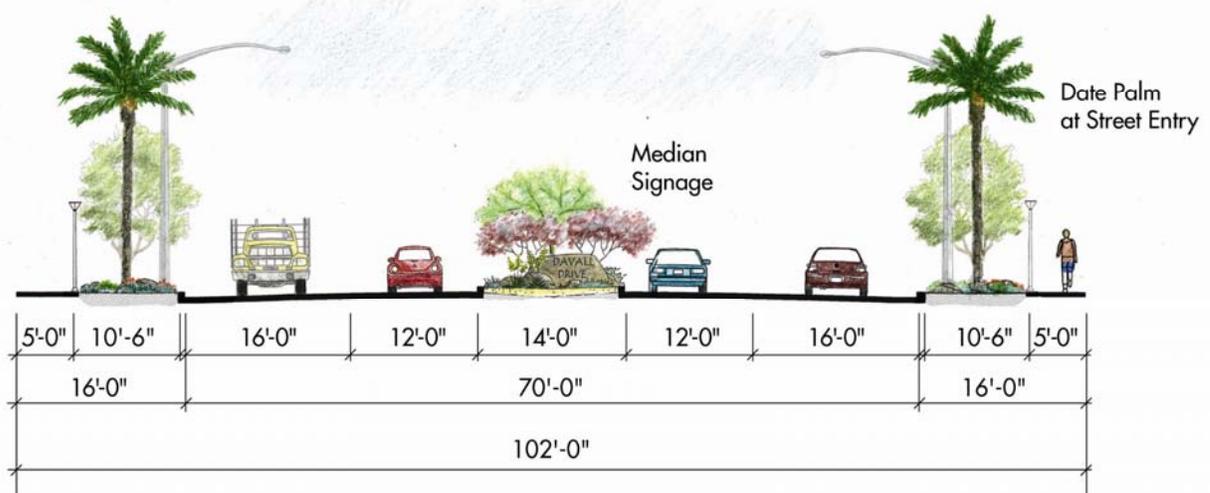
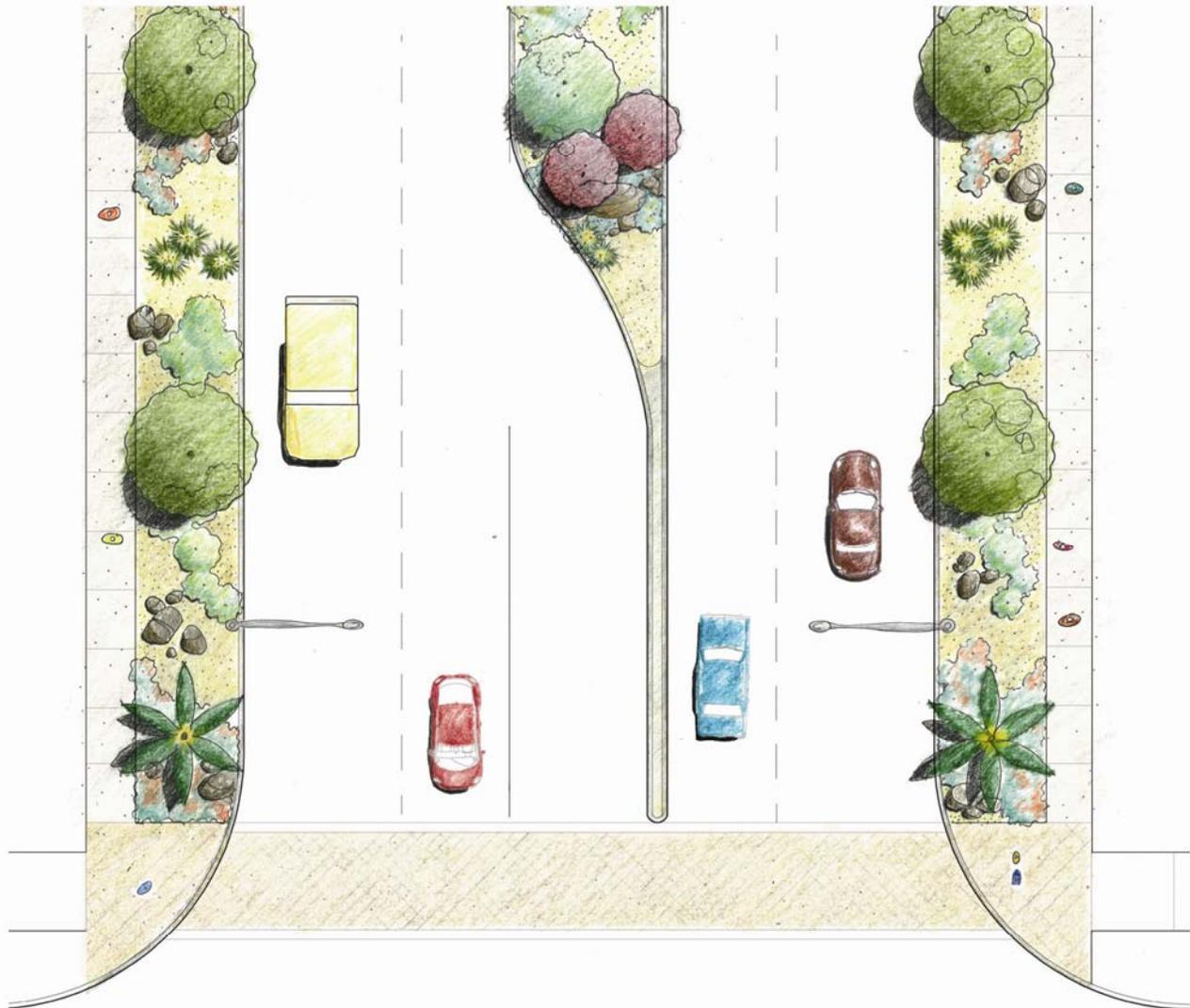


Figure 4-3: Typical Secondary Gateway

(c) Entries to Major Developments

Commercial, mixed use and residential development entries shall include landscaped entry treatments located in the development frontage. Entry treatment design should be comprised of thematic elements, such as monument signage, stone groupings, and native plant palettes that should be continued throughout the public spaces within the respective developments.

Entries from public streets to dedicated pedestrian paths and bikeways should be marked with a signage station that features maps of the local and regional pathway systems, MSHCP Area information, and amenity locations. A nominal amount of parking spaces should be provided, as appropriate.

8. Development Buffer Edges

The interface between the various zoning districts and the MSHCP Area will require sensitive treatment. Buffer zones, terraced walls and native planting should be among the elements used to sensitively address adjacency issues between development and MSHCP Areas. The elements can also be used to create wind screens for development, and prevent unauthorized trespass, and light and noise pollution into the MSHCP Area.



Landscaping can be used to buffer sensitive open space areas in North City from new development.



CHAPTER 5

CIRCULATION AND STREETScape IMPROVEMENTS



Circulation and Streetscape Improvements

A. Introduction

The North City Specific Plan's circulation recommendations are based on the Circulation Element of the 2002 General Plan, potential transportation issues in the Specific Plan area, and the land use and urban design goals and policies set forth in this Specific Plan. This chapter identifies and delineates the transportation and circulation recommendations that are supportive of the Specific Plan land uses. This chapter also sets forth streetscape treatments for the existing and proposed rights-of-way within the Specific Plan area.

B. Existing Roadways

North City is currently served by the Interstate 10 (I-10) freeway and a limited network of major arterial roadways that support local circulation and provide access to commercial centers in and around Cathedral City. Figure 5-1 illustrates the existing and future roadway network as planned in the City's General Plan. None of the roadways illustrated in figure 5-1 have been built to their General Plan designations and Valley Center Boulevard has not been constructed at all. All of the roads in North City are currently built to rural standards, i.e., no curbs, gutter or sidewalks, with the exception of Palm Drive in the vicinity of Paul Road. Descriptions of the existing roadways in the Specific Plan area and their current General Plan designations are as follows:

1. **Interstate 10 (I-10)** forms the southern boundary of North City and is under the jurisdiction of the California Department of Transportation (Caltrans). It is a regional east-west corridor and provides regional access to the greater Los Angeles area to the west and Phoenix, Arizona to the east. In conjunction with State Route 86, I-10 also provides access to the Calexico/Mexicali border crossing into Mexico. Within the Specific Plan area, I-10 has four travel lanes in each direction. Diamond interchanges at Palm Drive and Date Palm Drive provide access to North City. As noted in Section C, improvement projects are underway to upgrade each of these interchanges to partial cloverleaf designs, with loop on-ramps in each direction.
2. **Palm Drive** traverses the western boundary of the Specific Plan area in a north-south orientation with two travel lanes in each direction, except for the segment





Figure 5-1: General Plan Roadway Classifications

-  Specific Plan Area
-  City Boundary
-  Arterial Highway
-  Major Highway
-  Secondary Highway



North City Specific Plan



- between Paul Road and the I-10 ramps, which has only one lane in each direction. Palm Drive is classified as an *Arterial Highway* in the City's General Plan and is a designated truck route. Palm Drive is a major roadway connecting downtown Cathedral City through Palm Springs to downtown Desert Hot Springs and has an existing diamond interchange with I-10.
3. **Date Palm Drive** traverses the Specific Plan area in a north-south orientation with one travel lane in each direction. It is classified as an *Arterial Highway* in the City's General Plan. Date Palm Drive is a major roadway connecting the downtown area of Cathedral City to Varner Road (within North City). It has an existing diamond interchange with I-10 and is a designated truck route.
 4. **Varner Road** traverses the northern portion of the Specific Plan area in an east-west orientation with one travel lane in each direction. It is classified as an *Arterial Highway* west of Date Palm Drive and as a *Major Highway* east of Date Palm Drive in the City's General Plan and provides an east-west connection across the Coachella Valley, serving the unincorporated community of Thousand Palms and the cities of Cathedral City, Palm Springs and Desert Hot Springs. Varner Road is a designated truck route.
 5. **Mountain View Road** connects Varner Road (within North City) to Desert Hot Springs to the north with one travel lane in each direction. It is classified as an *Arterial Highway* in the City's General Plan.
 6. **Edom Hill Road** connects to Varner Road (within North City) and primarily provides access to the Edom Hill Transfer Station. Currently, it has one lane in each direction and is classified as a *Secondary Highway* in the City's General Plan.

C. Planned Regional Roadway Improvements

In addition to the roadway network in the Specific Plan area, other regional capital improvements are anticipated in its vicinity. The status of these improvements is as follows:

1. **Palm Drive/I-10 Interchange Improvements.** The existing interchange at Palm Drive on I-10 is proposed to be reconstructed to accommodate six through lanes on the overcrossing. In addition to the Palm Drive widening, the existing ramps will be relocated and loop on-ramps will be added for both the eastbound and westbound directions. The project is at the Plans, Specifications and Estimates (PS&E) stage and construction funding begins in 2009.
2. **Landau Boulevard/I-10 Interchange (Proposed).** The Southern California Association of Government's (SCAG) 2008 Draft Regional Transportation Plan (RTP) proposes a new



Chapter 5: Circulation and Streetscape Improvements

interchange at Landau Boulevard on I-10, between Palm Drive and Date Palm Drive. The new interchange is proposed to be a partial cloverleaf design with a six-lane bridge over the freeway. The estimated year of completion of the interchange is 2035.

3. **Date Palm Drive/I-10 Interchange Improvements.** The existing interchange at Date Palm Drive on I-10 is proposed to be reconstructed to accommodate six through lanes on the overcrossing. In addition to the Date Palm Drive widening, the existing ramps will be relocated and loop on-ramps will be added for both the eastbound and westbound directions. The purpose of the project is to reduce congestion and accommodate the planned growth in the Coachella Valley. The Project Study Report was submitted on June 25, 2007 and construction funding begins in 2009/2010.
4. **DaVall Drive/I-10 Interchange (Proposed).** DaVall Drive is shown to be extended northerly to Varner Road, along with an interchange with Interstate 10, in the General Plan Circulation Element. Efforts are underway to initiate the Project Study Report (PSR) for the project. A design has not yet been determined; however, the proposal would be to extend DaVall Drive in a north-south orientation. The estimated year of completion of the interchange is 2030.

D. Circulation Network

In order to support the future development of North City, a backbone circulation network has been designed to provide access to the interior of the Specific Plan area, as well as to improve connectivity to existing residential and commercial areas within Cathedral City and to adjoining communities. The sizing of these roadways has been determined based on traffic model forecasts from the 2030 Coachella Valley Area Transportation Study (CVATS) traffic model. The circulation network is designed to respond to existing topographical conditions and to minimize impacts on washes that cross the area. In addition, the constraints of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP), which limit additional north/south connections, have guided the design of the circulation network.

A key element of the circulation network for North City is the construction of Valley Center Boulevard as an east-west arterial from Palm Drive to a future extension of DaVall Drive. Valley Center Boulevard will be located between I-10 and Varner Road and will provide the major access to development in the Specific Plan area. Valley Center Boulevard is already identified in the City's General Plan as a *Major Highway*, but has not been built. The Specific Plan refines the alignment based on the proposed land uses. Further refinement of the Valley Center Boulevard alignment may occur during the roadway design phase and as new development occurs.



Another important element of the network is the extension of Landau Boulevard across the Union Pacific Railroad line and I-10 into North City to provide connectivity between the existing and future neighborhoods within Cathedral City. The Specific Plan analyzed an overcrossing of I-10 on Landau Boulevard. As noted previously, the RTP proposes a full freeway interchange, which would not be in conflict with the Specific Plan.

In addition, four new roadway classifications have been created based on anticipated traffic growth with the development of the Specific Plan area. As previously noted, the existing General Plan roadway classifications that fall within the Specific Plan area are Arterial Highway, Major Highway and Secondary Highway. The four new roadway classifications are as follows:

- **Modified Major Highway** – The right-of-way of a Modified Major Highway will typically be 102 feet with two lanes in each direction and a 14-foot median. It will have a curb-to-curb width of 70 feet, with no on-street parking or bike lanes.
- **Modified Secondary Highway** – The right-of-way of a Modified Secondary Highway will typically be 92 feet with two lanes in each direction and a 14-foot median. It will have a curb-to-curb width of 72 feet, with no on-street parking. It will include a 5-foot Class II bike lane in each direction.
- **North City Collector** – The right-of-way of a North City Collector will typically be 70 feet with one lane in each direction and no median. It will have a curb-to-curb width of 50 feet, with on-street parking. It will include a 5-foot Class II bike lane in each direction.
- **North City Local Street** – The right-of-way of a North City Local Street will typically be 56 feet with one 11-foot lane in each direction with no median. It will have a curb-to-curb width of 36', with on-street parking.

Finally, the Specific Plan reclassifies Edom Hill Road from Secondary Highway to Industrial Collector, which is an existing roadway classification in the General Plan.

Table 5-1 and Figure 5-2 identify the recommended classifications of backbone roadways within the Specific Plan area. Internal Streets (North City Collector and North City Local Street) are described above and will be constructed as and when individual development projects occur.



Chapter 5: Circulation and Streetscape Improvements

Table 5-1: Specific Plan Roadway Classifications

Segment Description (within the Specific Plan area)	Classification
1. Palm Drive <ul style="list-style-type: none"> • between I-10 Ramps and Valley Center Blvd • between Valley Center Blvd and Varner Road 	Arterial Highway Arterial Highway
2. Date Palm Drive <ul style="list-style-type: none"> • between I-10 Ramps and Valley Center Blvd • between Varner Road and Valley Center Blvd 	Arterial Highway Arterial Highway
3. Valley Center Blvd <ul style="list-style-type: none"> • between Palm Drive and Date Palm Drive – within MSHCP Conservation Area • between Palm Drive and Date Palm Drive – outside MSHCP Conservation Area • between Date Palm Drive and Da Vall Drive 	Modified Major Highway * Major Highway Major Highway
4. Varner Road between Palm Drive and Mountain View Road <ul style="list-style-type: none"> • between Palm Drive and Mountain View Road • between Mountain View Road and Date Palm Drive • east of Date Palm Drive 	Modified Major Highway * Arterial Highway Modified Major Highway *
5. Mountain View Road <ul style="list-style-type: none"> • north of Varner Road 	Arterial Highway
6. Edom Hill Road	Industrial Collector
7. Da Vall Drive <ul style="list-style-type: none"> • between Valley Center Blvd and Varner Road • between Valley Center Blvd and I-10 	Major Highway Arterial Highway
8. Landau Blvd <ul style="list-style-type: none"> • between Valley Center Blvd and Vista Chino 	Modified Secondary Highway *

* New classification

** Note: Internal Streets (North City Collector and North City Local Street) are described previously and will be constructed as and when individual development projects occur.



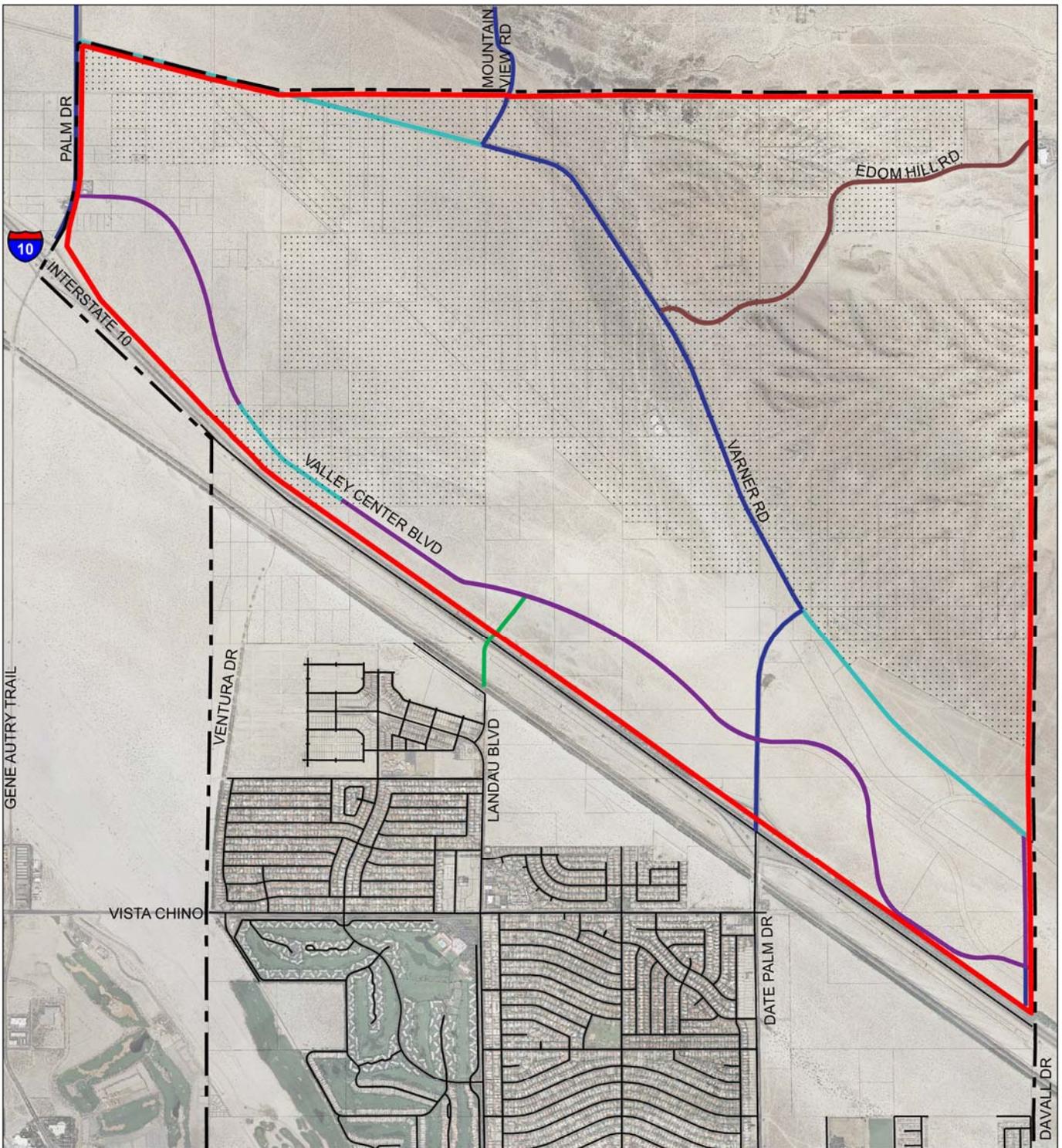


Figure 5-2: Specific Plan Roadway Classifications

- Specific Plan Area
- City Boundary
- MSHCP Conservation Area
- Arterial Highway
- Major Highway
- Modified Major Highway
- Modified Secondary Highway
- Industrial Collector



North City Specific Plan



E. Recommended Street Improvements

This section describes and illustrates the recommended roadway alignments, widths, and landscape treatments for the circulation network serving North City, including existing and future roadways. Table 5-2 summarizes the designated street trees and recommended shrubs and ground covers for North City roadways, followed by descriptions and cross sections of each of the roadways (Figure 5-4 - 5-16).

The North City Specific Plan Street Tree Master Plan establishes a theme for each street that enhances its function and appeal and creates an attractive, distinctive community sensitive to climate, natural processes, and the MSHCP area. Streetscape compositions with ecologically appropriate plant palettes comprised of local and adapted plant species, as well as non-vegetative elements such as boulders, crushed glass, crushed stone, or gravel groundcovers, are recommended. This will connect the streets to the surrounding natural environment and bring the desertscape to the street. Each street composition will provide a unique look and feel, set the streets apart from each other in terms of color, pattern, and texture.

Trees are to be planted within street parkways to define the street edge and to separate pedestrian areas from vehicular traffic. Street trees shall be planted in street parkways and medians where they do not disrupt vital natural processes or are not in conflict with utility transmission infrastructure and driveway openings. Tree spacing, as specified in Table 5-2, will be adjusted to accommodate driveways, utilities, lighting fixtures, and other functional elements, as illustrated in Figure 5-3. The City's Street Tree Policy for designated street trees and public right-of-way plantings have been followed where applicable to maintain continuity between the areas north and south of I-10.



Figure 5-3: Typical Streetscape Plan View



Chapter 5: Circulation and Streetscape Improvements

Table 5-2: Street Tree Master Plan

Street	Classification	Parkway Tree		Median Landscape Material		Recommended Shrub/Groundcover Palette for Medians and Parkways
		Tree Type	Spacing	Type	Spacing	
Palm Drive	Arterial Highway	Date Palm (<i>Phoenix dactylifera</i>)	30-50 feet on center	Boulders up to 3 feet in height River rock/stones	Informal, clusters	River rock/stones Gravel/crushed stone Crushed glass
Date Palm Drive	Arterial Highway	Date Palm (<i>Phoenix dactylifera</i>)	30-40 feet on center	Velvet Mesquite (<i>Prosopis velutina</i>) Blue Palo Verde (<i>Cercidium floridum</i>) Desert Smoke Tree (<i>Dalea spinosa</i>)	Informal: 25-40 feet on center, alternating tree types Desert Smoke Tree in groves of 3-7	Murphy's Agave (<i>Agave murpheyi</i>) Parry's Agave (<i>Agave Parryi</i>) Desert Spoon (<i>Dasyllirion</i> spp.) Globe Mallow - Fuschia/red flower (<i>Sphaeralcea ambigua</i>) Silver Bush Morning Glory (<i>Convolvulus cneorum</i>) Trailing Indigo Bush (<i>Dalea greggii</i>) Gravel/crushed stone
Valley Center Boulevard	Major Highway - outside MSHCP	California Fan Palm (<i>Washingtonia filifera</i>) Desert Willow (<i>Chilopsis linearis</i>)	Alternating pattern: 30-40 feet on center	Desert Museum Palo Verde (<i>Cercidium 'Desert Museum'</i>) Chaste Tree (<i>Vitex agnus-castus</i>) Cascadote Tree (<i>Caesalpinia cacalaco</i>)	Informal: 25-40 feet on center Chaste and Cascadote Trees in clusters of 2 or 3	Dalea (<i>Dalea emoryi</i>) Desert Hibiscus (<i>Hibiscus denudatus</i>) Desert Rock Pea (<i>Lotus rigidus</i>) Gopher Plant (<i>Euphorbia rigida</i>) Mojave Yucca (<i>Yucca schidigera</i>) Squaw Water Weed (<i>Baccharis sagittoides</i>) Gravel/crushed stone
Varner Road	Modified Major Highway - within MSHCP	California Fan Palm (<i>Washingtonia filifera</i>)	40-50 feet on center	Blue Palo Verde (<i>Cercidium floridum</i>)	Informal: 40-60 feet on center Chaste and Cascadote Trees in clusters of 2 or 3	Dalea (<i>Dalea emoryi</i>) Desert Rock Pea (<i>Lotus rigidus</i>) Gopher Plant (<i>Euphorbia rigida</i>) Mojave Yucca (<i>Yucca schidigera</i>) Gravel/crushed stone
Varner Road	Modified Major Highway - outside MSHCP	Desert Willow (<i>Chilopsis linearis</i>)	30-40 feet on center	Mexican Ebony (<i>Pithecellobium mexicanum</i>) Honey Mesquite (<i>Prosopis glandulosa</i>)	Informal: 25-40 feet on center, alternating tree types	Apricot Mallow (<i>Sphaeralcea ambigua</i> rosacea) Barrel Cactus (<i>Ferocactus</i>) Hedgehog cactus (<i>Echinocereus</i> spp.) in groupings. Ocotillo (<i>Fouquieria splendens</i>) Prickly Pear/Beavertail Cactus (<i>Opuntia</i> spp.) Spanish Dagger (<i>Yucca schidigera</i>) Wishbone Bush (<i>Mirabilis bigelovii</i>) White Sage (<i>Salvia apiana</i>) Gravel/crushed stone
Mountain View Road	Modified Major Highway - within MSHCP	No tree	N/A	Boulders up to 3 feet in height River rock/stones	Informal, clusters	River rock/stones Gravel/crushed stone
Mountain View Road	Arterial Highway	Blue Palo Verde (<i>Cercidium floridum</i>)	Informal: 30-45 feet on center	Boulders up to 3 feet in height River rock/stones	Informal, clusters	River rock/stones Gravel/crushed stone
Edom Hill Road	Industrial Collector	No tree	N/A	None	N/A	Desert Hibiscus (<i>Hibiscus denudatus</i>) Sandpiper Plant (<i>petalonyx</i> spp.) Sage (<i>Salvia</i> spp.) Salt Bush (<i>Atriplex</i> spp.) Gravel/crushed stone
Da Vall Drive	Arterial Highway Major Highway	Indian Rosewood (<i>Dalbergia sissoo</i>)	30-40 feet on center	Desert Willow (<i>Chilopsis linearis</i>) Smoke Tree (<i>Cotinus coggynia purpureus</i>)	Informal: 25-40 feet on center, alternating tree types	California Fuschia (<i>Zauschneria californica</i>) Desert Broom (<i>Baccharis X. Centennial</i>) Dicliptera (<i>Dicliptera resupinata</i>) White Evening Primrose (<i>Oenothera caespitosa</i>) Gravel/crushed stone
Landau Boulevard	Modified Secondary Highway	African Sumac (<i>Rhus lancea</i>)	25-35 feet on center	Feather Tree (<i>Lysiloma watsonii</i>) Texas Mountain Laurel (<i>Sophora secundiflora</i>)	Informal: 25-30 feet on center, alternating tree types	Creeping Garmander (<i>Teucrium chamaedrys 'Prostratum'</i>) Desert Marigold (<i>Baileya multiradiata</i>) Desert Lavender (<i>hyptis emoryi</i>) Texas Paperflower (<i>Psilostrophe tagetina</i>) Gravel/crushed stone



I. Palm Drive

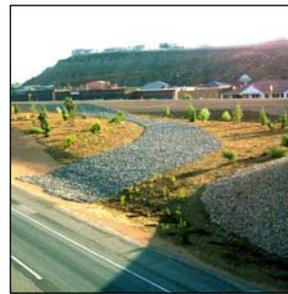
Palm Drive, an Arterial Highway, is the western boundary of the City and the Specific Plan area, thus it is important that the Palm Drive streetscape treatment create a clear visual edge that sets the North City apart from its surroundings. Palm Drive’s western location also presents a challenge for establishing herbaceous plants within the streetscape due to the strong southwesterly winds and blowsand activity, requiring a high level of maintenance to assure plant survival and aesthetic appearance. Given these factors, the Date Palm tree is the recommended street tree. It withstands winds well and will achieve the desired visual edge of the City when planted along the length of Palm Drive. In the median, a ‘rockscape’ of boulders, colored gravel/pebbles and recycled crushed glass is recommended. Recycled crushed glass brings color, texture and interest to the streetscape. In the parkways, a coordinating design of boulders and colored gravel/pebbles is recommended. Crushed glass is not recommended in the parkway due to pedestrian activity.



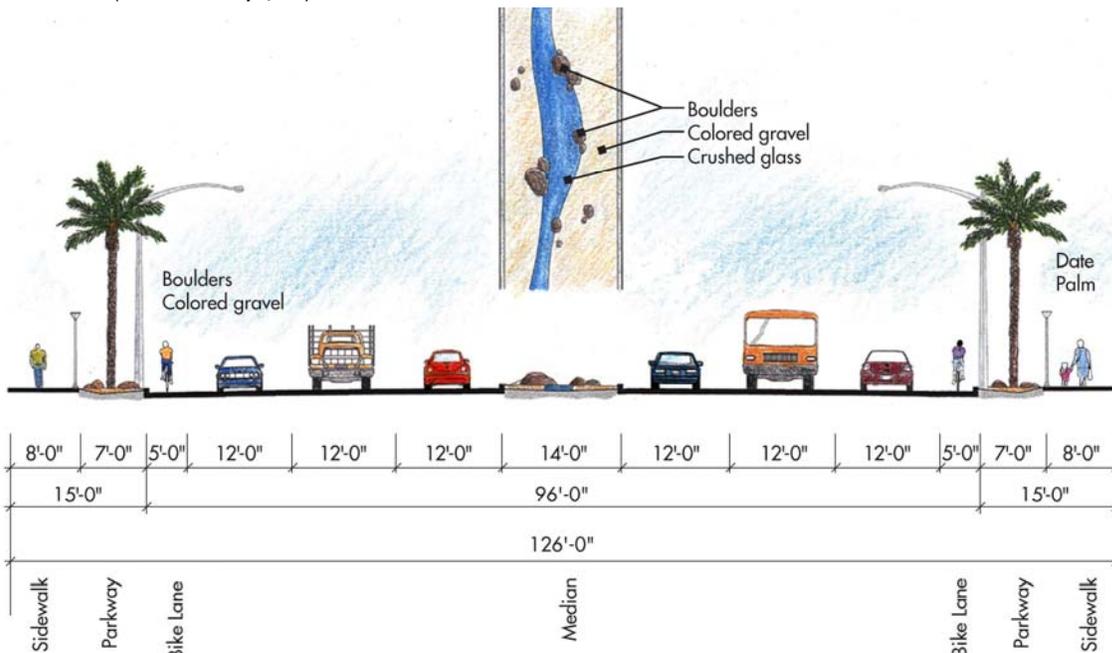
Date Palm
(*Phoenix dactylifera*)



Recycled crushed glass



Rockscape treatment

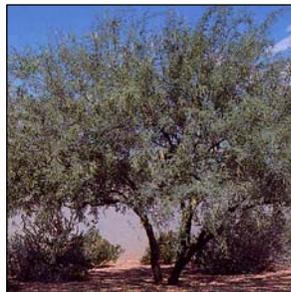


**Figure 5-4: Palm Drive
Arterial Highway**



2. Date Palm Drive

The designated street tree for Date Palm Drive is the street's namesake – Date Palm. Similar to Palm Drive, Date Palm Drive is an *Arterial Highway* with access to and from Interstate 10. A Class II bike lane is to be located on both sides of the street creating a valuable cross-freeway bike lane connection. While the streetscape planting with Date Palms provides similarity between both Date Palm and Palm Drive, it is also important to visually differentiate between them. Therefore, the median along Date Palm Drive will include Velvet Mesquite and Blue Palo Verde trees planted in informal spacing, with the Desert Smoke Tree as an accent. The resulting median and parkway planting palette will be a mix of blue-green and silver plants with highly varied textures, accented with brightly colored flowers for seasonal interest.



Velvet Mesquite
(*Prosopis velutina*)



Blue Palo Verde
(*Chilopsis floridum*)



Desert Smoke Tree
(*Dalea spinosa*)

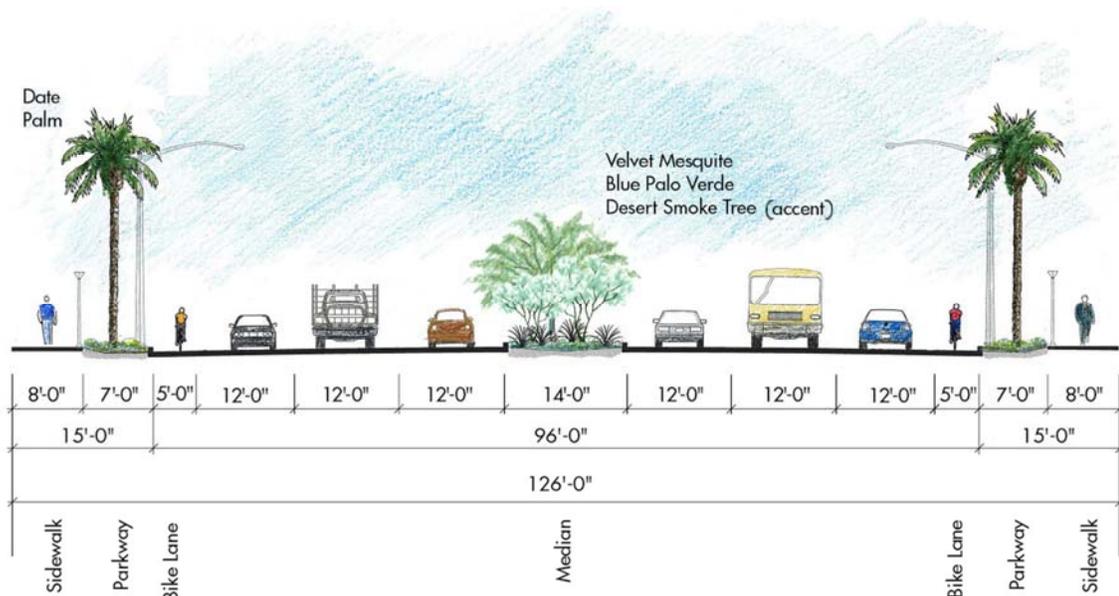


Figure 5-5: Date Palm Drive
Arterial Highway



3. Valley Center Boulevard

Valley Center Boulevard has two roadway classifications: 1) *Major Highway* outside the MSHCP Conservation Area, and 2) *Modified Major Highway* within the MSHCP Conservation Area. A paved multi-use path is to be located on the south side of Valley Center Boulevard along its full length through the Specific Plan area.

As Valley Center Boulevard is the central spine of North City, California Fan Palms are recommended in the parkways to function as ‘skyline trees’ visible from the I-10 freeway and surrounding development. Outside the Conservation Area, Desert Willow Trees (single trunk form) will be planted in an alternating pattern with the Palms to provide shade to the multi-use path. The median will have irregular groupings of a Desert Museum Palo Verde, Chaste Tree, and Cascalote Tree. These trees, along with Desert Willows in the parkway, showcase the bright colors and beautiful flower forms found in the unique small trees of the desert. Recommended median and parkway groundcovers will also feature brightly colored flowers and foliage for year-round color and interest, as well as include boulders and rock areas.

Within the Conservation Area, Valley Center Boulevard will not have curb and gutter. California Fan Palms are recommended to continue in the parkways, but without the alternating Desert Willow Tree. California Fan Palms, the proposed median trees, shrubs and groundcover are consistent with MSHCP recommended plants listed in Table 4-112 of the *Final Recirculated Coachella Valley MSHCP* document. The median planting is recommended to continue through the MSHCP area in sparse groupings. Implementation of streetscape planting within the MSHCP area will require Coachella Valley Conservation Committee (CVCC) review and approval.



California Fan Palm
(*Washingtonia filifera*)



Desert Willow
(*Chilopsis linearis*)



Desert Museum Palo Verde
(*Parkinsonia x 'Desert Museum'*)



Chaste Tree
(*Vitex agnus-castus*)



Cascalote Tree
(*Caesalpinia cacalaco*)



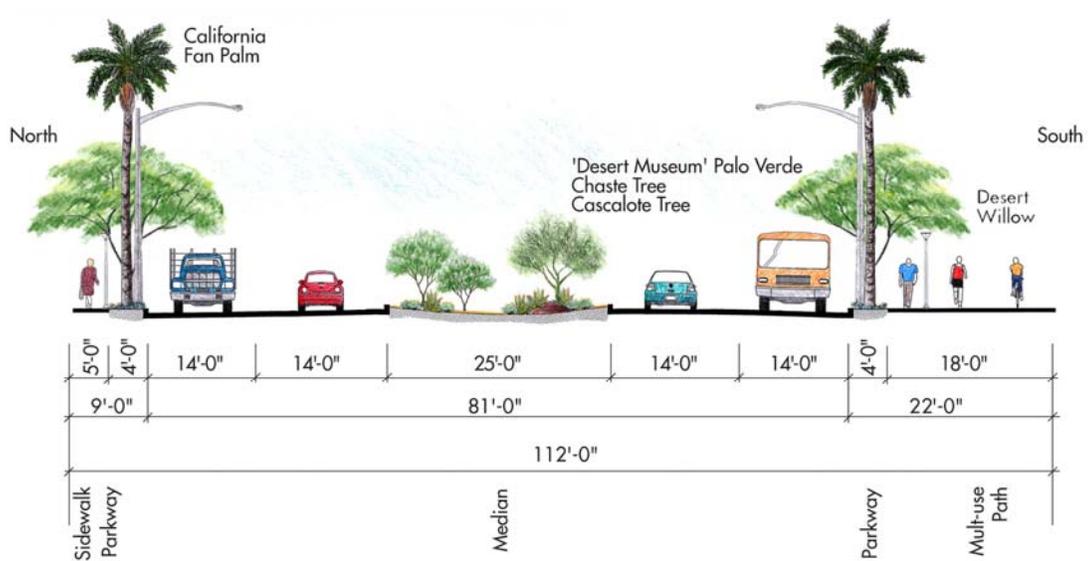


Figure 5-6: Valley Center Boulevard
(outside MSHCP Conservation Area)
Major Highway

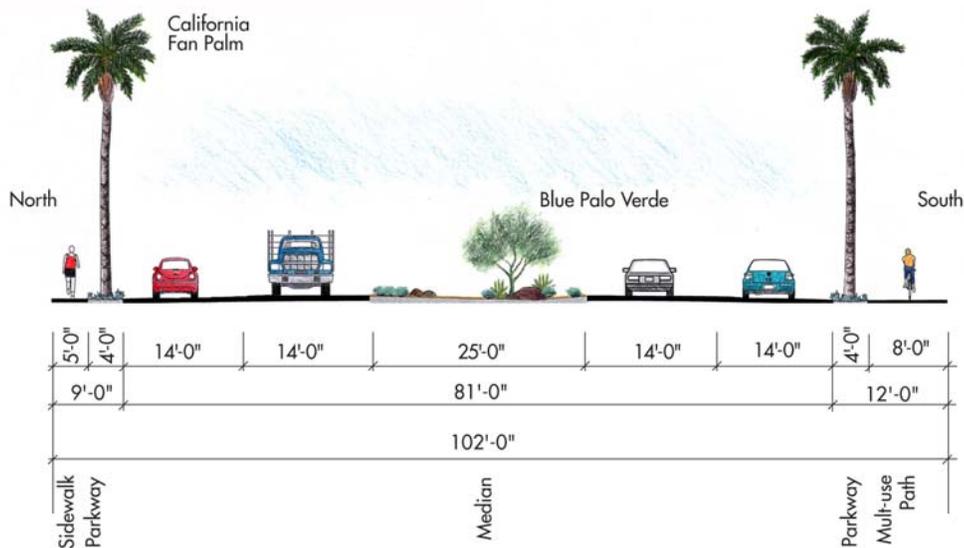


Figure 5-7: Valley Center Boulevard
(within MSHCP Conservation Area)
Modified Major Highway



4. Varner Road

Varner Road has two roadway classifications: 1) *Modified Major Highway* between Palm Drive and Mountain View Road and between Date Palm Drive and the eastern boundary of North City, and 2) *Arterial Highway* between Mountain View Road and Date Palm Drive, which is where Varner Road traverses mainly through MSHCP area. A paved 12-foot multi-use path is to be located on the south side of Varner Road along its entire length through the Specific Plan area. Outside the MSHCP Area, a 5-foot sidewalk is also to be located on the north side of Varner Road.

The proposed streetscape along Varner Road is intended to mimic the natural desert environment. Outside the Conservation Area, the streetscape is to be comprised of boulders placed among clusters of native and adapted shrubs and cacti, such as Ocotillo and Opuntia, with crushed stone as the primary groundcover. Desert Willow is to be planted in the parkways, with Mexican Ebony and Honey Mesquite in the medians. Within the MSHCP Area, Varner Road will not have curb and gutter, nor is it to have parkway and median trees or ground-plane planting. A 'rockscape' of boulders, colored crushed stone and gravel is recommended in the median and parkways, which will add interest with minimal maintenance and disturbance to the Conservation Area.

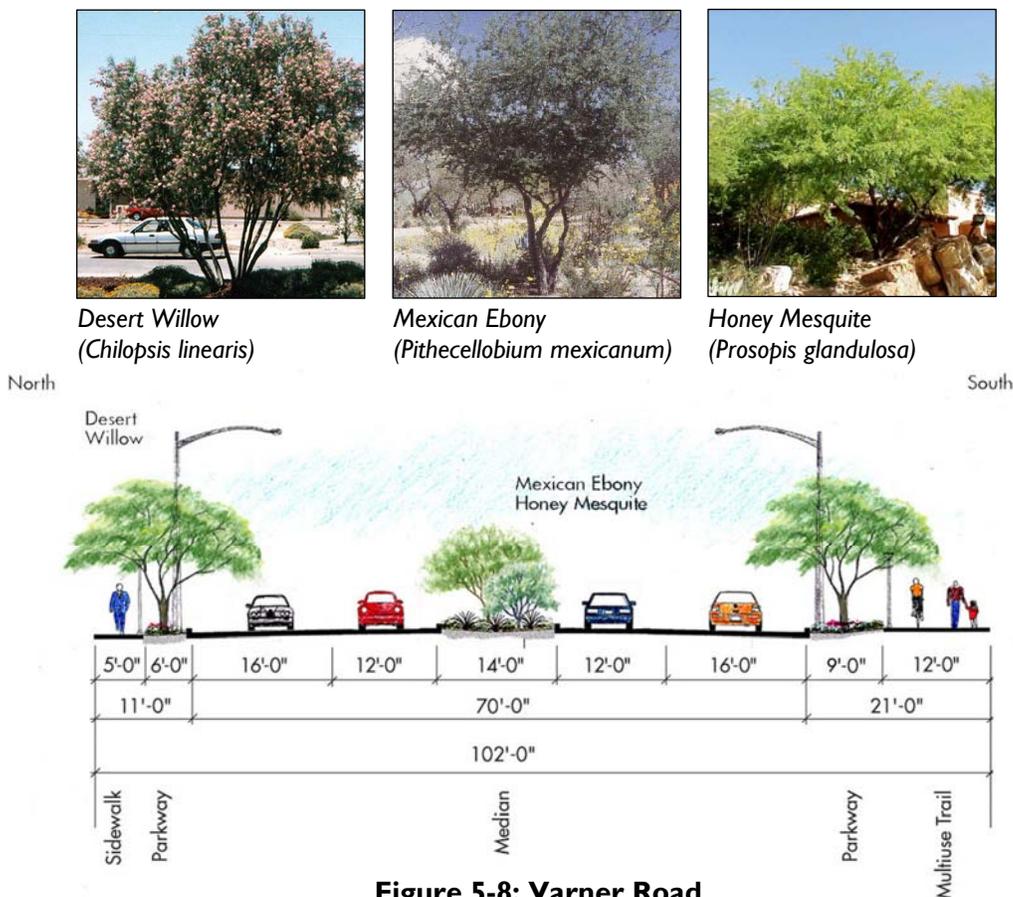


Figure 5-8: Varner Road
 (East of Date Palm Drive - outside MSHCP Conservation Area)
Modified Major Highway



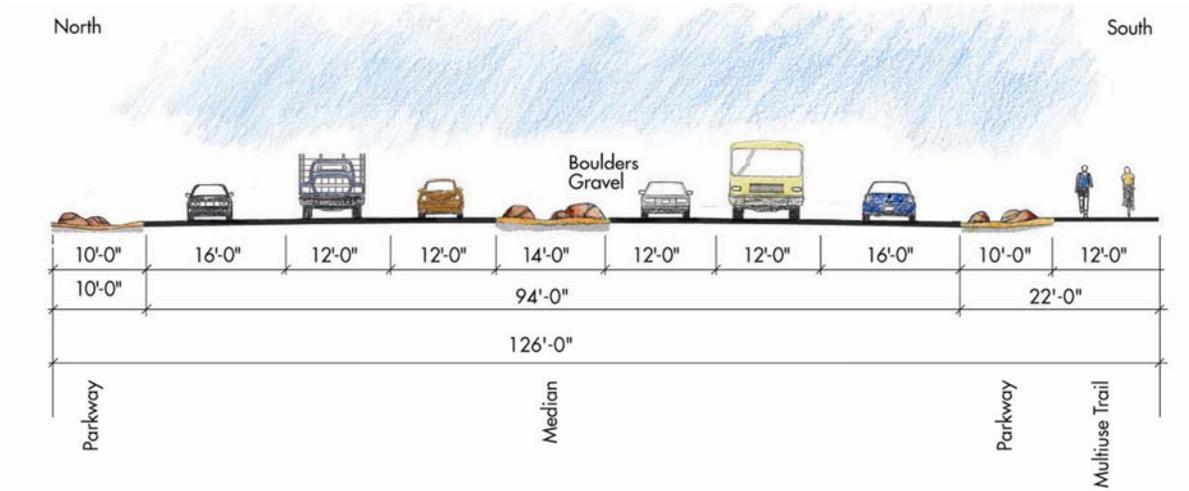


Figure 5-9: Varner Road
 (between Mountain View Road and Date Palm Drive - within MSHCP Conservation Area)
Arterial Highway

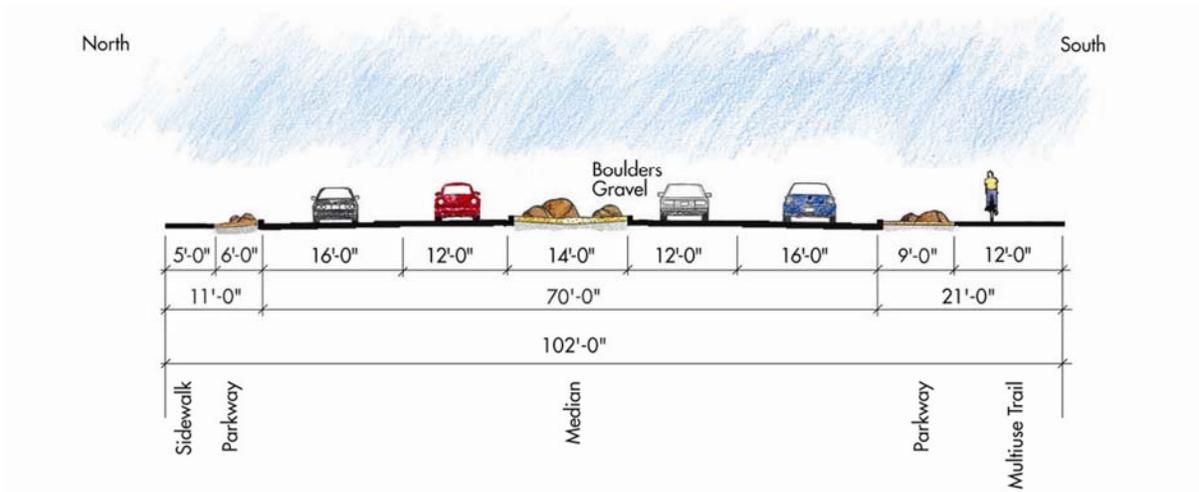


Figure 5-10: Varner Road
 (between Palm Drive and Mountain View Road - within MSHCP Conservation Area)
Modified Major Highway

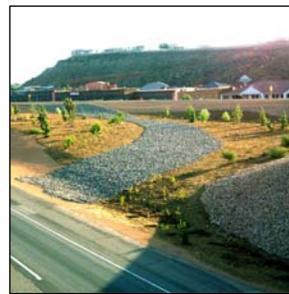


5. Mountain View Road

Mountain View Road is designated as an *Arterial Highway*. In sensitivity to its location within the MSHCP area, a ‘rockscape’ design of boulders, colored gravel and stone is recommended in the median. Requiring no water and very little maintenance, the ‘rockscape’ will be visually interesting and set the theme for the streetscape. Boulders, stones, and non-vegetative groundcover will be carried into the parkways, along with accent shrubs of MSHCP-approved White Sage, Indigo Bush, and Desert Mallow, and a few Blue Palo Verde trees. The resulting composition of blue-green foliage with seasonal purple and orange flowers will contrast with desert stone to establish a strong visual theme for the street.



Blue Palo Verde
(*Chilopsis floridum*)



Rockscape Treatment

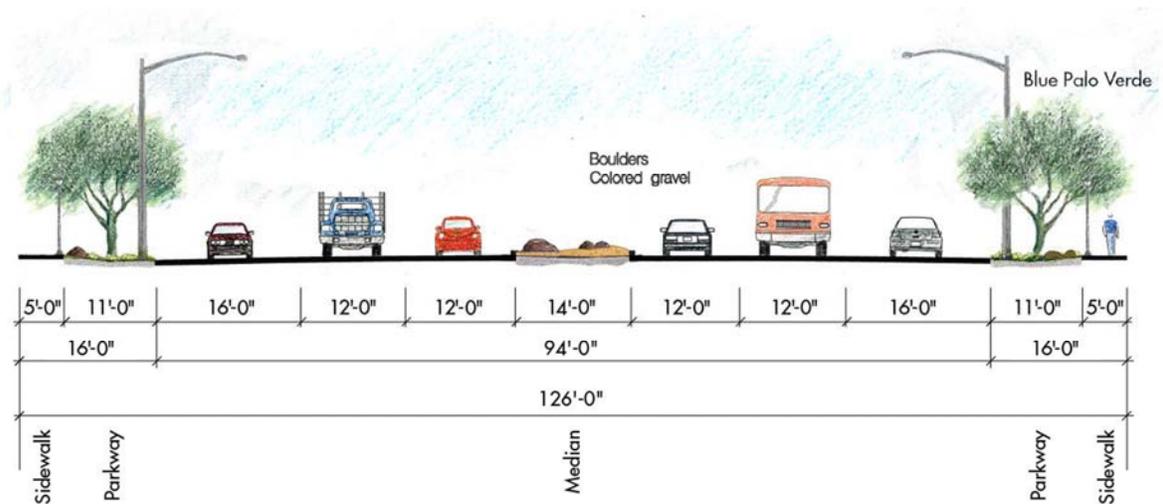


Figure 5-1 I: Mountain View Road
(falls entirely within MSHCP Conservation Area)
Arterial Highway



6. Edom Hill Road

The classification of Edom Hill Road has been changed from Secondary Highway (Cathedral City General Plan) to an Industrial Collector (as defined in the Cathedral City General Plan). This classification, which has no parking lane or median, is more consistent with the light industrial land uses in the Edom Hill area. Edom Hill Road will have no sidewalks or curb and gutter to allow for a naturalized shoulder on both sides of the street. The shoulder planting is to consist of native and MSHCP-approved shrubs such as Desert Hibiscus, Sandpiper Plant, and Saltbush.

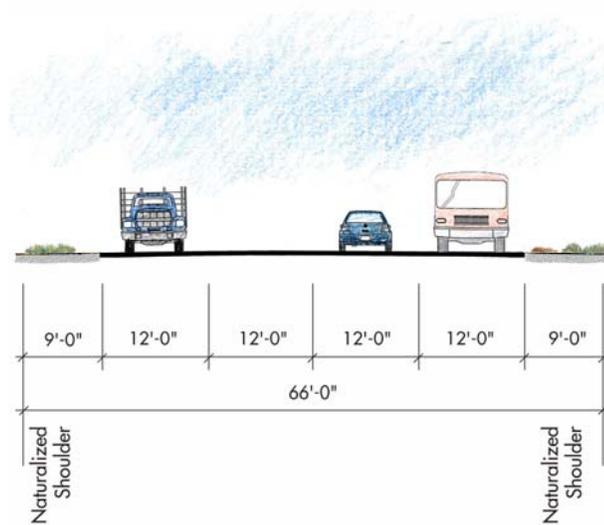


Figure 5-12: Edom Hill Road
Industrial Collector



7. DaVall Drive

The future DaVall Drive extension is primarily a *Major Highway*. It is located on the eastern edge of the Specific Plan area, and will be visually defined by the vibrant green foliage of the Indian Rosewood Tree. The semi-deciduous desert Indian Rosewood is recommended in the parkways to shade the sidewalk and frame views. The median is to be planted with Desert Willow and Smoke Trees, trimmed to ensure driver visibility. The median trees' pink flowers and foliage will compliment the Indian Rosewood, along with recommended shrub plantings of White Evening Primrose, California Fuschia, Dicliptera, and Desert Broom to be located in both the median and parkway.

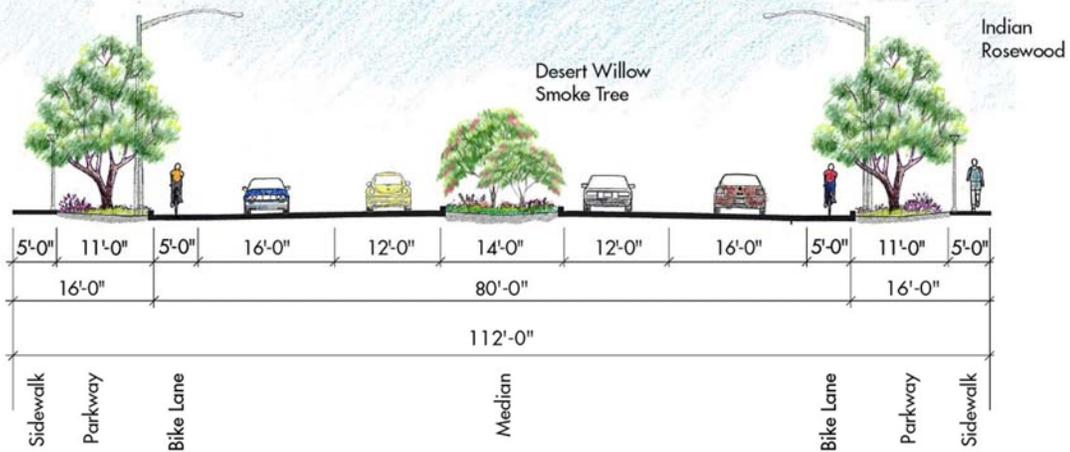
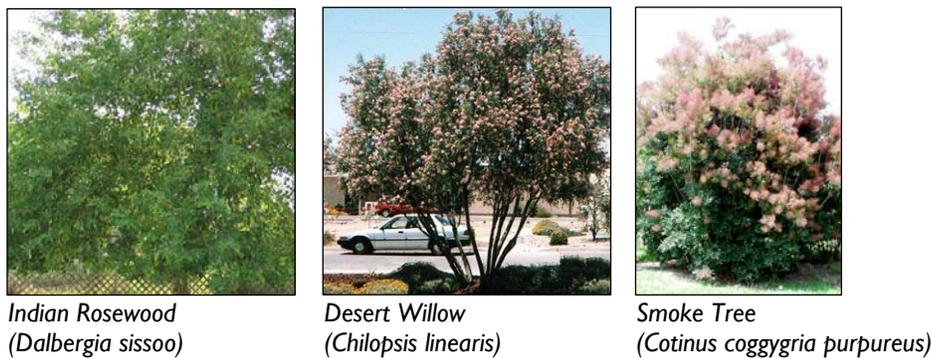


Figure 5-13: DaVall Drive
(between Varner Road and Valley Center Boulevard)
Major Highway



8. Landau Boulevard

The future Landau Boulevard extension is designated as a *Modified Secondary Highway*. A Class II bike lane will be located on both sides of the street creating a valuable cross-freeway bike lane connection. The City’s Design Guidelines (updated 1997) specify African Sumac as the parkway tree for Landau Boulevard south of I-10. For consistency, this planting pattern for Landau Boulevard will continue within the Specific Plan area up to Valley Center Boulevard. Texas Mountain Laurel, a striking accent tree with its large long-blooming purple flowers, and Honey Mesquite are to be planted in informal clusters in the median of Landau Boulevard within the North City area.



African Sumac
(*Rhus lancea*)



Feather Tree
(*Lysiloma watsonii*)



Texas Mountain Laurel
(*Sophora secundiflora*)

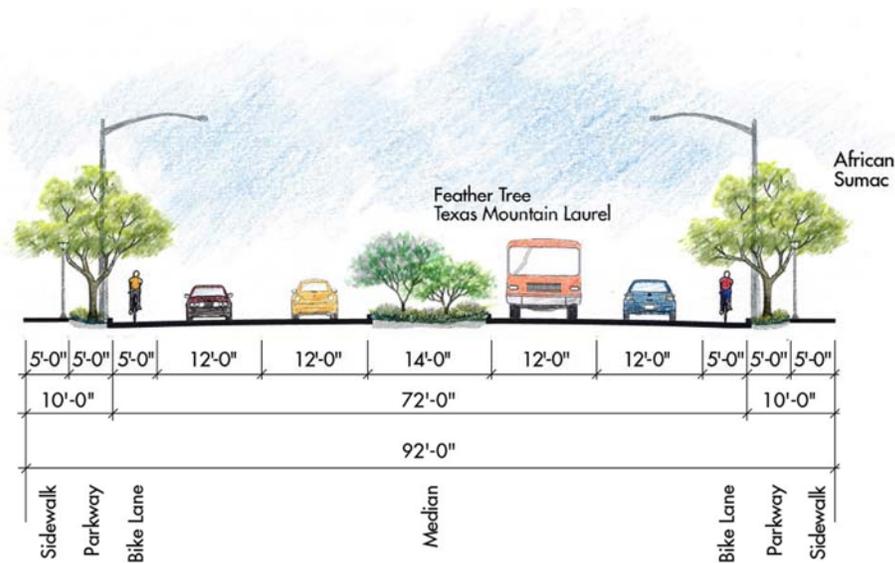


Figure 5-14: Landau Boulevard
(between Valley Center Boulevard and I-10)
Modified Secondary Highway



9. North City Collector

The North City Collector, a new designation, will have a 70-foot right-of-way with 12-foot traffic lanes, 5-foot wide Class II bike lanes, and on-street parking lanes on both sides. Outside the MSHCP Area, the 5-foot parkways are to be planted with a tree chosen from the North City Specific Plan recommended plant palette (Table 12-1, Chapter 12). A low growing, hardy groundcover, such as Prostrate Rosemary, is to be planted in the parkways. Step stones, gravel, or other approved non-vegetative groundcover is to be located at intervals that will provide pathways from on-street parking to the sidewalks. Within the Conservation Area, the MSHCP-approved Indigo Bush, White Sage, Globemallow, and Desert Lavender shrubs are recommended for the parkway.

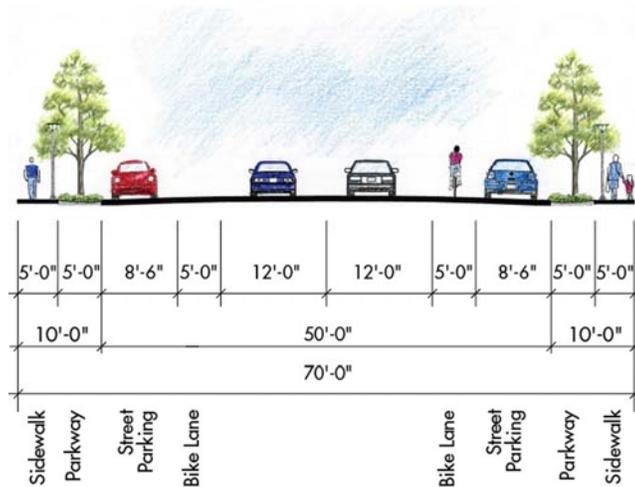


Figure 5-15: North City Collector
(outside MSHCP Conservation Area)

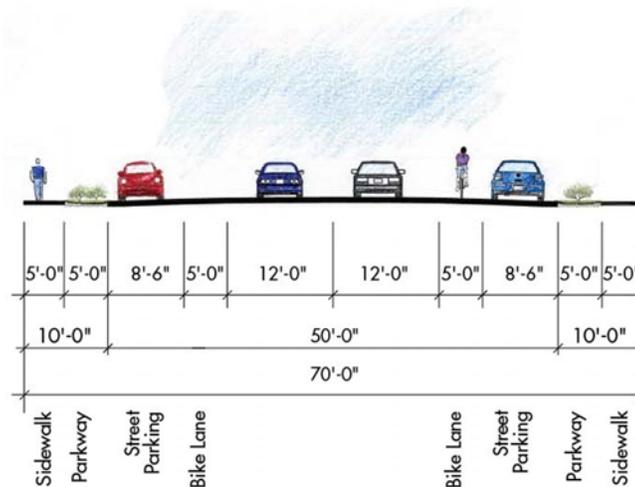


Figure 5-16: North City Collector
(within MSHCP Conservation Area)



10. North City Local Street

The North City Local Street, a new designation, will have a 56-foot right-of-way with two 11-foot wide traffic lanes, on-street parking lanes on both sides, and 5-foot parkways. The planting is to be as described for the North City Collector.

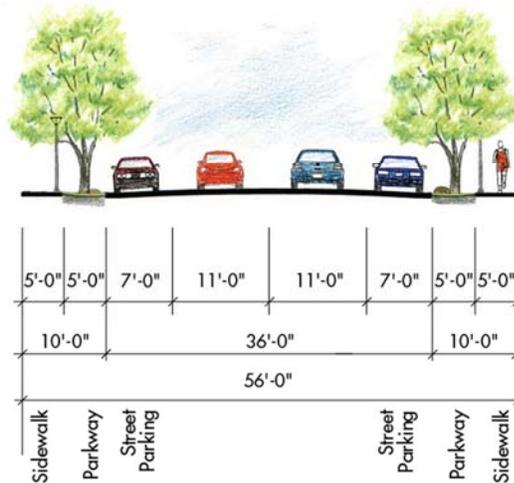


Figure 5-17: North City Local Street
(outside MSHCP Conservation Area)

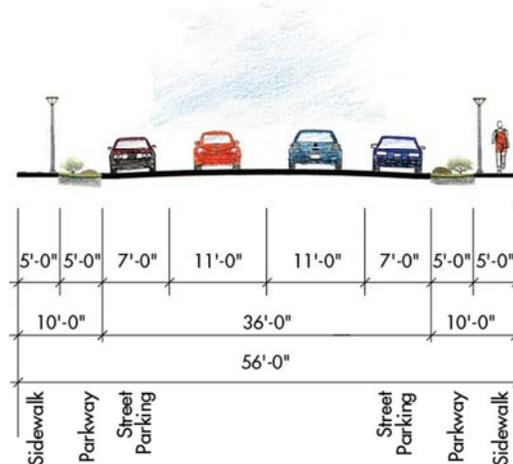


Figure 5-18: North City Local Street
(within MSHCP Conservation Area)



F. General Design Guidelines for Public Rights-of-Way

I. Street Design

New streets in North City shall be designed according to the following:

- (a) All roadways within the Specific Plan area will be designed in accordance with the standard specifications for engineering construction and the City of Cathedral City standard plans (County of Riverside Standard Plans Ordinance No. 461), dated April 28, 2008.
- (b) The local street network shall be efficient and interconnected, ensuring a highly accessible development. Cul-de-sacs and dead ends shall be avoided wherever possible.
- (c) Major intersections within mixed use areas shall have an enhanced pavement treatment of colored and textured concrete, with traffic calming bulb-out planters where appropriate.
- (d) On local streets, intersections should be raised to curb level for traffic calming and to provide disabled access for crossing.
- (e) Meandering or curved sidewalks are permitted. They are to be designed with smooth curve transitions and large radii.
- (f) Sidewalks shall be graded to allow stormwater run-off into adjacent unpaved areas, such as planter strips and parkways.
- (g) Street treatments in which stormwater runoff is captured and retained shall be located within street medians and parkways. Stormwater Best Management Practices per Riverside County's Stormwater Quality Handbook shall be applied.
- (h) Decorative non-vegetative groundcover, such as river cobble, pebbles, and crushed stone, shall be used in streetscape composition. Non-vegetative groundcovers shall allow proper drainage. Light-colored stone products in colors that harmonize with the native soils and rock formations are recommended. Accent materials such as crushed glass may be used if they are analyzed on site before installation and determined not to be highly reflective and not to produce undue glare. Any material, such as crushed tires, that may leach harmful chemicals into the soil or generate heat is not permitted.
- (i) Sidewalks shall comply with all ADA standards.

2. Street Trees and Planting

In general, new streets in North City shall be designed according to the following street tree and planting guidelines:

- (a) As recommended in Section E, each street will be differentiated by a unique landscape palette in the parkways and medians that shall continue for the entire length of the street segment. The Street Tree Master Plan (Table 5-2) establishes the general landscape materials and spacing for



the Specific Plan area. As an implementation measure, the City may prepare a Streetscape Plan that provides specific detailed information for the backbone streets as follows:

- Establishing street tree location and spacing to ensure driver visibility and functional clearances for utilities etc.
- Refining landscape design in parkways and medians
- Selecting and locating public streetscape furnishings, such as furniture and signage (See Section 3 below)
- Selecting and locating appropriate light fixtures by street and anticipated levels of service
- Raised intersection locations
- Determining paving materials and design, including color, scoring, pattern, special intersection/cross-walk paving treatments, etc.

As individual development projects occur, developers shall prepare detailed construction documents and details to implement the above elements of the Streetscape Plan as it relates to their development project.

- (b) All plant material shall meet the minimum standard of the American Nurserymen and Landscape Association and California State Department of Agriculture Regulations, and be local container or field grown material.
- (c) All trees shall be planted in accordance with established City planting standards.
- (d) Street and median trees shall be planted between October 1 and April 30.
- (e) The minimum planting size for a tree in parkways and medians is a 24-inch boxed container. Required California Fan Palms (*Washingtonia filifera*) shall have a minimum 12-foot brown trunk height.
- (f) Median and parkway trees shall be trimmed to retain a trunk space clear of branches of at least 6 feet from grade at maturity.
- (g) Shrubs selected for planting in medians and parkways shall be 30-inch or less at mature height to allow for safe visibility for drivers and overall signage and streetscape visibility. Plants with tall narrow spikes, such as Desert Cholla and Yucca species, are allowed to exceed the height standard, as visibility is not impeded through their tall narrow forms.

3. Streetscape Amenities

(a) Street Furniture

Within each development, the streetscape palette that is selected should convey uniformity and thematic continuity within that development. Selecting a consistent palette of street furnishings for public streets as part of a Streetscape Plan will help to further define North City's character and give it a coherent look and feel. Street furnishings include trash receptacles, bollards, benches, bike racks, and bus shelters. Street furniture should be clustered along major streets and at transit stops. Additional urban amenities, such as drinking fountains, planters, information kiosks, etc., should be incorporated in commercial areas that have a more active urban realm.



Chapter 5: Circulation and Streetscape Improvements

The palette of street furniture selected should reflect the desert climate and bring comfort, scale and design expression to the streetscape. The following criteria apply and the elements that meet these criteria are shown below:

- Durability with finishes that can withstand blowing sand
- Low maintenance
- Graffiti resistant
- Low heat absorption in the desert sun
- Non-reflective finishes
- Consistency in color and materials

Metal street furniture is appropriate for North City because of its durability, resistance to graffiti, and ease of maintenance. Wire mesh finish, in particular, limits heat retention in the desert sun, and a non-reflective powder coat finish would reduce glare. Elements formed with natural stone are also appropriate for the desert environment. Light-colored concrete furniture elements are also attractive and durable, have low reflectivity, and require minimal maintenance.



Examples of street furniture that are appropriate to the desert environment.

(b) Lighting

Pedestrian-scale lighting is another key component that promotes safety and helps to create an appealing walkable environment. Lighting provides spatial definition to the sidewalk, adds ambiance to urban settings and affords a sense of security to users. Pedestrian-scale lighting shall be located in commercial and residential areas, and spaced



Examples of appropriate street lighting.

according to a certified lighting professional's recommendations. The selected light fixtures should adhere to guidelines set forth by the Dark Sky Association, as well as the City's Night Sky Ordinance (CCMC Chapter 9.89). Light fixtures in the public right-of-way shall also follow the SCE standards for maintenance.

(c) Paving

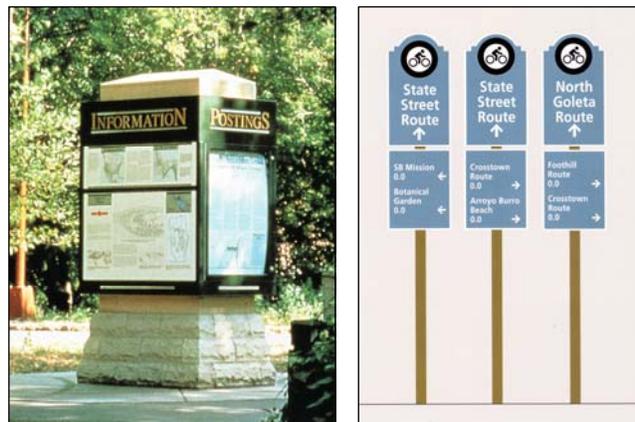
An additional design element is a decorative paving program to mark crosswalks, courtyards and frontages. Paving can introduce color and texture to give an urban setting depth and character. Decorative paving is an effective traffic calming strategy and an opportunity to link development in North City to the surrounding natural environment. Enhanced paving such as stamped and colored concrete consistent with ADA requirements is encouraged for pedestrian areas, including crosswalks, in the mixed-use commercial areas. Color saturation in concrete shall be light to avoid heat absorption.



Decorative paving adds interest, color and texture to the streetscape.

(d) Signage and Graphics

A comprehensive street signage program is recommended as a component of a Streetscape Plan for North City to guide visitors to parks and recreation areas, indicate the location of bike lanes, and provide information about the MSHCP, both a wayfinding mechanism and as a means to highlight the area's unique offerings. Developing iconic City-specific graphics for the signs will enhance the area's identity and sense of place.



Information kiosks and wayfinding signage will guide visitors to the available open space amenities. Educational information about MSHCP can also be provided.



G. Bikeway and Trail Network

Figure 5-19 establishes an integrated bikeway and trail network for the Specific Plan area as follows:

1. A regional multi-use trail is proposed in the Valley Center Boulevard (Figures 5-6 and 5-7) and Varner Road (Figures 5-8, 5-9 and 5-10) rights-of-way. A multi-use trail includes both a Class I Bikeway¹ and a pedestrian path. The Varner Road multi-use trail is also proposed as part of the Western Coachella Valley Regional Trail System and will link North City to the regional trail network. The Valley Center Boulevard multi-use trail should also be linked to the regional trail network.
2. A multi-use trail is proposed within the parkway along I-10 (Figure 5-20), providing an uninterrupted path for bicycles and pedestrians along the length of the Specific Plan area. Section H describes this multi-use trail in detail.



A multi-use trail is proposed along Varner Road as part of the Western Coachella Valley Regional Trails Plan and within the parkway along Interstate 10.

¹ Class I Bikeway: Variously called a bike path or multi-use trail. Provides for bicycle travel on a paved right of way completely separated from any street or highway.
Class II Bikeway: Referred to as a bike lane. Provides a striped lane for one-way travel on a street or highway.

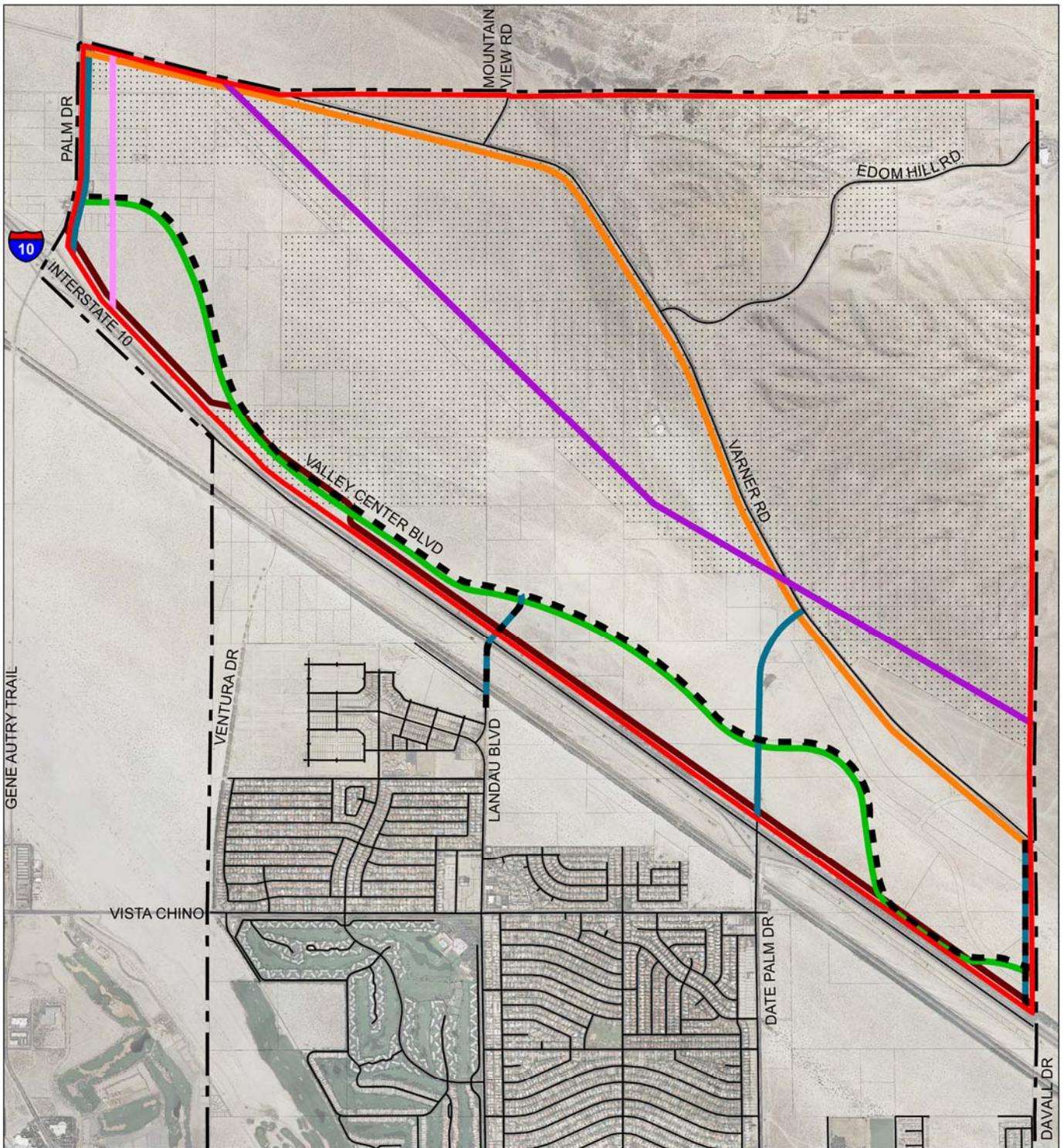
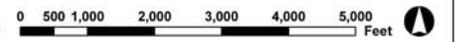


Figure 5-19: Trail and Bikeway Network

- Specific Plan Area
- City Boundary
- MSHCP Conservation Area
- Western Coachella Valley Regional Multi-Use Trail (Class I Bikeway)
- Multi-Use Trail (Class I Bikeway) within Parkway along Interstate 10
- Multi-Use Trail (Class I Bikeway) Connection in Morongo Wash Area
- Class II Bike Lane
- Multi-Use Trail (Class I Bikeway) along south side of Valley Center Boulevard
- Potential Recreational Trail adjacent to SCE Easement
- Future Road (approximate alignment)



North City Specific Plan



Chapter 5: Circulation and Streetscape Improvements

3. A multi-use trail is also proposed in the Morongo Wash drainage area, generally running in a north-south direction parallel to Palm Drive (Figure 5-16). This trail will connect the trail within the parkway along I-10 to the regional trail along Varner Road. The trail could be located along the drainage course for a commercial center or mixed use development to bring an element of the natural environment into an urban place.



Pathways along the drainage corridors can add visual interest.

4. Class II Bikeways are proposed on Date Palm Drive, future Landau Boulevard, future DaVall Drive, and on Local Collectors. They will connect with the multi-use trail in the freeway frontage parkway. All paving, striping and other means of designating the bike lanes should be consistent throughout the Specific Plan area.



Class II bikeways are recommended on Date Palm Drive and the Landau Boulevard extension to provide bicycle connections across I-10 to the southern portion of the City.

5. The Southern California Edison (SCE) easement traverses the Specific Plan area roughly parallel to Varner Road. Located away from paved streets and vehicular traffic, a trail adjacent to this easement would provide an enjoyable recreational experience in a natural setting.
6. Property owners will be required, as appropriate, to provide additional trail and bikeway easements within their developments that connect to the overall bikeway system and, to the parkway along I-10.
7. Funding for trails may also be obtained through Quimby Act exactions and set-asides as a requirement of development. Federal and local grants, donations and funding from local and regional trails organizations should also be pursued for acquisition and maintenance of trail systems.



H. Parkway along Interstate 10

As described in Chapter 4 (Open Space and the Environment), a public parkway will be located along the length of I-10 within the Specific Plan area. This public parkway will be established in two ways: 1) as a requirement of developing land near the freeway (i.e., the provision of a 75-foot average setback per Chapters 8, 9 and 10 of this Plan to allow for public improvements), and 2) through City coordination with Caltrans to improve the land within its I-10 (freeway) right-of-way for the length of the Specific Plan area (the boundaries of which coincide with the City's east and west boundaries along I-10).

The parkway will enhance the Cathedral City section of the freeway corridor, creating a visually appealing and inviting environment along the freeway frontage and providing a buffer between new development and freeway traffic. The parkway is illustrated in Figure 5-17 and will be designed to include the following features:

- A 12-foot wide paved multi-use recreation trail to accommodate cyclists, walkers and service vehicles. The trail should be paved with light-colored asphalt and be well-lit for nighttime use.
- Shaded rest areas for trail users.
- Naturalistic drainage channels.
- Use of native plants.
- Preservation of views and provision of screening where necessary.
- Creation of a protective barrier from freeway traffic for trail users with an arrangement of trees and stones.
- Allowance of commercial sponsorship, with associated trailside signage, to generate revenue for maintenance, i.e., a 'trail adoption' program.
- Signage kiosks with tall, brightly colored vertical metal flags visible from a distance to be located where local streets with Class II bike lanes connect to the multi-use trail. It is recommended that each signage kiosk have a unique design or art piece associated with it as part of a comprehensive wayfinding program for the trail and bikeway system.
- Parking facilities at strategic entries to the multi-use recreation trail.



Chapter 5: Circulation and Streetscape Improvements

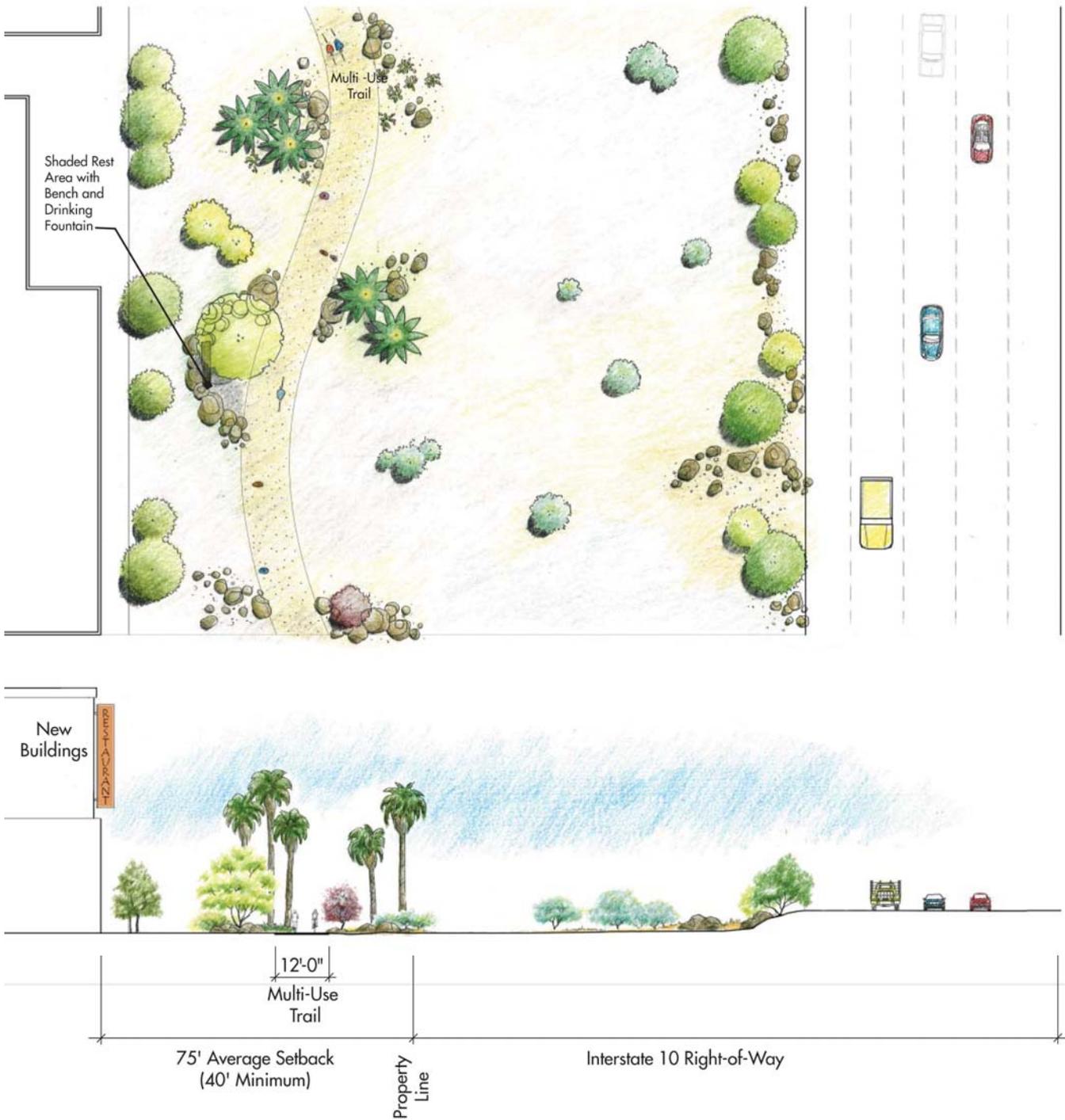


Figure 5-20: Parkway along Interstate 10



I. Trucking and Goods Movement

Within the Specific Plan area, Date Palm Drive, Varner Road and Palm Drive are designated as truck routes. The Specific Plan recommends light industrial uses in the Edom Hill area. Increased development in this area is likely to increase truck traffic along Date Palm Drive, Varner Road and Edom Hill Road. Date Palm Drive and Varner Road (between Date Palm Drive and Mountain View Road) are designated as Arterial Highways, and Edom Hill Road is recommended to be an Industrial Collector that would provide direct access to the Edom Hill Light Industrial District. The proposed capacity and design improvements will enable these segments to accommodate the truck traffic that is anticipated within the development of the Edom Hill area.

The Business Park District west of Date Palm Drive may include a travel center. Uses with high truck activity, such as the travel center, should be located near the freeway interchange to allow trucks to access I-10 without requiring extensive travel through mixed use or business park areas. If such uses are developed, additional roadway improvements, including a new freeway interchange at the future Landau extension, may be required.

J. Public Transit

1. Existing Services

The City of Cathedral City, including the North City Specific Plan area, is presently served by SunLine Transit Agency (STA). STA has been serving the Coachella Valley area since 1977. Five transit lines serve Cathedral City, of which only one passes through the Specific Plan area (Route 14). Route 14 operates between downtown Palm Springs and downtown Desert Hot Springs along Gene Autry Trail/Palm Drive. This route provides 50-minute service headways during weekdays and one-hour fifteen minute service headways on weekends.

2. Proposed Improvements

Mixed use areas are designated along Valley Center Boulevard, Date Palm Drive, Palm Drive, and portions of Varner Road. The City and STA should work together to develop a bus route that serves the Specific Plan area, such as a route that would originate at Desert Hot Springs, traverse Valley Center Boulevard to Date Palm Drive and then travel south along Date Palm Drive to the Cathedral City Civic Center area. Such a route will connect major activity centers in Cathedral City, North City and Desert Hot Springs. This route would also serve the commercial, business park, and residential land uses in the Specific Plan area.



Chapter 5: Circulation and Streetscape Improvements

Development projects could be required to provide on-street bus turnouts if located along an existing or planned STA line, along with transit amenities. These may include bus shelters for shade, benches, trash receptacles, and bus route information.

K. Transportation Demand Management and Transportation System Management

Transportation Demand Management (TDM) requires development and implementation of policies, plans and programs that result in the use of a wide range of transportation alternatives, including public transit. TDM can also include employee flextime work schedules to reduce peak hour traffic congestion. The Riverside County Transportation Commission (RCTC) prepared a regional Congestion Management Program, which required Cathedral City and other cities to prepare TDM ordinances, following which the City of Cathedral City adopted a TDM ordinance.

Cathedral City Municipal Code (CCMC) Chapter 9.102 (Transportation Demand Management) establishes trip reduction and travel demand regulations pursuant to the legal requirements of Section 65089.3(a)(2) of the California Government Code, which requires adoption and implementation of Trip Reduction and Travel Demand Ordinances by local agencies.

CCMC Chapter 9.102 applies to all new development projects and/or change of use projects that are estimated to employ a total of one hundred or more persons. All uses within the North City Specific Plan area shall comply with CCMC Chapter 9.102 and develop a TDM plan. The TDM plan shall include a trip reduction plan to reduce work-related vehicle trips by ten (10) percent from the expected number of trips related to the project. The plan shall also indicate specific strategies and guidelines to reduce the amount of trips and increase the amount of non-vehicular transportation.

Transportation System Management (TSM) strategies focus on enhancing the efficiency and capacity of existing transportation systems through improvements, such as facility design treatments, access management programs, high occupancy vehicle (HOV) lanes, incident response plans, and intelligent transportation systems (ITS). The City does not currently have any provisions for implementing TSM techniques. The City and Caltrans should work together to synchronize the traffic signals on Valley Center Boulevard at Palm Drive and Date Palm Drive with those at the interchange ramps. In addition, the City, Caltrans, CVAG and other regional agencies should establish programs, such as Freeway Service Patrol, to respond quickly to incidents on I-10 that may result in diversions of freeway traffic through the Specific Plan area.



L. Parking Management

1. Private Parking Provisions

CCMC Chapter 9.58 (Off-Street Parking) sets forth the required number of parking spaces for each permitted land use. The code has six broad categories of land uses: Commercial, Industrial, Assembly and Recreation, Visitors, Institutional and Residential. All the permitted and conditional land uses in the North City Specific Plan fall within these categories. In mixed use projects, the commercial portion of the project shall follow the Commercial Parking Requirements, and the residential portion shall follow the Residential Parking Requirements. Shared parking within mixed use and multi-tenant projects should be considered as described in the following section.

All provisions of CCMC Chapter 9.58 are applicable to the Specific Plan area, including those provisions relating to handicap parking, parking stall dimensions and loading zones. In addition to these provisions, the Specific Plan requires double striping between parking spaces (see Chapters 8-11).

2. Shared Parking

Shared parking is regulated in CCMC Chapter 9.58 (Off-Street Parking). The Code states that the Planning Commission may allow shared parking for up to 50 percent of the number of required parking spaces where it can be demonstrated that peak parking demands for uses with evening and weekend-oriented activities would be offset by uses with a daytime, weekday peak demand. Reduction in the number of parking spaces to be provided is conditionally permitted subject to a shared parking analysis that is based on the Urban Land Institute (ULI) Shared Parking methodology or other methodology approved by the City Engineer.

3. Other Parking Strategies

The City may choose to create a North City Parking District that better manages the supply of parking as a whole in the Specific Plan mixed use areas, particularly around the intersection of Date Palm Drive and Valley Center Boulevard. This would involve discouraging the development of small parking lots with private ownership and instead substituting larger publicly-owned parking lots under the control of the Parking District. To achieve this goal, the City could allow developers to pay “in-lieu” fees to the Parking District to support the construction, operation and maintenance of the public structures rather than requiring them to provide exclusive, on-site parking facilities for each development. This would encourage the use of shared parking and the “park once” process whereby North City patrons park their car and walk between multiple destinations rather than driving. On-street parking is permitted on Valley Center Boulevard to provide additional short-term parking for the multiple uses that may be developed adjacent to this Major Highway.



CHAPTER 6

INFRASTRUCTURE IMPROVEMENTS



Infrastructure Improvements

A. Introduction

The Specific Plan area requires an extensive and well-planned infrastructure system that is to be designed and installed at the expense of the property owners and developers of the property. The water, sewer, storm drainage and utility systems are to be designed to serve development within North City and connect, where appropriate, to the regional/local systems.

The purpose of this chapter is to summarize the conditions existing as of the adoption of this Specific Plan and the major recommended infrastructure features for the North City Specific Plan area. The infrastructure recommendations are based on: 1) the location of the recommended backbone roads as described Chapter 5 (Circulation and Streetscape Improvements of this Plan) and 2) the existing conditions of the area. The existing infrastructure, hydrology analysis and seismic hazards are described in the JMC² reports “*Infrastructure Analysis and Hydrology Study*” (September 2007, Updated April 2008), and “*Addendum to Infrastructure Analysis and Hydrology Study*” (October 2008), listed in Appendix B and provided under separate cover.

B. Sustainability

A primary goal of the North City Specific Plan is to provide for sustainably-designed infrastructure in new development. Several of the goals and policies in Chapter 3 discuss specific objectives related to water efficiency, storm water retention, and use of reclaimed water. As such, the development of both public and private infrastructure should strive to use state-of-the-art technologies to support these objectives.

In order to conserve precious water resources, an area-wide reclaimed water system would be desirable; however, the Coachella Valley Water District (CVWD) has no current plans for installing such a system. Prior to planning for development, developers should check with CVWD about the possibility of installing separate reclaimed water lines for a potential future system. In addition, all development should use reclaimed runoff water from its site for on-site landscape irrigation, water features, etc.

Additionally, there are several wind generators in North City that are owned and operated by independent power producers. While Southern California Edison (SCE) has the option of purchasing energy from them,



independent power producers cannot directly provide power to end users. Large-scale private developers are encouraged to consider wind generators and solar panels to generate on-site electricity.

C. Water System

I. Existing Conditions

The Coachella Valley Water District (CVWD) is the water provider for the North City area (the Desert Water Agency provides water to the southern portion of the City). The existing water supply for Cathedral City is generated from well sites and pumping plants located south of Interstate 10 (I-10). In addition, two existing 65-foot diameter water reservoirs, each with a capacity of 5 million gallons, are located west of Varner Road in the center of the Specific Plan area (Figure 6-1). These reservoirs provide back up water sources in the event that the well sites and pumping plants cannot generate enough water for daily use. Water transmission lines from these water reservoirs are located along Varner Road and Date Palm Drive, carrying water southerly across I-10 into Cathedral City.

A future water reservoir is planned to serve the Rio Vista Village community of Cathedral City. According to the Water Improvement Plan Tract – 28639 (approved on 6-23-2005), this new water reservoir will be located in the Flat Top Mountain area, directly north of Landau Boulevard (Figure 6-1). According to CVWD in early 2009, this project is on hold for an indeterminate period. Future water system design in the North City should take this into consideration. If there is sufficient capacity, new development could potentially tap into this reservoir.

2. Recommendations

Figure 6-1 illustrates the recommended preliminary layout of the transmission lines and locations of the water reservoirs for the Specific Plan area¹. The water reservoir size required to serve the Specific Plan area is approximately 50 million gallons, which was calculated by using CVWD's formula. Edom Hill is the highest point of the entire Specific Plan area; therefore, the water tanks should be located on Edom Hill. Two major transmission backbone lines are recommended for the water system:

- (1) To serve the Edom Hill-Light Industrial District – A 30"-36" ductile iron pipe (DIP) running from the proposed water reservoir along Edom Hill Road to Varner Road, then southeast along Varner Road to Date Palm Drive, then south to Valley Center Boulevard

¹ Based on the conceptual nature of the proposed infrastructure systems, the designs are preliminary and conceptual. The water purveyor (CVWD) will ultimately decide the final layout, sizes, and installation time lines of the water supply backbone. This will occur once the actual number of units and/or buildings in the different development areas is provided.





Figure 6-1: Existing and Recommended Wet Utilities for the Specific Plan Area

- Specific Plan Area
- City Boundary
- Future Road (approximate alignment)
- Existing Water Main
- Existing Sewer Main
- Future 24" DIP Water Main
- Recommended Water
- Recommended Sewer
- Recommended Storm Drain
- Recommended Storm Water Detention Basin



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and connecting to the other major transmission lines running along proposed Valley Center Boulevard.

- (2) To serve all new development along I-10 – A 30”-36” DIP starting from Palm Drive and running along proposed Valley Center Boulevard all the way to the eastern limit of the Specific Plan area.

Depending on the location and amount of new development, new pumping plants and well sites are recommended to be constructed in North City. However, pumping plants need to be located 0.75 miles away from a mountain base area. As most of the proposed development areas are not far removed from relatively high elevations (Flat Top Mountain and Edom Hill), using existing pressure zones on the south side of I-10 may be a more feasible solution. In this case, installation of a booster station in North City is recommended to pump water from the existing pumping plants and well sites that are located south of I-10 to new development in North City.

CVWD has a development design checklist for new domestic water systems. These are guidelines for developers to follow and provide a basis to properly estimate sizes of the new water system and assess the entire domestic water supply infrastructure. New development shall be in compliance with this checklist. In addition, the City uses the County of Riverside Underground Utility Location Standards for water main trenching. New development shall be in compliance with these standards.

D. Sewer System

I. Existing Conditions

CVWD is the sewer system provider for Cathedral City. A sewer system does not currently exist in North City. The closest sewer system is south of I-10. Per the CVWD Master Plan, a new sewer system will be installed to the southeast of the Specific Plan area that will direct the flow on the north side of the I-10 freeway to the Thousand Palms area. As a result of this improvement, the Specific Plan’s sewer system should be able to direct all flows to this new sewer system without having to upgrade the existing sewer system in the southern portion of Cathedral City.

CVWD is updating their water and sewer master plan, which includes the North City area. Per CVWD, as of spring 2009 this update is in draft form and not available for public review. However, the following recommendations are based upon direction from CVWD in accordance with the ongoing update.



2. Recommendations

Figure 6-1 illustrates the recommended preliminary layout of sewer lines for the Specific Plan area². Two major sewer transmission backbone lines are recommended to serve the entire Specific Plan area, both of which are gravity systems:

- (1) To serve the Edom Hill-Light Industrial District – A 24” vitrified clay pipe³ (VCP) starting from the northwest tip of the proposed light industrial area running along and under Edom Hill Road, turning south and running along Varner Road to Date Palm Drive, then along Date Palm Drive to the intersection of Date Palm Drive and Valley Center Boulevard. For every 300 feet of pipe, there should be a maintenance manhole.
- (2) To serve all new development along I-10 – A 24” VCP major transmission line along proposed Valley Center Boulevard starting from Palm Drive all the way to the eastern limit of the Specific Plan area and connecting to a future sewer line directing the flow to the Thousand Palms area.

CVWD has a development design checklist for wastewater (sanitary sewer) systems for new development, which are guidelines for developers to follow. The checklist provides a basis to properly estimate, size, and assess all proposed sewer system infrastructure. New development shall be in compliance with this checklist, as well as consistent with the updated CVWD Master Plan discussed previously. In addition, the City uses the County of Riverside Underground Utility Location Standards for sewer main trenching. New development shall be in compliance with these standards.

E. Storm Drain System

I. Existing Conditions

There is currently no storm drain infrastructure within the Specific Plan area. CVWD will own and maintain future storm drain systems.

Storm water currently flows into two major watersheds running through the Specific Plan area: 1) the Morongo Wash watershed (in the western portion of the Specific Plan area), which flows through three culverts underneath the I-10 corridor to the Whitewater Wash; and 2) the Long

² Based on the conceptual nature of the proposed infrastructure systems, the designs are preliminary and conceptual. The sewer purveyor (CVWD) would ultimately decide the final layout, sizes, and installation time lines of the sewer system backbone. This would occur once the actual number of units and/or buildings in the different development areas is provided.

³ Size of pipe is recommended by CVWD per the Preliminary Draft CVWD Master Plan, Spring 2009.



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Canyon/Willow Hole watershed (running between Flat Top Mountain and Edom Hill) that continues its runoff to the Thousand Palms area. Portions of the Specific Plan area (southeast corner) are categorized as Flood Zone A⁴ and Flood Zone X⁵ by the Federal Emergency Management Agency (FEMA)⁶.

There are currently two major flood control projects in the planning stages in the vicinity of the Specific Plan area: 1) The Morongo Creek Project by CVWD, which will construct a flood control channel along the Morongo Creek Stormwater Channel from Verona Road to I-10. The projected completion of the design phase of this project is Spring 2010. 2) The Thousand Palms Flood Control Project by U.S. Army Corps of Engineers, which will protect the Thousand Palms area from flooding. The projected completion of the design phase of this project is September 2009.

2. Recommendations

Figure 6-1 illustrates the recommended preliminary layout of the storm drain system⁷. Since over half of the Specific Plan area land is within the Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area, no sediments should be displaced. Therefore, a concrete channel is not feasible and a vegetated swale or other water-perforated material shall be used for the channels.

Two major channels are recommended to carry the runoff to a detention system or to the Whitewater Wash:

- (1) One drainage channel should be constructed traversing the western portion of the Specific Plan area to collect storm water from the Morongo Wash watershed. This channel, along with a storm water detention basin built south of the I-10 freeway, would collect and slow the flow rate of some runoff in this area. The balance of surface runoff would continue to flow underneath the I-10 and along the Whitewater Wash. This proposed detention system will need to be coordinated and reviewed by CVWD.
- (2) The other channel should be constructed along the narrow gap between Flat Top Mountain and Edom Hill, collecting water from the Long Canyon/Willow Hole watershed. This channel would work to direct storm water downstream to the Thousand Palms Canyon watershed.

⁴ Areas of 1% annual chance flood (100-year flood), the flood that has a 1% chance of being equaled or exceeded in any given year with no base flood elevation determined.

⁵ Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile and areas protected by levees from 1% annual chance flood.

⁶ Per Flood Insurance Rate Map (FIRM), revised August 28, 2008, included in "Addendum to Infrastructure Analysis and Hydrology Study", (October 2008), listed in Appendix B and provided under separate cover.

⁷ CVWD and Riverside County almost evenly split jurisdiction in the North City Specific Plan area (Figure 6-2). The final layout of the storm drain system will need to be approved by both CVWD and the Riverside Country Flood Control District.



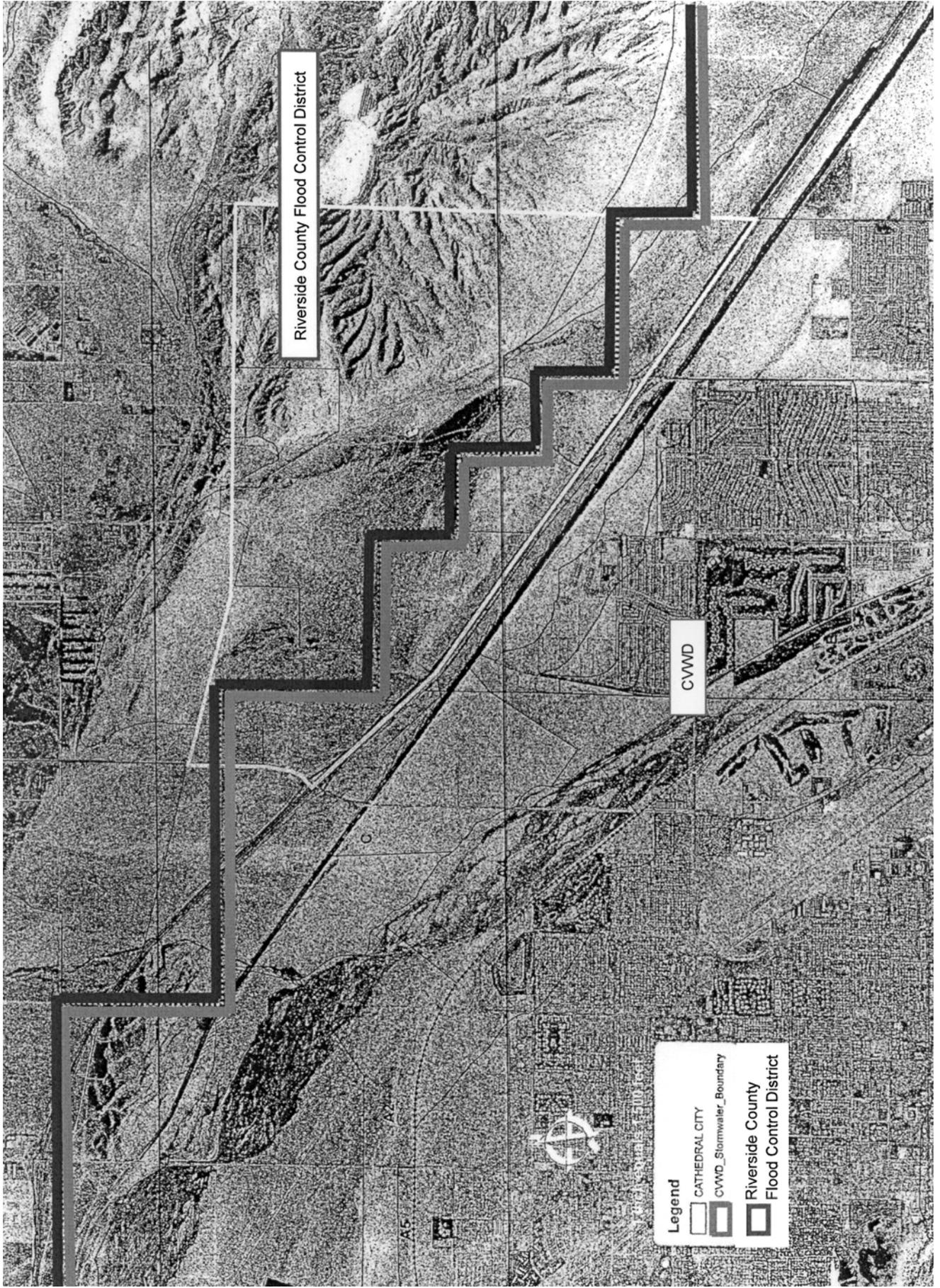


Figure 6-2: Storm Drainage System Jurisdictions

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Two major storm drain system backbone lines are recommended:

- (1) To serve the Edom Hill-Light Industrial District – A 60” reinforced concrete pipe⁸ (RCP) that will carry storm water away from Edom Hill and into the Long Canyon/Willow Hole channel. This storm drain RCP line should run along and under Edom Hill road, until its intersection with Varner Road, then southeast on Varner Road to the intersection with Date Palm Drive, then south to Valley Center Boulevard. There should be a maintenance manhole every 300 feet.
- (2) To serve all new development along I-10 – A 60” RCP starting from Palm Drive, running along the proposed Valley Center Boulevard all the way to the eastern limits of the Specific Plan area. This storm drain line would help in carrying storm water away from all new development along I-10 and into the drainage channels.

The City uses the County of Riverside Underground Utility Location Standards for storm drainage trenching. New development shall be in compliance with these standards. In addition, new development shall follow National Pollutant Discharge Elimination System (NPDES) standards and Water Quality Management Plan (WQMP) standards.

F. Electrical System

I. Existing Conditions

Southern California Edison (SCE) is the electricity provider for North City, and currently serves Cathedral City south of I-10. There is an existing high voltage transmission line (220k Volts), within a 300-foot wide SCE easement, running diagonally across the Specific Plan area parallel to I-10. Lower distribution overhead lines are also running along side the high voltage transmission line, along Varner Road, and to the north of the I-10 corridor (Figure 6-2). In addition to these existing lines, SCE has three planned projects that affect North City:

- (1) The Devers-Mirage 115 kV System Split Project is proposed in order to maintain electric system reliability, enhance operational flexibility, and serve projected electrical demand in the cities of Palm Springs, Rancho Mirage, Cathedral City, Palm Desert, Indian Wells and unincorporated areas of Riverside County, including the community of Thousand Palms. Construction is scheduled to be completed by mid-2010. The improvements involving the City of Cathedral City include installing relays, line

⁸ Size of pipe is determined according to the hydrology analysis prepared for the North City Specific Plan, “*Infrastructure Analysis and Hydrology Study*,” listed in Appendix B and provided under separate cover.



positions, telecommunication, and other equipment at Tamarisk Substation, and replacing six existing wood poles with four new wood poles and one new tubular steel pole in the Vicinity of Date Palm Drive and Varner Road.

- (2) The Devers-Palo Verde No. 2 Transmission Project involves constructing a new 500kV Transmission Line starting from Devers station and running along I-10 all the way to Arizona. The project is currently acquiring approval from several committees. If approved, the 500kV transmission line will run across North City within the existing SCE easement.
- (3) Caltrans is currently in the design planning stage for a new bridge across the I-10 freeway at Date Palm Drive. SCE is proposing that new conduits be installed underneath the overpass, running from the south side to the north side of the freeway, to facilitate the provision of power to cities further to the north. If the proposal is approved, these conduits will also likely provide power to the North City Specific Plan area.

2. Recommendations

Figure 6-3 illustrates the recommended preliminary layout of the major electrical distribution lines for the Specific Plan area⁹. Two major distribution backbone lines are recommended for the electrical system:

- (1) To serve the Edom Hill-Light Industrial District – A 12kV distribution line, running underground from the Edom Hill-Light Industrial District along Edom Hill Road to the intersection with Varner Road, then southeast on Varner Road to the intersection with Date Palm Drive, then south to Valley Center Boulevard.
- (2) To serve all new development along I-10 – A 12kV distribution line running underground from Palm Drive along the proposed Valley Center Boulevard all the way to the eastern limit of the Specific Plan area.

A substation is one of the major infrastructure facilities of the electrical company. Its major purpose is to lower higher voltage transmission power to a lower voltage for the smaller distribution lines to carry and eventually distribute to end users. As previously described, there is a major transmission line carrying 220kV running across the Specific Plan area. While a substation is optional, it is recommended that a substation be constructed to acquire power from the major transmission line and then distribute the power to new development within the Specific Plan area.

⁹ Based on the conceptual nature of the proposed infrastructure systems, the designs are preliminary and conceptual. The electricity purveyor (SCE) would ultimately decide the final layout, sizes, and installation time lines of the electric system backbone. This would occur once the actual number of units and/or buildings in the different development areas is provided.



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New development shall be in compliance with SCE's regulations for new residential and business development. In addition, developers will need to follow Cal-OSHA standards for trenching of electrical distribution lines.

G. Gas Systems**I. Existing Conditions**

Southern California Gas Company (The Gas Company) is the distributor of natural gas for North City. The Gas Company has three major interstate high-pressure gas lines running through North City: Line No. 2000 (30-inch line), Line No. 2001 (30-inch line), and Line No. 2051 (36-inch line). In addition, an existing 6-inch local high-pressure gas line runs north from the intersection of Vista Chino and Date Palm Drive under the I-10 freeway up to Line No. 2000, and then follows Varner Road northerly (Figure 6-3). The easement width over these high pressure gas lines varies from 16.5 feet to 100 feet. The exact width and location of these easements must be identified by individual property owners and/or developers during site design. No building or vertical structure is permitted to be constructed within these easements.

2. Recommendations

A gas flow and pressure regulation and control station should be connected directly between the distribution line and service line. The exact locations of these stations would be determined by The Gas Company.

The City uses the County of Riverside Underground Utility Location Standards for gas line trenching. New development shall be in compliance with these standards. Dry utilities can be trenched together.

H. Telecommunications System**I. Existing Conditions**

Verizon Communications will provide the telecommunication system for the Specific Plan area. There are two kinds of existing infrastructure for telecommunications: overhead cables and underground conduits. Both types can be found in the Specific Plan area and are located along Palm Drive and Varner Road (Figure 6-3).



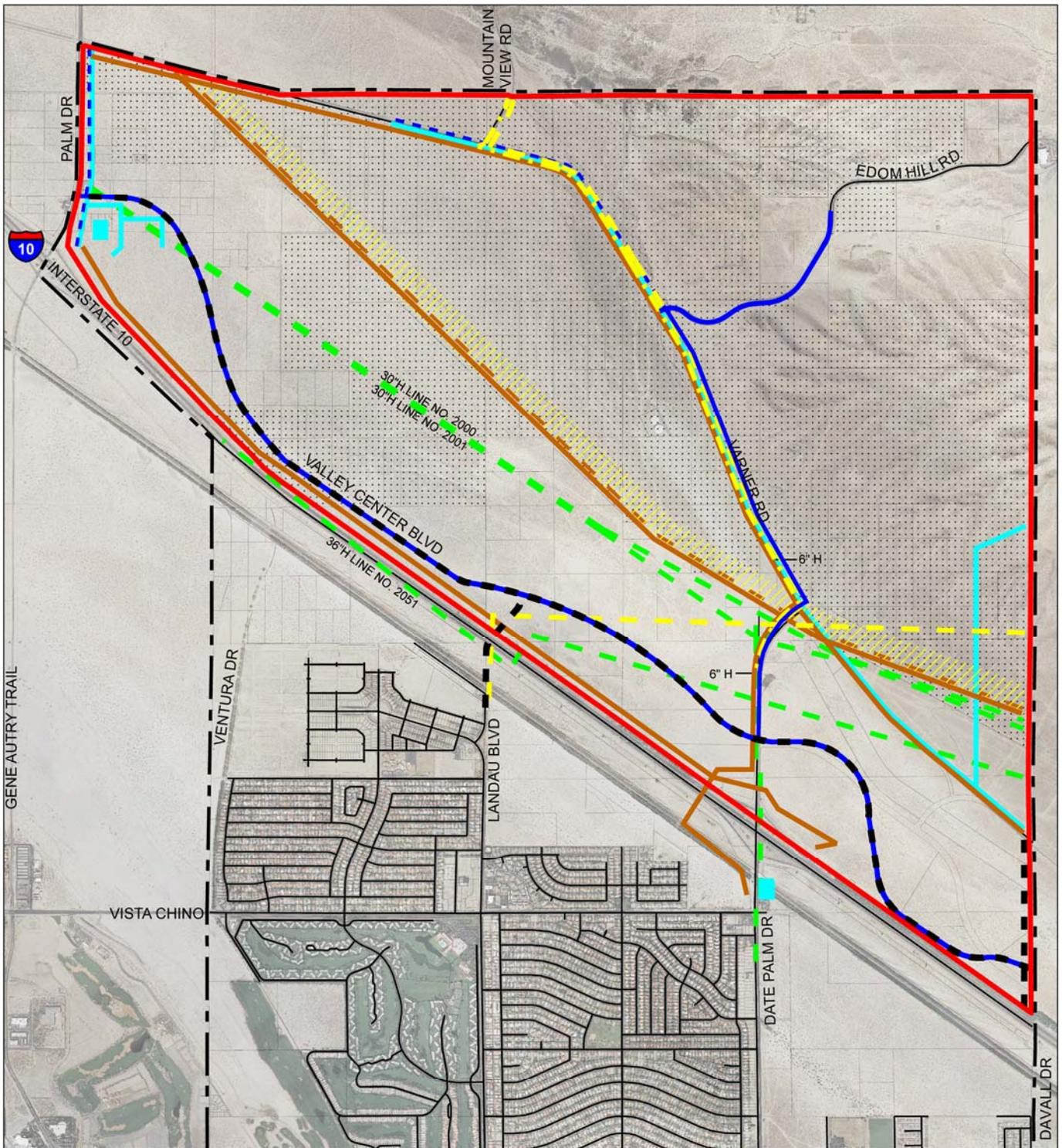


Figure 6-3: Existing and Recommended Dry Utilities for the Specific Plan Area

- Specific Plan Area
- City Boundary
- Future Road (approximate alignment)
- Existing SCE Power Lines (Overhead)
- Existing SCE Transmission Lines
- Existing Television Cable Line (Overhead Structure)
- Existing Television Cable Line (Underground Conduits)
- Existing Gas Line
- Existing Telecommunication Lines (Underground Conduits)
- Existing Telecommunication Lines (Overhead Structure)
- SCE Right of Way
- Joint Trench for:
 - Recommended SCE Power Lines
 - Recommended Telecommunication Lines
 - Recommended Television Cable Line
 - Recommended Gas Lines
 - Recommended SCE Power Lines
- Existing Cell Facilities for Cingular, Nextel and Verizon Wireless



North City Specific Plan



Chapter 6: Infrastructure Improvements**2. Recommendations**

The existing overhead lines should be placed underground for visual enhancement of the Specific Plan area. Cables should be buried directly in the soil using one of two general construction methods: open trench construction, or cable plow. In both instances, a cable rated for direct burial would be used. The direct burial method is especially useful in rural and suburban locations. The route must be carefully planned taking care to avoid other buried utilities (water, electrical, telephone, gas, etc.) and meeting environmental requirements.

All new distribution lines shall also be placed underground (CCMC Section 8.30, Underground Wires). There will usually be one connection line per household. The number of commercial lines will vary depending on their demand. New manholes shall be constructed at 750 feet apart and pull boxes for commercial areas should be spaced 750 feet apart.

General design and construction practices are the same as those associated with most public works projects. The physical design of the media path should conform to national and local construction design codes. The City will issue construction permits.

Currently, one over-size cell site is located in North City near Palm Drive and the future Valley Center Boulevard, and one exists just south of North City near Date Palm Drive (Figure 6-3). Co-location of facilities is recommended. New facilities shall be sited so as to minimize impacts and suitably camouflaged consistent with City policy. There are a number of cell sites in Cathedral City.

I. Cable Television Systems**I. Existing Conditions**

Time Warner Cable will provide cable television for the Specific Plan area. As illustrated in Figure 6-3, there are two kinds of existing cable television infrastructure: overhead cables and underground conduits. There are two overhead cable lines within the Specific Plan area. One overhead cable line runs southerly along Varner Road from Mountain View Road to Date Palm Drive. The second line starts at Landau Boulevard and runs north, crosses the I-10 freeway, then runs due east to the eastern limits of the Specific Plan area. The underground lines are located at the intersection of Mountain View Road and Varner Road going southerly along Varner Road to Date Palm Drive.



2. Recommendations

Similar to telecommunication lines, the existing overhead lines should be relocated underground for visual enhancement of the Specific Plan area. These should be co-located in one trench with the other dry utilities. The location, depth and separation of the cable lines from the other dry utilities within the trench would need to be discussed and agreed upon by the different dry utility companies. The cable company would provide the list of materials needed.

Joint trenching of utilities is a widely accepted practice. Every cable company has its own working arrangement with other utility companies that includes methods of cost sharing for common trenching. Actual cost savings would depend on depths and number of eliminated trenches. The installation rates which developers actually pay certain utility companies for underground service vary greatly. In most cases, these rates reflect the total (or partial) difference between the cost of constructing overhead and underground service as allowed by state utility commissions. Cost savings realized using common trenching and other innovations help reduce these initial charges.

In addition to the obvious cost savings due to less excavation, joint trenching has other advantages. It allows the maximum use of land, requiring narrower utility easements, and leaving more land available for closer spacing of units. Significantly more natural areas can be saved, resulting in reduced costs for clearing and grubbing. Another advantage of common trenching is that it allows different utility companies to work together, thereby coordinating their construction activities. This permits the utility lines to be installed in a much shorter period of time than with separate trenches.



SECTION IV

PRIVATE DEVELOPMENT



CHAPTER 7

ESTABLISHMENT OF SPECIFIC PLAN ZONING DISTRICTS



Establishment of Specific Plan Zoning Districts

A. Introduction

This Chapter establishes zoning districts for the North City Specific Plan. An objective of the Specific Plan is to create a forward-looking and responsible plan that provides for development of the Specific Plan area with land uses and intensities appropriately designated to meet the needs of anticipated growth. The Specific Plan districts support this objective by providing for a suitable mixture of uses and development standards that will create vitality, build community, and be responsive to the North City environmental context.

The Specific Plan districts have been determined, in part, by three environmental factors:

- The presence of environmentally sensitive lands within the recently established **Multiple Species Habitat Conservation Plan (MSHCP)**. As discussed in Chapter 1 of this Plan, the MSHCP Area covers more than half of North City. Zoning of properties within the MSHCP Area is described in Section C of this chapter.
- The incidence of a multitude of **drainage and watercourses** within the Specific Plan area. Section D of this chapter describes the existing drainage washes and minor streams in the Specific Plan area that may require additional federal, state or regional permitting.
- **Significant topography**. Section E establishes the Hillside Overlay (-HO) District, which addresses special siting issues requiring development regulations in addition to those found in the underlying zoning districts.

B. Specific Plan Districts

The Specific Plan contains eight base zoning districts and one overlay district for North City (Figure 7-1). Four of these zoning districts are subject to the existing provisions of the Cathedral City Municipal Code (CCMC), as follows:

- **Light Industrial (I-1)**, pursuant to Chapter 9.40 (I-1 Light Industrial District)
- **Residential Estate (RE)**, pursuant to Chapter 9.12 (RE Residential Estate District)
- **Open Space Residential (OS-R20)**, pursuant to Chapter 9.44 (OS-R Open Space Residential District)



Chapter 7: Establishment of Specific Plan Zoning Districts

- **Open Space (OS)**, pursuant to Chapter 9.42 (OS Open Space District), with the following addition:
 - Wind turbines are permitted with a Conditional Use Permit (CUP).

The North City Specific Plan establishes the following new zoning districts:

- **Mixed Use-Neighborhood (MU-N)**
- **Mixed Use-Urban (MU-U)**
- **Business Park (BP)**
- **Edom Hill – Light Industrial (EH-LI)**
- **Hillside Overlay (-HO)**

The Specific Plan districts and associated regulations are described in Chapters 8 through 11 of this Plan and provide property and business owners, developers and their designers with basic development criteria that reinforce the desired character of North City. Applicable design standards and guidelines for residential, commercial, mixed use, and industrial uses are included in Chapter 12 of this Plan.



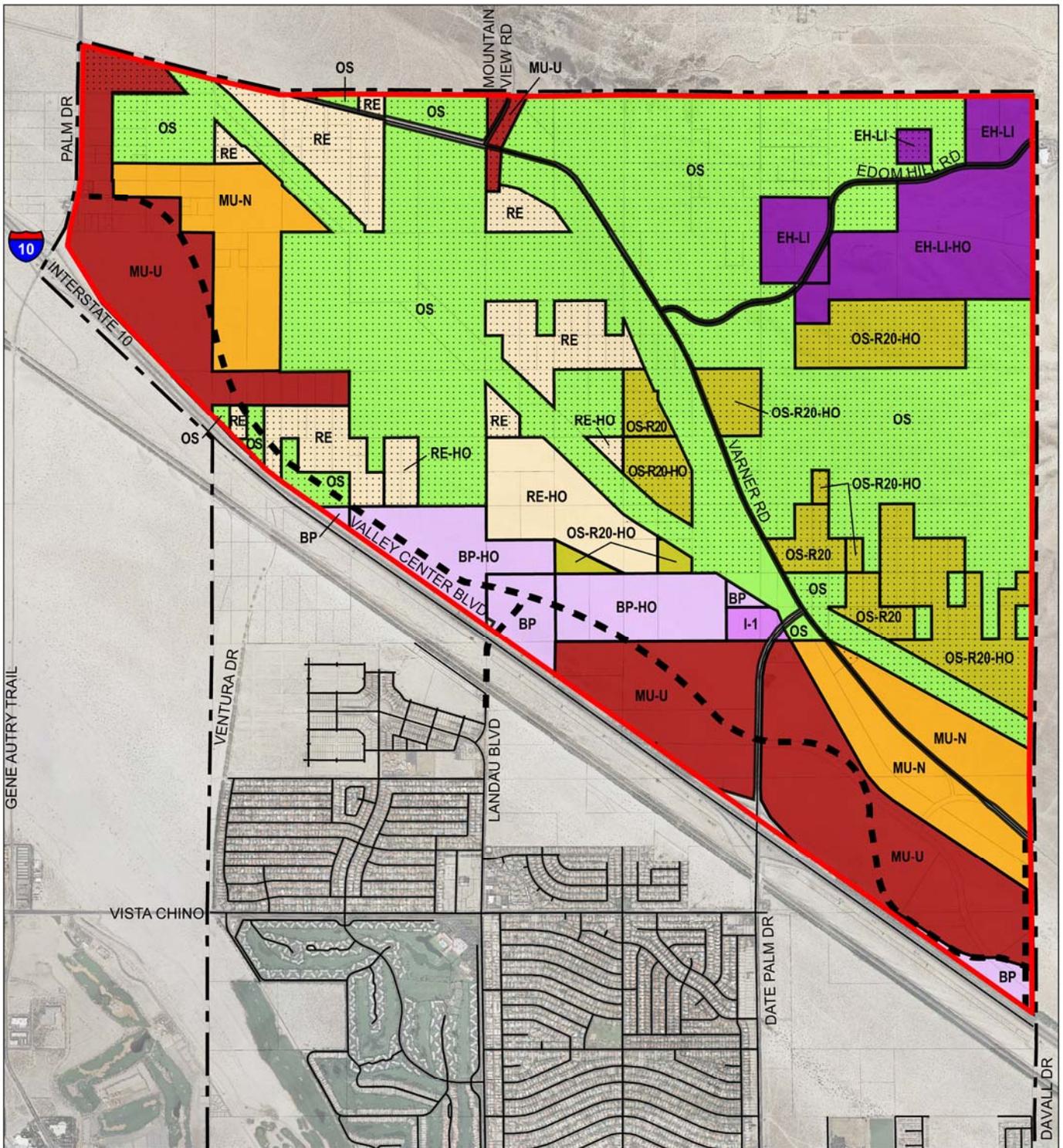


Figure 7-1: Specific Plan Zoning Districts

- Specific Plan Area
- City Boundary
- MSHCP Conservation Area
- Mixed Use - Urban (MU-U)
- Mixed Use - Neighborhood (MU-N)
- Business Park (BP)
- Edom Hill Light Industrial (EH-LI)
- Light Industrial (I-1)
- Residential Estate (RE)
- Open Space Residential (OS-R20)
- Open Space (OS)
- HO Hillside Overlay
- Existing Road
- Future Road (approximate alignment)



North City Specific Plan



C. Zoning within the MSHCP Conservation Area

1. Intent

The MSHCP Conservation Area (Conservation Area) covers more than half of the North City Specific Plan area (Figure 7-1). As described in Chapter 1 of this Plan, the MSHCP limits development within the Conservation Area in order to conserve large areas of land as natural and undeveloped and maintain their function as prime habitat for several endangered species. The intent of this section is to describe how zoning is dealt with in the MSHCP Conservation Area.

2. Conservation Target

The Coachella Valley Conservation Commission (CVCC), a joint powers authority of elected representatives who administer the MSHCP, is targeting a minimum of 90% conservation within the Conservation Area. Its primary purpose is to buy land from willing sellers in the Conservation Area and to manage that land. As a corollary, the MSHCP permits new development to occur within the Conservation Area as long as total new development (including land needed for necessary public infrastructure) does not exceed 10% of the total Conservation Area land acreage, and that new development occurs at appropriate locations that do not disrupt sensitive habitat and essential ecological processes. Consistent with this goal and the intent of the MSHCP, the North City Specific Plan allows limited development in the Conservation Area.

The total amount of land within the Conservation Area in North City is 2,846 acres. The majority of the land, approximately 1,426 acres, is either owned by a utility company, or has already been purchased and is already owned by public agencies and non-profit organizations with the intent to conserve the land in its natural form. Land acquisition has been occurring for this purpose since 1996, when the MSHCP process was initiated. This conservation land was either already zoned Open Space by the City's Zoning Ordinance or has been rezoned by the North City Specific Plan to Open Space to be consistent with its use (Figure 7-1).

3. Preferred Development Areas

Approximately 1,426 acres of land within the Conservation Area is privately owned or is held by local agencies. Approximately 45 of these acres, well within the 10% allowance, have been identified by the City as preferred areas for development (preferred development areas), and have been rezoned by this Specific Plan to Mixed Use Commercial (MU-C). These areas are located along arterial highways at highly traveled intersections (therefore making successful



commercial development and infrastructure accessibility more feasible), are under private ownership, and will have minimal impact on habitat and essential ecological processes once developed. These areas are located at the Palm Drive/Varner Road intersection and Mountain View Drive/Varner Road intersection, as illustrated in Figure 7-1.

4. Development Rights

Pursuant to the MSHCP, any property within the Conservation Area with vested development rights may apply for a development permit, pursuant to the standards of the Cathedral City Zoning Ordinance, as long as the proposed development in conjunction with other new development and infrastructure within the Conservation Area does not exceed 10% of the total Conservation Area land acreage. Development proposals must also obtain CVCC approval.

Setting up a program that allows the transfer of development rights from land within the Conservation Area to property outside the Conservation Area (within or outside the Specific Plan area) would minimize the impact of limiting development on private property within the Conservation Area. The ability to transfer development rights would provide flexibility to deal with site constraints and market demand while still ensuring maintenance of the overall Specific Plan goals. Transfer of Development Rights (TDR) Programs are further described in Appendix C, along with a sample TDR ordinance.



D. Watercourses within the Specific Plan Area

1. Intent

As illustrated in Figure 7-2, two major drainage washes (Morongo Wash and Long Canyon/Willow Hole watershed) and other minor streamlines crisscross the Specific Plan area, potentially affecting development on a significant number of properties. Storm water within the North City Specific Plan area currently flows into these two major watersheds.

The intent of this section is to notify property owners and developers of the potential need for additional review and permitting requirements when alteration of a watercourse is proposed on their property. In addition, this section is intended to delineate major floodways and drainage channels within the Specific Plan area. Recommendations for a storm drainage system for the Specific Plan area are laid out in Chapter 6, Section E.

2. Responsible Agencies

The Coachella Valley Water District (CVWD) and the Riverside County Flood Control District (RCFCD) are responsible for the management of regional drainage within and near Cathedral City. This includes rivers, major streams and their tributaries, and areas of significant sheet flooding. While CVWD and RCFCD have the primary responsibility for regional facilities, in close cooperation and coordination with the City, the City remains directly responsible for the management of local drainage.

3. Additional Permitting Agencies

Additional state or federal permitting may be required for streambed alteration based on the exact location of delineated waterways, natural washes, channels and floodways in the entire Specific Plan area. Each individual property owner shall work with the applicable stormwater management agency (CVWD, RCFCD, U.S. Army Corps of Engineers, City of Cathedral City, etc.) to establish any additional constraints or requirements. Any principal use or conditional use permitted in the underlying zone district is permitted subject to the conditions and restrictions, as related to regional drainage, imposed by the applicable stormwater management agency.



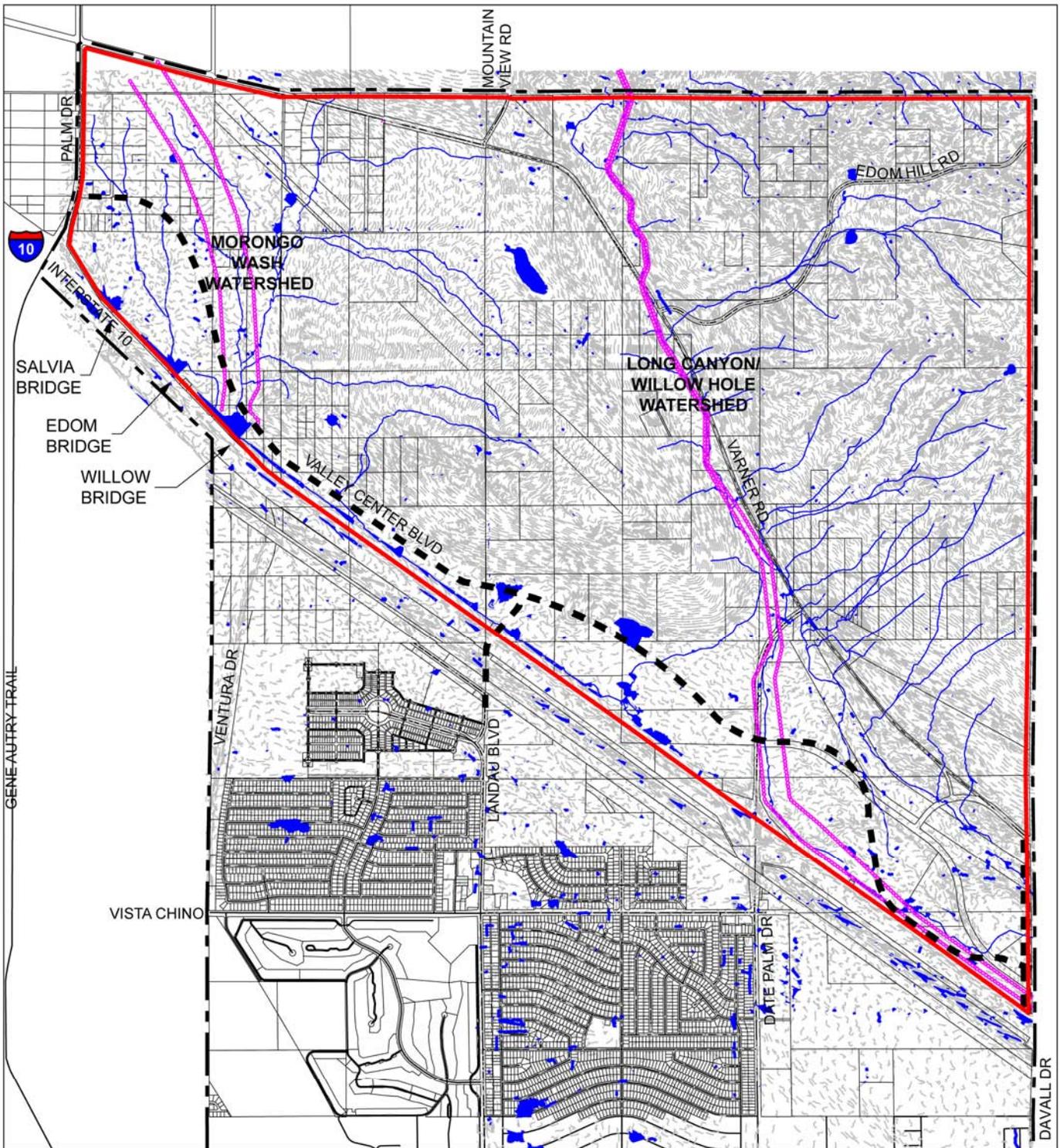


Figure 7-2: Storm Water Stream Lines and 100 Year Flood Line Map

- Specific Plan Area
- City Boundary
- 2'-4' Pond Depth
- ~ Storm Water Stream Line
- ~ 100-Year Flood Line
- Future Road (approximate alignment)



North City Specific Plan



E. Hillside Overlay (-HO) District

The Specific Plan area has an outstanding backdrop of natural landforms, including Flat Top Mountain and Edom Hill. Edom Hill is the most dramatic topographical feature in North City. The views from it are spectacular. There is a 360-degree view of the cities of the Coachella Valley; the Santa Rosa, San Jacinto, San Bernardino and Little San Bernardino mountains; and Joshua Tree National Park. These views, both from and of Edom Hill, are an important asset of the Specific Plan area and should be preserved. The ridgeline and the hillside portions of Flat Top Mountain are also dramatic and highly visible from parts of the City below. Future development on Flat Top Mountain should be sensitive of these views.



Dramatic views of and from Flat Top Mountain and Edom Hill.

I. Intent

The intent of the Hillside Overlay is to:

- Provide a method to protect views of Edom Hill and Flat Top Mountain from I-10 and other major public roadways within and outside the Specific Plan area,
- Regulate the alteration of the natural landscape and terrain to ensure minimal visual disruption of existing natural settings,
- Preserve, in their natural state, topographic features of high scenic value, including significant slopes, ridgelines, and geological formations,
- Ensure that any alteration of the natural landscape from earth-moving activity, as well as from new development, blends with the existing terrain of the site and surroundings, and
- Prohibit the placement of any signs within the Hillside Overlay that are visible from I-10 and other major public roadways.

2. Hillside Overlay Boundary

The Hillside Overlay (Figure 7-3) has been established based on all of the following criteria:

- **Slope:** Areas with slopes of 15 percent or greater.
- **Height:** Areas above the 600-foot contour level for Flat Top Mountain and 800-foot contour level for Edom Hill.



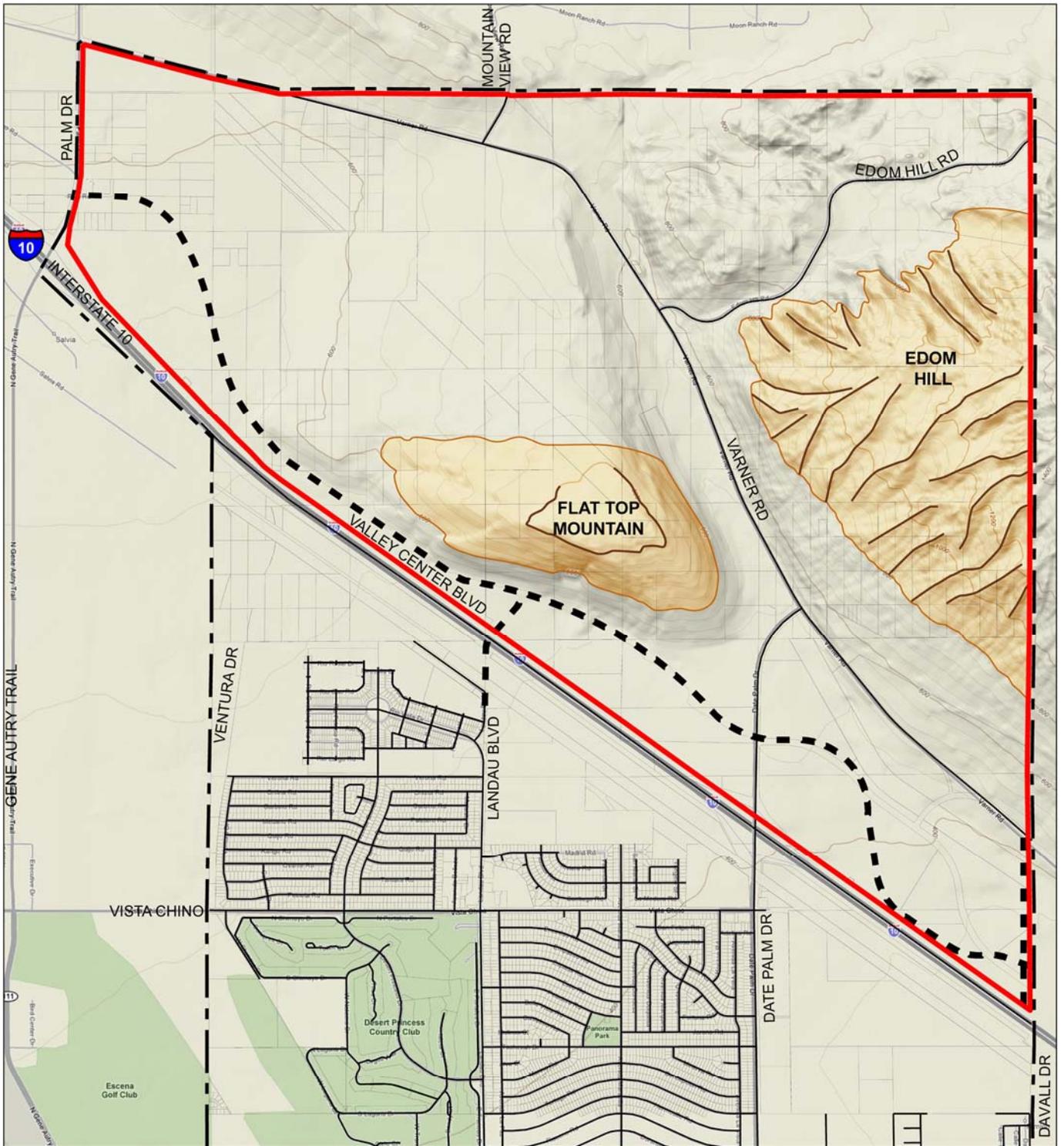


Figure 7-3: Significant Ridgelines and Hillside Overlay

- Specific Plan Area
- City Boundary
- Significant Ridgelines
- Hillside Overlay
- Future Road (approximate alignment)



North City Specific Plan



Chapter 7: Establishment of Specific Plan Zoning Districts

- **Viewshed:** Areas visible from I-10 and other major public roadways such as Date Palm Drive, Landau Boulevard, DaVall Drive, and future Valley Center Boulevard.
- **Ridgelines:** Location of significant ridgelines, as defined in Section 3 below.

All parcels that fall partly or fully within the Hillside Overlay boundary are considered to be within the Hillside Overlay and have the suffix “-HO” appended to their base zoning designation, as illustrated in Figure 7-1.

3. Ridgelines

Ridgelines are defined as the line formed by the meeting of the tops of sloping surfaces of land. Significant ridgelines are ridgelines that, in general, are highly visible and dominate the landscape. The locations of the significant ridgelines within the Specific Plan area are shown in Figure 7-3, and the criteria used for their designation, are set forth below.

The designation of the significant ridgelines is based on the following criteria:

- **Topographic complexity:** Ridges that have a significant difference in elevation from the valley or canyon floor. Generally, these ridges are observable from any location on the valley floor or from a public road. Views to Flat Top Mountain from the flat areas directly to the north of I-10 fall in this category.
- **Near/far contrast:** Ridges that are a part of a scene, which includes a prominent landform in the foreground and a major backdrop ridge with an unbroken skyline. This includes a view into a valley from a public road or viewpoint located at a higher altitude, such as along the valley rim or a pass. Often, layers of ridges are visible into the distance, such as when looking west from Edom Hill Road, and from Varner Road looking east toward Edom Hill Road and the views beyond. This contrast can be experienced when viewing an entire panorama or a portion of a panorama from an elevated point.

4. Building and Height Development Regulations

The following regulations apply to all development on properties within the Hillside Overlay District:

- (a) Ridgelines shall not be subject to development. In addition, grading, building pad or building development is prohibited within 100 vertical feet below, and 100 horizontal feet from, an established ridgeline (Figure 7-4).
- (b) The highest point of a structure that requires any permit shall be located at least 50 vertical feet below, and 100 horizontal feet from, a significant ridgeline, excluding chimneys, rooftop antennas, small wind turbines¹, and amateur radio antennas (Figure 7-4).

¹ A “small wind turbine” is defined as a wind energy conversion system that is rated 100 kW or less and can be used to power homes or businesses.



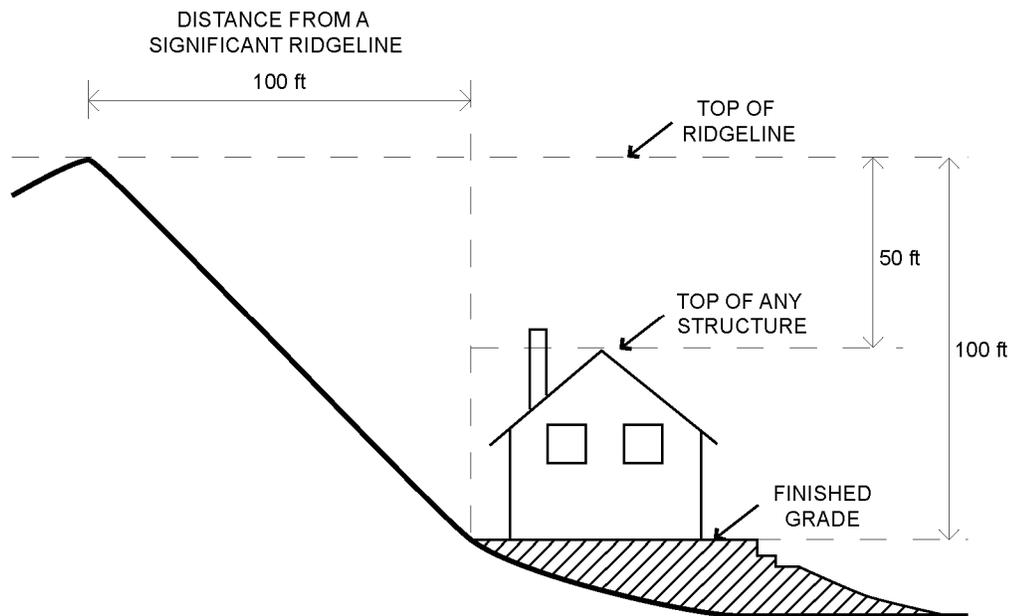


Figure 7-4: Required Distances from Significant Ridgelines

- (c) Development shall not be permitted in areas where the slope of the property exceeds 20 percent, unless a variance is granted as described in (d) below.
- (d) Where structures on a lot or parcel of land cannot meet the standards prescribed by subsection (c) above, a variance as provided for in Chapter 9.76 (Variances) of the Cathedral City Municipal Code (CCMC) shall be required. In addition to the findings in Chapter 9.76, findings shall be made that:
- alternative sites within the property or project have been considered and eliminated from consideration based on physical infeasibility or the potential for substantial habitat damage or destruction if any such alternative site is used; and
 - the proposed project maintains the maximum view of the applicable significant ridgeline through the use of design features for the project such as, but not limited to,
 - minimized grading
 - reduced structural height
 - clustered structures, shape, materials, and color that allow the structures to blend with the natural setting
 - use of locally indigenous vegetation for concealment of the project, as identified in the plant list provided in Chapter 12 of this Plan



Chapter 7: Establishment of Specific Plan Zoning Districts

5. Submittal Requirements

In addition to the submittal requirements outlined in the CCMC, all projects within the Hillside Overlay District shall be required to submit the following additional documentation:

- (a) Graphics, such as photo-simulations, showing the impact of the proposed project on the views of the ridgelines from the major travel corridors as follows:
 - I-10 right-of-way, traveling both directions,
 - Date Palm Drive, between I-10 and Varner Road, traveling northward,
 - Landau Boulevard extension, as proposed, between I-10 and future Valley Center Boulevard, traveling northward,
 - DaVall Drive extension, as proposed, between I-10 and future Valley Center Boulevard, and
 - Proposed alignment of Valley Center Boulevard, traveling both directions.
- (b) Graphics showing compliance with required distances from significant ridgelines.

6. Exemptions for Certain Projects

- (a) This chapter shall apply to all properties and projects covered by its terms, except it shall not apply to any project that has obtained a vested right to develop under California or federal law as of the effective date of the Specific Plan.
- (b) If allowed by the applicable zoning district, the construction of one single-family home on a legal lot of record in existence on the effective date of the Specific Plan shall be exempt.



CHAPTER 8

MIXED USE-URBAN (MU-U) DISTRICT



Mixed Use-Urban (MU-U) District

A. Intended Character

The Mixed Use-Urban (MU-U) District is intended to:

- Create the maximum amount of commercial development at a variety of scales, from regional mall “big boxes” to community-serving retail, consistent with market demand
- Encourage higher density residential development to occur in close proximity to employment uses and services to achieve smart growth objectives
- Foster pedestrian-oriented activity nodes by providing a mix of uses in compact and walkable areas
- Provide appropriate locations for a broad range of live/work activities, such as residential over retail and live/work lofts
- Create a comprehensive and integrated built environment through master planning.

B. Definitions

The following definitions apply to this chapter. Refer to CCMC Chapter 9.08 (Definitions) for all other definitions.

Development Project: A project in the North City Specific Plan area designed in accordance with a comprehensive development plan. It may be comprised of a single parcel or multiple parcels, in either single ownership or multiple ownerships with joint use agreements. Within an approved development project, individual or out-lots may be created for financing/sale purposes.

Floor Area Ratio (FAR): The gross floor area of the building or buildings on a site or lot divided by the area of the site or lot.

Mixed Use Development: Development with residential uses integrated with compatible commercial uses, vertically or horizontally, within the same building or structure. A mixed-use project may also constitute separate buildings or structures on the same parcel of land and/or in a development project, so long as there are visual and pedestrian connections between buildings that integrates and unifies the development.

Townhome: Residential dwellings constructed in a row of more than two attached units on a single lot. All units are on the same lot.





Freeway-oriented “big box” retail that is targeted towards the regional market is suitably located on properties adjacent to the I-10 Freeway in the Mixed Use-Urban District.





Regional retail, commercial, entertainment and hospitality uses are an integral part of vibrant commercial and mixed-use centers. Human-scaled plazas and courtyards, shaded pedestrian connections and walkways, outdoor dining areas, and other wind-screened public gathering spaces and community amenities all contribute to the desired pedestrian-friendly character of new development in the Mixed Use-Urban District.



Chapter 8: Mixed Use-Urban (MU-U) District



Well-designed high-density multi-family residential projects can be a part of horizontal mixed use projects in the Mixed Use-Urban District.



Vertical mixed use projects with live/work spaces or urban lofts add to the desired round-the-clock activity in the Mixed Use-Urban District.



C. Mixed Use Flex Boundary

Nearly 30% the land within the Specific Plan area is zoned either MU-U or Mixed Use-Neighborhood (MU-N). These parcels are mostly under the control of a few property owners and can be aggregated into large development projects. In order to allow for the optimal and most efficient use of land, boundary flexibility is provided for between adjacent Mixed Use zoned properties.

This Specific Plan provides a process for modifying the boundary location between the two Mixed Use Districts. In locations where MU-U and MU-N Districts are adjacent, a property owner(s) or their designee may request a change in designation from one district to the other as part of a development project application, provided the following criteria are met:

1. **Project size:** The minimum size of the total development project shall be 100 acres.
2. **Adjacency:** MU-U and MU-N Districts are immediately adjacent.
3. **Ownership:** The underlying properties are under the same ownership, or have a single master developer with written consent of all affected property owners.
4. **Maximum 'flex' area:** Up to 20% of a development project area (that falls within a Mixed Use District) may "flex" either way (MU-U to MU-N or MU-N to MU-U) up to a maximum of 50 acres.
5. **Approval process:** A Precise Plan of Design (PPD) submittal is required. The approval of the Mixed Use Flex Boundary option shall be a part of the PPD approval process.
6. **Required Documentation:** The requirements of a PPD submittal shall apply.

D. Use Regulations

1. Permitted and Conditionally Permitted Uses

Table 8-1 identifies the permitted and conditionally permitted uses in the MU-U District. Other similar uses to those listed in Table 8-1, as interpreted by the City Planner or designee, are also permitted or conditionally permitted in the MU-U District. Certain uses may be subject to special conditions regarding the location, operation or design of the use. Where applicable, references to these provisions are provided in Table 8-1.

2. Prohibited Uses

The following uses are explicitly prohibited in the MU-U District:

- (a) Industrial uses
- (b) Outdoor sales and display (including vehicles)
- (c) Single-family dwelling units (detached)
- (d) Tattoo parlors
- (e) Truck service stations



Chapter 8: Mixed Use-Urban (MU-U) District

Other uses not specifically authorized or determined by the City Planner or designee to be detrimental to the public welfare are also prohibited.

Table 8-1: Permitted and Conditionally Permitted Uses in the Mixed Use-Urban (MU-U) District

Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Accessory uses (customarily incidental to any permitted uses when located on the same site with the main building and use)	P	
Alcohol sales: (a) For on-site consumption (incidental to primary use) (b) For off-site consumption	P C	
Assemblies of people: (a) Entertainment (live performance theaters, cinemas, auditoriums, banquet halls, nightclubs, etc.) (b) Non-Entertainment (places of worship, fraternal, service organizations, conference/convention facilities, etc.)	C C	
Automobile rental	C	<i>CCMC Chapter 9.96 (Special Provisions Applying To Miscellaneous Problem Uses)</i>
Automobile service stations	C	<i>CCMC Chapter 9.96 (Special Provisions Applying To Miscellaneous Problem Uses)</i>
Automobile wash facilities	C	<i>CCMC Chapter 9.96 (Special Provisions Applying To Miscellaneous Problem Uses)</i>
Banks and financial institutions/services	P	
Bars and cocktail lounges	P	
Bed and breakfasts	C	
Business support services and facilities (including graphic reproduction, computer-services, etc.)	P	



Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Catering establishments	P	
Dwelling Units: (a) Multiple-family dwelling, 3 or more units (Stacked flat, townhome, etc.) (b) Live/work unit	P P	
Drive-thru lanes	C	
Educational facilities: (a) College, university, professional (b) Elementary and secondary schools (c) Vocational and trade schools (total enrollment 20 persons or less or a total size of 2,000 square feet or less)	C C C	
Equipment sales and rental of small hand operated and human driven tools, compressors and similar industrial equipment, including servicing of such equipment	P	
Farmers' market	C	<i>CCMC Chapter 9.68 (Special Use Permit)</i>
Game arcade	C	<i>CCMC Chapter 9.96 (Special Provisions Applying To Miscellaneous Problem Uses)</i>
Graphic arts and photo studio	P	
Grocery store	P	
Health and fitness clubs	P	
Helistop	C	
Home improvement sales and service (hardware, lumber and building material stores)	P	
Home occupations	P	
Hospital	C	
Hotels and resort hotels	C	
Live animal pet shop	C	
Medical services (clinic, medical/dental offices, laboratory, urgent/express care, etc.; not including hospitals)	P	
Mortuary	C	
Motels	C	
Multi-modal transportation facility	C	
Museums	P	
Offices (administrative, business, executive and professional)	P	
Outdoor dining, incidental to primary use	P	
Parking lot or parking structure (stand alone)	C	



Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Personal services (barber, beauty salon, spa, tailor, dry cleaner, self-service laundry, etc.)	P	
Private recreational facility and incidental commercial use	C	
Public buildings: (a) when incidental to a public park and/or recreation facility (b) locations other than in (a) above	P C	
Public parks and recreation facilities	P	
Public utility structures and public service facilities	C	
Recreational vehicle park (RV resort)	C	<i>CCMC Chapter 9.84 (Recreational Vehicle Parks)</i>
Recycling collection facility (500 square feet or less)	P	
Restaurants (sit down and take-out)	P	
Retail sales	P	
Veterinary services, incidental to a pet shop	C	

E. Mixed Use and Commercial Development Standards

The following development standards apply to all **mixed use** and **stand-alone commercial development projects** within the MU-U District:

1. Requirement for Commercial Component

- (a) A minimum of 35% of the gross floor area of a mixed use development project, 10 acres or more in size, shall be used for commercial purposes. Development projects less than 10 acres in size have no minimum commercial requirement.
- (b) Lots fronting any street designated *Arterial Highway*, regardless of size, are required to have commercial uses along their frontage.

2. Development Project FAR and Density

- (a) The maximum gross FAR for the commercial component of a development project is 1.0.
- (b) The maximum gross density of the residential component of a mixed use development project is 45 dwelling units/acre.

3. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this Specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site



shall be 10 acres, except in the case when a PPD or Planned Unit Development (PUD) permit application is submitted, in which case, site size and dimensions shall be established as a part of the PPD or PUD approval process.

- (b) Within an approved development project, smaller individual lots may be created for financing or sale purposes. The minimum sizes for individual residential lots are established in Section F.2 of this Chapter.
- (c) Lots 10 acres or less in size that are existing at the time of Specific Plan adoption cannot subdivide except as noted in (b) above. Development on these lots shall follow all other provisions of this chapter.

4. Maximum Building Height

- (a) For purposes of this Section, a **building** is defined to include all towers with a common base.
- (b) The maximum building height shall be 65 feet or 5 stories, whichever is less.
- (c) When appropriate in its context and approved through the development permit process, a building height may be increased to create a unique environment in North City and to take advantage of views to the south. Buildings may punctuate the vista; however, a wall or solid mass of tall structures is not permitted. In addition, the following standards shall be met:
 - Buildings may exceed 65 feet in height to a maximum of 125 feet in height provided they are within the areas defined as: 1) 1,300 feet of Date Palm Drive centerline, 400 feet north of Valley Center Boulevard centerline, and 700 feet north of Interstate 10 centerline; or 2) 1,300 feet of Palm Drive centerline, 400 feet north of Valley Center Boulevard centerline, and 700 feet north of Interstate 10 centerline. See Figure 8-1 (Location Map for Buildings Exceeding 65 Feet in Height) for approximate location.
 - All portions of a building exceeding 65 feet in height shall be within the boundary described herein.
 - No portion of a building exceeding 65 feet in height shall be above an imaginary plane drawn from the edge of the property line and extended at an angle of 60 degrees towards the center of the property, as illustrated in Figure 8-2.
 - The maximum building height may exceed 125 feet within the areas defined in 4(c)(1), above, when the above standards are met and additional review relative to aesthetics, aircraft safety, earthquake standards and wind current analysis (non-inclusive list) is provided.
- (d) Graphics, such as photo-simulations, shall be submitted for proposed projects exceeding 65 feet in height to illustrate the impact of the proposed project and to demonstrate how the standards are met.



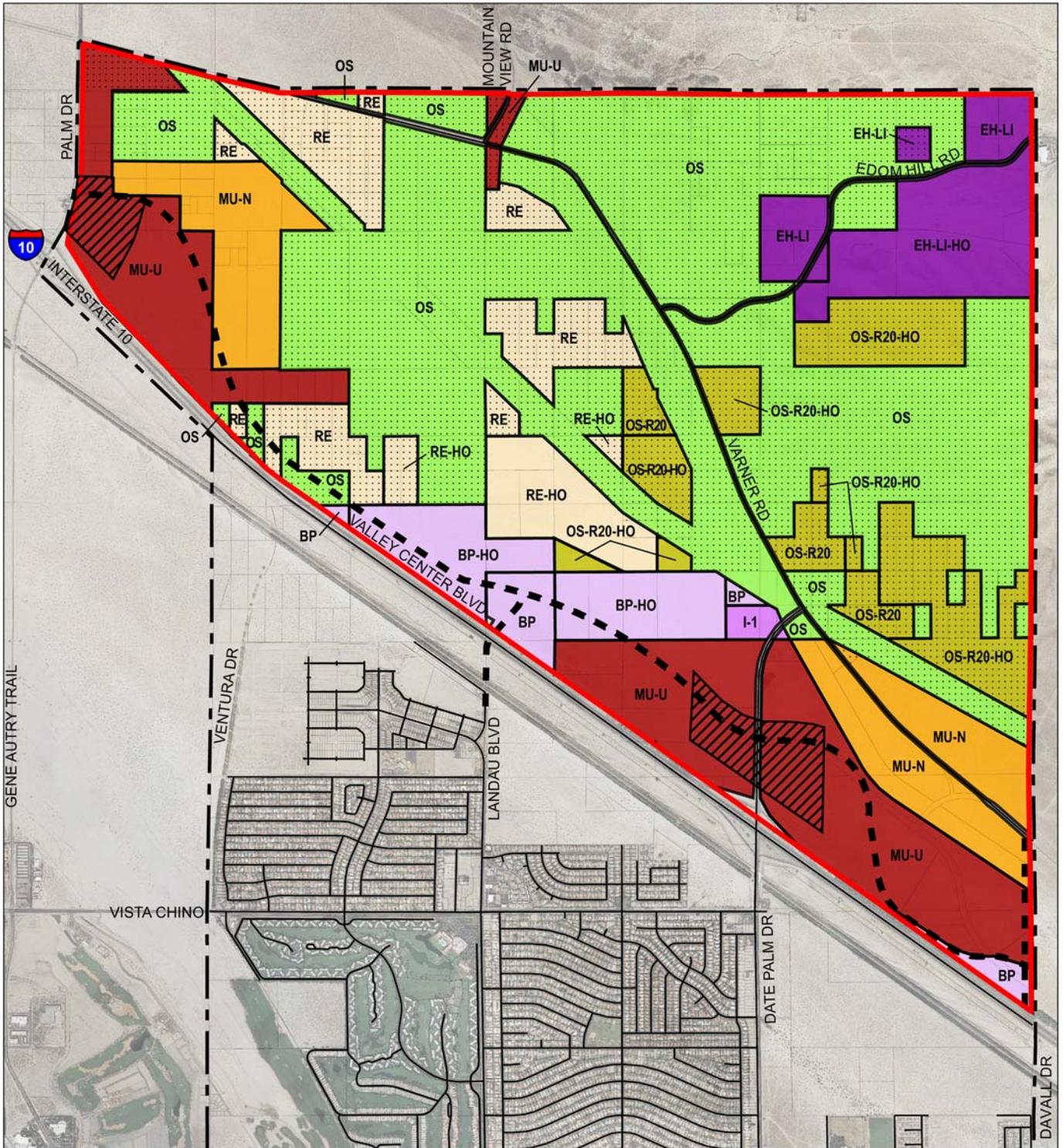


Figure 8-1: Location Map for Buildings Exceeding 65 Feet in Height

- | | |
|------------------------------------|-------------------------------------|
| Specific Plan Area | 125' Building Height |
| City Boundary | Existing Road |
| MSHCP Conservation Area | Future Road (approximate alignment) |
| Mixed Use - Urban (MU-U) | |
| Mixed Use - Neighborhood (MU-N) | |
| Business Park (BP) | |
| Edom Hill Light Industrial (EH-LI) | |
| Light Industrial (I-1) | |
| Residential Estate (RE) | |
| Open Space Residential (OS-R20) | |
| Open Space (OS) | |



North City Specific Plan



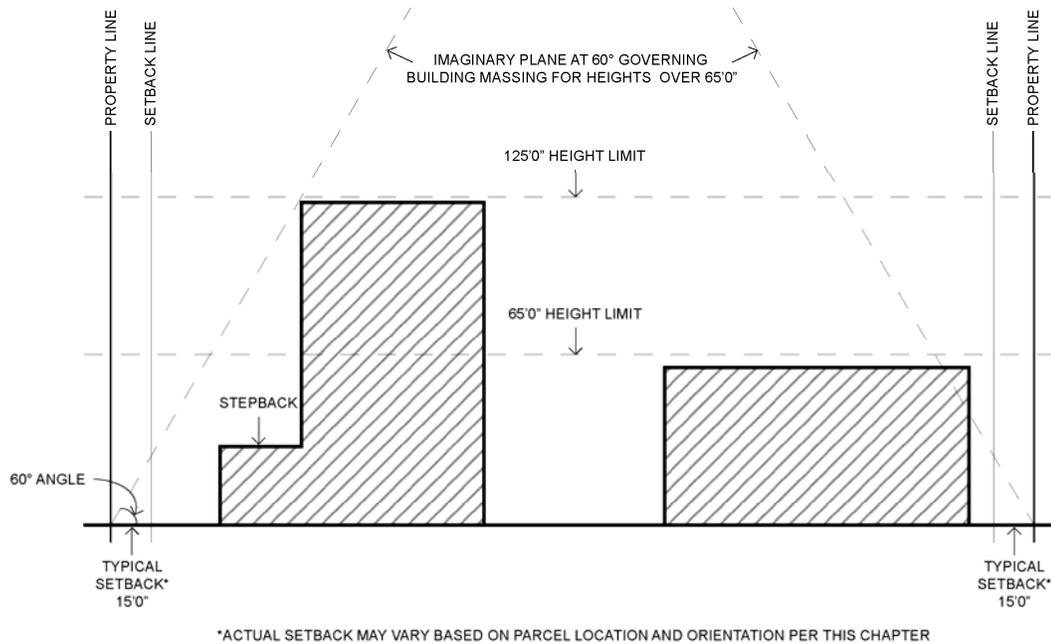


Figure 8-2: Maximum Building Height Stepback

5. Setbacks

- (a) For properties adjacent to I-10, an average setback of 75 feet (minimum of 40 feet) is required to provide space for a public parkway. The setback dimension shall be measured from the property line adjacent to the freeway's right-of-way. Refer to Section H in Chapter 5 (Circulation and Streetscape Improvements) of this Plan for applicable design criteria for the public parkway.
- (b) For properties adjacent to the MSHCP Conservation Area, a minimum setback of 15 feet is required along the shared property line(s). This 15-foot setback requirement applies on all sides if the property falls within the MSHCP Conservation Area. This requirement fulfills the Land Use Adjacency Guidelines of the MSHCP.
- (c) Except as noted in (a) and (b) above, for properties that have frontage on a street designated *Arterial Highway*, *Major Highway*, *Modified Major Highway* or *Modified Secondary Highway*, the following setback requirements apply:
 - The minimum street yard setback shall be 15 feet. The setback should incorporate a combination of "soft" features (landscaping, water, etc.) and "hard" features (pavers, steps, etc.).
 - For corner lots, all street-facing sides shall meet the above requirement.
 - A minimum interior yard and rear yard setback of 15 feet shall be provided.
- (d) Except as noted in (a) and (b) above, for properties that have frontage on an internal street, the following setback requirements apply:
 - No minimum street yard setback is established.
 - No minimum is established for interior yard and rear yard except as noted below:



Chapter 8: Mixed Use-Urban (MU-U) District

- Where the interior or rear property line abuts a parcel in a residential or mixed use district, the minimum rear or interior yard setback shall be 15 feet if there is an alley (distance from building to rear property line or alley easement), and 25 feet where there is no alley.

6. Distance between Buildings

- (a) Within a horizontal mixed-use development project, the minimum distance between a multi-family residential building and commercial building shall be 15 feet.

7. Parking and Loading

In addition to the off-street parking requirements and standards based on specific uses set forth in CCMC Chapter 9.58 (Off-Street Parking), the following shall apply:

- (a) All parking spaces shall be delineated and separated by a painted divider (double stripe). The stripes shall be a 4-inch solid line painted either white or yellow in color, with outside dimensions of 18-inches. The use of graphics or text in or around the striping is prohibited. The striping shall be maintained in a clear and visible manner.
- (b) No parking is permitted in the street side setbacks. Except for required landscape areas (refer to Chapter 12 for landscaping requirements), parking and loading is permitted in the interior side yard and rear yard setbacks.
- (c) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible, per the requirements established in CCMC Chapter 9.58 (Off-Street Parking).
- (d) Driveways, drive aisles and interior streets shall not be used for any purpose that would inhibit vehicle access to parking spaces, vehicular circulation or emergency response.
- (e) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities shall be located at the rear of the site where they can be screened appropriately. When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and shall be screened from public rights-of-way and public areas of the development. Loading facilities should be offset from driveway openings.

8. Standards for Vertical Mixed Use Buildings

- (a) The minimum living area for residential units in a vertically mixed use project shall be 575 square feet for a studio unit, with 200 square feet for each additional bedroom.
- (b) A maximum of 40% of the residential units may be one-bedroom or smaller.
- (c) The entrances to the residential uses shall be separate and distinct from commercial uses. These entrances shall be secured.
- (d) Residential parking shall be secured and separated from public parking.
- (e) Residential units shall have adequate sound insulation for the living comfort of occupants.
- (f) Mixed-use developments shall be designed so that odors emanating from businesses do not affect residential occupants.



- (g) Refuse facilities shall be located and screened to minimize impacts from related odor and noise.
- (h) Commercial loading facilities shall be located to minimize noise impacts and maintain unobstructed access to residential areas, including residential parking facilities.
- (i) A minimum of 100 square feet of **common open space** shall be provided per dwelling unit. Common open space may be divided into more than one area, however, each area shall be a minimum of 1,000 square feet and a rectangle inscribed within each shall have no dimension less than 25 feet. Common open space may be provided in the form of roof-top garden/patio areas.
- (j) All vertical mixed use developments shall provide common bicycle storage areas for the residents as follows: two (2) bicycle storage units for every five (5) dwelling units for the first 20 dwelling units, and one (1) bicycle storage unit for every five (5) additional dwelling units.

9. Standards for Live/Work Units

- (a) The minimum square footage of a live/work unit shall be 1,250 square feet.
- (b) All living space within the live/work unit shall be contiguous with, and an integral part of, the working space, with direct access between the two areas.
- (c) At least one of the workers of the live/work unit shall reside in the unit. The residential area shall not be rented separately from the working space. The business activity occupying the live/work unit may have employees in addition to residents, as necessary.
- (d) Access to individual units shall be from common access areas, corridors or hallways.
- (e) Complete kitchen space and sanitary facilities shall be provided in compliance with all applicable codes.
- (f) The workspace shall not occupy more than 40% of the unit.
- (g) All work activities and workspace shall be limited to the first floor.
- (h) Retail space may be integrated with working space.
- (i) A business license shall be obtained in compliance with the CCMC for business activities conducted within the live/work unit.
- (j) Signage shall be a maximum of three (3) square feet; illumination is prohibited.
- (k) The parking requirements for live/work units are as follows:
 - A 2-car garage for the residential portion of each live/work unit is required. In addition, one off-street guest/customer parking space for every unit for the non-residential component is required.

10. Performance Standards

- (a) All new construction shall be subject to the general and specific standards contained in CCMC Chapter 9.86 (Performance Standards).
- (b) Connection to sewer is required.



11. Additional Standards and Guidelines

- (a) Refer to Chapter 12 (Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscaping design standards and guidelines, for commercial and mixed uses.
- (b) Refer to Chapter 13 (Specific Plan Administration) of this Plan for general provisions.

F. Multi-Family Residential Development Standards

The following development standards shall apply to **all multi-family development projects** in the MU-U District:

1. Density

- (a) The maximum gross residential density permitted for multi-family development is 45 dwelling units/acre.

2. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this Specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site shall be 10 acres, except in the case when a PPD or Planned Unit Development (PUD) permit application is submitted, in which case, site size and dimensions shall be established as a part of the PPD or PUD approval process.
- (b) Within an approved development project, smaller individual lots may be created for financing or sale purposes. The minimum size for a multi-family lot is 20,000 SF.
- (c) Lots, 10 acres or less in size, that are existing at the time of Specific Plan adoption cannot subdivide except as noted in (b) above. Development on these lots shall follow all other provisions of this chapter.

3. Maximum Building Height

- (a) Refer to Section E.4 of this chapter for height regulations.

4. Minimum Dwelling Size

- (a) The minimum living area for individual multi-family dwelling units shall be 625 square feet for a studio unit, with 200 square feet for each additional bedroom.

5. Maximum Residential Lot Coverage

- (a) All buildings, together with any accessory structures, shall occupy not more than 60% of the net lot area.



6. Setbacks

- (a) For properties adjacent to I-10, an average setback of 75 feet (minimum of 40 feet) is required to provide space for a public parkway. The setback dimension shall be measured from the property line adjacent to the freeway's right-of-way. Refer to Section H in Chapter 5 (Circulation and Streetscape Improvements) of this Plan for applicable design criteria for the public parkway.
- (b) For properties adjacent to the MSHCP Conservation Area, a minimum setback of 15 feet is required along the shared property line(s). This 15-foot setback requirement also applies on all sides if the property falls within the MSHCP Conservation Area. This requirement fulfills the Land Use Adjacency Guidelines of the MSHCP.
- (c) Except as noted in (a) and (b) above, the following setback requirements shall apply in this district:
 - The minimum street yard setback shall be 20 feet, as measured from the property line. For corner lots, all street-facing sides shall meet this requirement.
 - The minimum rear yard setback shall be 10 feet, as measured from the property line.
 - The minimum interior side yard setback shall be 10 feet, as measured from the property line.

7. Distance between Buildings

- (a) For a multi-family development containing multiple buildings, the minimum distance between buildings shall be 15 feet.

8. Open Space

- (a) Each multi-family dwelling unit shall have a minimum **private open space** of 50 square feet, accessible directly from the living area of the dwelling. A rectangle inscribed within each private open space shall have no dimension less than eight (8) feet.
- (b) Private open space for ground floor dwelling units shall be in the form of a fenced yard, patio or deck. Private open space for aboveground level dwelling units shall have at least one exterior side open above the level of railing or fencing.
- (c) All balconies and patios that front a public right-of-way shall have opaque balcony/railing enclosures to screen items being stored on the balcony or patio.
- (d) A minimum of 100 square feet of **common open space** shall be provided per multi-family dwelling unit. Common open space may be divided into more than one area, however, each area shall be a minimum of 1,000 square feet and a rectangle inscribed within each shall have no dimension less than 25 feet. Common open space may be provided in the form of roof-top garden/patio areas.
- (e) Each multi-family development shall include, but not be limited to, two of the following recreational amenities, or equivalent, as approved by the Planning Commission:
 - Tot lot with multiple play equipment
 - Pool and spa



Chapter 8: Mixed Use-Urban (MU-U) District

- Barbecue facility equipped with grill, picnic benches, etc.
- Exercise room
- Court facilities (e.g., tennis, volleyball, basketball, etc.)
- Clubhouse
- Common gardening area

Quantity and size of facilities shall be proportionate to the number and type of dwelling units included in the development.

- (f) Areas used for providing site drainage and water retention cannot be used as part of the common open space area requirements described herein.
- (g) All required common open space shall be suitably improved for its intended purposes and all landscaped areas shall be provided with a permanent irrigation system to maintain such areas.
- (h) All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, assessment districts, or other mechanism, subject to City approval.

9. Parking and Loading

In addition to the off-street parking requirements and standards set forth in Chapter 9.58 (Off-Street Parking) of the CCMC, the following shall be applicable for multi-family developments:

- (a) All parking spaces shall be delineated and separated by a painted divider (double stripe). The stripes shall be a 4-inch solid line painted either white or yellow in color, with outside dimensions of 18-inches. The use of graphics or text in or around the striping is prohibited. The striping shall be maintained in a clear and visible manner.
- (b) No parking or loading is permitted in the street side setbacks. Except for required landscape areas (refer to Chapter 12 for landscaping requirements), parking and loading is permitted in the interior side yard and rear yard setbacks.
- (c) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible, per the requirements established in CCMC Chapter 9.58 (Off-Street Parking).
- (d) Driveways, drive aisles and interior streets shall not be used for any purpose that would inhibit vehicle access to parking spaces, vehicular circulation or emergency response.
- (e) Parking areas shall be designed in a way to allow room for turnarounds and prevent backing onto public streets.

10. Bicycle Parking and Storage Areas

- (a) All multi-family developments shall provide common bicycle storage areas for the residents as follows: two (2) bicycle storage units for every five (5) dwelling units for the first 20 dwelling units, and one (1) bicycle storage unit for every five (5) additional dwelling units.



11. Performance Standards

- (a) All new construction shall be subject to the general and specific standards contained in Chapter 9.86 (Performance Standards) of the CCMC.
- (b) Connection to sewer is required.

12. Additional Standards and Guidelines

- (a) Refer to Chapter 12 (Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscaping design standards and guidelines, for residential uses.
- (b) Refer to Chapter 13 (Specific Plan Administration) of this Plan for general provisions.



CHAPTER 9

MIXED USE-NEIGHBORHOOD (MU-N) DISTRICT



Mixed Use-Neighborhood (MU-N) District

A. Intended Character

The Mixed Use-Neighborhood (MU-N) District is intended to:

- Promote a variety of housing types and range of densities to accommodate diverse housing needs
- Provide residential uses that are proximate to supportive commercial services in a mixed use environment
- Foster pedestrian-oriented activity nodes by providing a mix of uses in compact and walkable areas
- Encourage new housing opportunities, such as live/work units and residential over retail

B. Definitions

The following definitions apply to this chapter. Refer to CCMC Chapter 9.08 (Definitions) for all other definitions.

Development Project: A project in the North City Specific Plan area designed in accordance with a comprehensive development plan. It may be comprised of a single parcel or multiple parcels, in either single ownership or multiple ownerships with joint use agreements. Within an approved development project, individual or out-lots may be created for financing/sale purposes.

Floor Area Ratio (FAR): The gross floor area of the building or buildings on a site or lot divided by the area of the site or lot.

Mixed Use Development: Development with residential uses integrated with compatible commercial uses, vertically or horizontally, within the same building or structure. A mixed-use project may also constitute separate buildings or structures on the same parcel of land and/or in a development project, so long as there are visual and pedestrian connections among buildings that integrates and unifies the development.

Rowhouse: Residential dwellings constructed in a row of more than two attached dwelling units separated by property lines.

Townhome: A dwelling constructed in a row of attached dwelling units on a single lot. All dwelling units are on the same lot.



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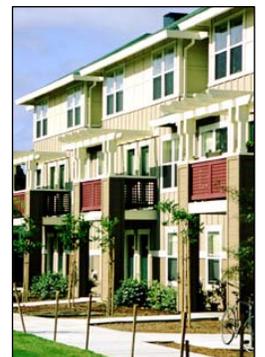


The clustered commercial and adjoining residential areas within the MU-N District shall have a walkable village character and a “Main Street” feel with buildings located at the sidewalk in a compact setting.



Residents in vertical mixed use developments with lofts and live/work space shall add to the “eyes on the street” and contribute to an active and livable environment.





Single family and multi-family residential projects at a variety of densities are appropriate for the MU-N District. Permitted housing types include detached single family houses (including small lot clustering), townhomes, rowhouses, stacked flats, residential over retail, and live/work lofts.



C. Mixed Use Flex Boundary

Nearly 30% the land within the Specific Plan area is zoned either MU-N or Mixed Use-Urban (MU-U). These parcels are mostly under the control of a few property owners and can be aggregated into large development projects. In order to allow for the optimal and most efficient use of land, boundary flexibility is provided between adjacent Mixed Use-zoned properties.

This Specific Plan provides a process for modifying the boundary location between the two Mixed Use Districts. In locations where MU-N and MU-U Districts are adjacent, a property owner(s) or their designee may request a change in designation from one district to the other as part of a development project application, provided the following criteria are met:

1. **Project size:** The minimum size of the total development project shall be 100 acres.
2. **Adjacency:** MU-N and MU-U Districts are immediately adjacent.
3. **Ownership:** The underlying properties are under the same ownership, or have a single master developer with written consent of all affected property owners.
4. **Maximum 'flex' area:** Up to 20% of a development project area (that falls within a Mixed Use District) may "flex" either way (MU-U to MU-N or MU-N to MU-U) up to a maximum of 50 acres.
5. **Approval process:** A Precise Plan of Design (PPD) submittal is required. The approval of the Mixed Use Flex Boundary option shall be a part of the PPD approval process.
6. **Required Documentation:** The requirements of a PPD submittal shall apply.

As the Mixed Use Flex Boundary provision is also applicable in the MU-U district, this section can also be found in Chapter 8 – Mixed Use-Urban (MU-U) District – Section C.

D. Use Regulations

1. Permitted and Conditionally Permitted Uses

Table 9-1 identifies the permitted and conditionally permitted uses in the MU-N District. Other uses similar to those listed in Table 9-1, as interpreted by the City Planner or designee, are also permitted or conditionally permitted in the MU-N District. Certain uses may be subject to special conditions regarding the location, operation or design of the use. Where applicable, references to these provisions are provided in Table 9-1.

2. Prohibited Uses

The following uses are explicitly prohibited in the MU-N District:

- (a) Auto service and repair
- (b) Game arcade



- (c) Live animal pet shops
- (d) Mortuary
- (e) Outdoor storage
- (f) Outdoor sales and display (including vehicles)
- (g) Tattoo parlors
- (h) Truck service stations

Other uses not specifically authorized or determined by the City Planner or designee to be detrimental to the public welfare are also prohibited.

Table 9-1: Permitted and Conditionally Permitted Uses in the Mixed Use-Neighborhood (MU-N) District

Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Accessory uses (customarily incidental to any permitted uses when located on the same site with the main building and use)	P	
Alcohol sales: (a) For on-site consumption, incidental to primary use (b) For off-site consumption	C C	
Assemblies of people: (a) Entertainment (live performance theaters, cinemas, auditoriums, banquet halls, nightclubs, etc.) (b) Non-Entertainment (places of worship, fraternal, service organizations, conference facilities, etc.)	C C	
Automobile fuel stations (service and repair not permitted)	C	<i>CCMC Chapter 9.96 (Special Provisions Applying To Miscellaneous Problem Uses)</i>
Banks and financial institutions/services	P	
Bars and cocktail lounges	C	
Bed and breakfasts	C	
Business support services and facilities (graphic reproduction, computer-services, etc.)	C	
Catering establishments	C	
Drive-thrus	C	



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Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Dwelling Units: (a) Single family dwelling, including small lot clustering (b) Two-family dwelling (c) Rowhouse (d) Multiple-family dwelling, 3 or more units (Stacked flat, townhome, etc.) (e) Live/work unit (f) Second dwelling unit (g) Guest dwelling (600 square feet or less)	P P P P P C P	
Educational facilities: (a) College, university, professional (b) Elementary and secondary schools (c) Vocational and trade schools (total enrollment 20 persons or less or a total size of 2,000 square feet or less)	C C C	
Farmers' market	C	<i>CCMC Chapter 9.68 (Special Use Permit)</i>
Graphic arts and photo studio	P	
Grocery store	P	
Health and fitness clubs: (a) 4,000 square feet or less (b) More than 4,000 square feet	P C	
Home improvement sales and service (hardware, lumber and building material stores): 10,000 square feet or less	P	
Home occupations	P	<i>CCMC Chapter 9.70 (Home Occupations)</i>
Hotels and resort hotels	C	
Medical services (clinic, medical/dental offices, laboratory, urgent/express care, etc.; not including hospitals)	C	
Offices (administrative, business, executive and professional): (a) 5,000 square feet or less (b) More than 5,000 square feet	P C	
Outdoor dining, incidental to primary use	P	
Personal services (barber, beauty salon, spa, tailor, dry cleaner, self-service laundry, etc.)	P	
Public buildings: (a) when incidental to a public park and/or recreation facility (b) locations other than in (a) above	P C	



Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Public parks and recreation facilities	P	
Public utility structures and public service facilities	C	
Recreational vehicle park (RV resort)	C	<i>CCMC Chapter 9.84 (Recreational Vehicle Parks)</i>
Recycling collection facility (500 square feet or less)	C	
Restaurants (sit down and take-out)	P	
Retail sales:		
(a) 10,000 square feet or less (neighborhood-serving)	P	
(b) 10,000 – 60,000 square feet	C	

E. Mixed Use Development Standards

The following development standards apply to **mixed use development projects** within the MU-N District:

1. Requirement for Residential Component

- (a) A minimum of 35% of the gross floor area of a mixed use development project shall be used for residential purposes.

2. Development Project FAR and Density

- (a) The maximum gross density of the residential component of a mixed use development is 25 dwelling units/acre.
- (b) The maximum gross FAR for the commercial component of a mixed use development is 1.0.

3. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this Specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site shall be 10 acres, except in the case when a PPD or Planned Unit Development (PUD) permit application is submitted, in which case, site size and dimensions shall be established as a part of the PPD or PUD approval process.
- (b) Within an approved development project, smaller individual or out-lots may be created for financing or sale purposes. The minimum sizes for individual residential lots are established in Section F.2, G.2 and H.2 of this Chapter.



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- (c) Lots 10 acres or less in size that are existing at the time of Specific Plan adoption cannot subdivide except as noted in (b) above. Development on these lots shall follow all other provisions of this chapter.

4. Maximum Building Height

- (a) The maximum building height is 45 feet or three (3) stories, whichever is less.

5. Setbacks

- (a) For properties adjacent to the MSHCP Conservation Area, a minimum setback of 15 feet is required along the shared property line(s). This requirement fulfills the Land Use Adjacency Guidelines of the MSHCP.
- (b) Except as noted in (a) above, for properties that have frontage on a street designated *Arterial Highway, Major Highway, Modified Major Highway or Modified Secondary Highway*, the following setback requirements apply:
 - The minimum street yard setback shall be 15 feet. The setback should incorporate a combination of “soft” features (landscaping, water, etc.) and “hard” features (pavers, steps, etc.).
 - For corner lots, all street-facing sides shall meet the above requirement.
 - A minimum interior yard and rear yard setback of 15 feet shall be provided.
- (c) Except as noted in (a) and (b) above, for properties that front internal streets, the following setback requirements apply:
 - No minimum street yard setback is required.
 - No minimum is established for interior yard and rear yard except as noted below:
 - Where the interior or rear property line abuts a parcel in a residential or mixed use district, the minimum rear or interior yard setback shall be 15 feet if there is an alley (distance from building to rear property line or alley easement), and 25 feet where there is no alley.

6. Parking and Loading

In addition to the off-street parking and loading requirements and standards based on specific uses as set forth in CCMC Chapter 9.58 (Off-Street Parking), the following shall apply:

- (a) All parking spaces shall be delineated and separated by a painted divider (double stripe). The stripes shall be a 4-inch solid line painted either white or yellow in color, with outside dimensions of 18-inches. The use of graphics or text in or around the striping is prohibited. The striping shall be maintained in a clear and visible manner.
- (b) No parking is permitted in the street side setbacks. Except for required landscape areas (refer to Chapter 12 for landscaping requirements), parking and loading is permitted in the interior side yard and rear yard setbacks.
- (c) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible, per the requirements established in CCMC Chapter 9.58 (Off-Street Parking).



- (d) Driveways, drive aisles and interior streets shall not be used for any purpose that would inhibit vehicle access to parking spaces, vehicular circulation or emergency response.
- (e) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities shall be located at the rear of the site where they can be screened appropriately. When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and shall be screened from public rights-of-way and public areas of the development. Loading facilities should be offset from driveway openings.

7. Standards for Vertical Mixed Use Buildings

- (a) The minimum living area for residential units in a vertically mixed use project shall be 575 square feet for a studio unit, with 200 square feet for each additional bedroom.
- (b) A maximum of 30% of the residential units may be one-bedroom or smaller.
- (c) Entrances to residential uses shall be separate and distinct from entrances to commercial uses and shall be secured.
- (d) Residential parking shall be secured and separated from public parking.
- (e) Residential units shall have adequate sound insulation for the living comfort of occupants.
- (f) Mixed-use developments shall be designed so that odors emanating from businesses do not affect residential occupants.
- (g) Refuse facilities shall be located and screened to minimize impacts from related odor and noise.
- (h) Commercial loading facilities shall be located to minimize noise impacts to residential uses and maintain unobstructed access to residential areas, including residential parking facilities.
- (i) A minimum of 100 square feet of **common open space** shall be provided per dwelling unit. Common open space may be divided into more than one area, however, each area shall be a minimum of 1,000 square feet and a rectangle inscribed within each shall have no dimension less than 25 feet. Common open space may be provided in the form of roof-top garden/patio areas.
- (j) All vertical mixed use developments shall provide common bicycle storage areas for the residents as follows: two (2) bicycle storage units for every five (5) dwelling units for the first 20 dwelling units, and one (1) bicycle storage unit for every five (5) additional dwelling units.

8. Standards for Live/Work Units

- (a) The minimum square footage of a live/work unit shall be 1,250 square feet.
- (b) All living space within the live/work unit shall be contiguous with, and an integral part of, the working space, with direct access between the two areas.
- (c) At least one of the workers of the live/work unit shall reside in the unit. The residential area shall not be rented separately from the working space. The business activity occupying the live/work unit may have employees in addition to residents, as necessary.



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- (d) Access to individual units shall be from common access areas, corridors or hallways.
- (e) Complete kitchen space and sanitary facilities shall be provided for each unit in compliance with all applicable codes.
- (f) Workspace shall not occupy more than 40% of the unit.
- (g) All work activities and workspace shall be limited to the first floor.
- (h) Retail space may be integrated with working space.
- (i) A business license shall be obtained in compliance with the CCMC for business activities conducted within the live/work unit.
- (j) Signage shall be a maximum of three (3) square feet; illumination is prohibited.
- (k) The parking requirements for live/work units are as follows:
A 2-car garage for the residential portion of each live/work unit is required. In addition, one off-street guest/customer parking space for every unit for the non-residential component is required.

9. Performance Standards

- (a) All new construction shall be subject to the general and specific standards contained in CCMC Chapter 9.86 (Performance Standards).
- (b) Connection to sewer is required.

10. Additional Standards and Guidelines

- (a) Refer to Chapter 12 (Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscaping design standards and guidelines.
- (b) Refer to Chapter 13 (Specific Plan Administration) of this Plan for general provisions.

F. Single Family Residential Development Standards

The following development standards shall apply to **all single family development projects** in the MU-N District:

1. Density

- (a) A gross density range of 5-10 dwelling units/acre is permitted for a single family development project.

2. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this Specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site shall be 10 acres, except when a PPD or Planned Unit Development (PUD) permit



application is submitted, in which case, site size and dimensions shall be established as a part of the PPD or PUD approval process.

- (b) Within an approved development project, smaller individual lots may be created for financing or sale purposes. Except in a development processed as a PUD, minimum sizes for individual single family lots are established as follows:
- An interior lot shall have a minimum width of 45 feet, a minimum depth of 70 feet and a minimum net area of 4,000 square feet.
 - A corner lot shall have a minimum width of 55 feet, a minimum depth of 70 feet and a minimum net area of 4,000 square feet.
- (c) Lots 10 acres or less in size that are existing at the time of Specific Plan adoption cannot subdivide except as noted in (b) above. Development on these lots shall follow all other provisions of this chapter.

3. Maximum Building Height

- (a) The maximum building height is 45 feet or three (3) stories, whichever is less.

4. Minimum Dwelling Size

- (a) The minimum dwelling size for individual dwellings shall be 1,000 square feet for a dwelling with two (2) or less bedrooms. An additional 200 square feet is required for each additional bedroom.

5. Maximum Residential Lot Coverage

- (a) All buildings, together with any accessory structures, shall occupy no more than 50% of the net lot area.

6. Setbacks

- (a) For development projects adjacent to the MSHCP Conservation Area, a minimum setback of 15 feet is required along the shared property line(s). This requirement fulfills the Land Use Adjacency Guidelines of the MSHCP.
- (b) The following setback requirements shall apply to **individual single family lots** within a development project, as illustrated in Figure 9-1:
- The minimum street yard setback shall be 15 feet, as measured from the property line, with the exception that garages shall be located to prevent vehicles from projecting into the street/sidewalk right-of-way. For street facing garages, the driveway depth shall be a minimum of 20 feet, as illustrated in Figure 9-1.
 - For corner lots, all street-facing sides shall meet the street yard requirement noted above.
 - The minimum rear yard setback shall be 10 feet, as measured from the property line, with the exception that the setback for a stand-alone garage may be reduced to five (5) feet as measured from the rear property line.



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- If there is an alley, the minimum rear yard setback shall be five (5) feet from the rear property line, with the exception that no setback for a stand-alone garage is required.
- The sum of the interior side yard setbacks shall be 10 feet, as measured from the property lines. A zero setback on one of the interior sides between adjacent dwelling units and the creation of usable yard space on the other side is permitted, as illustrated in Figure 9-1. No shared building walls along property lines are permitted.

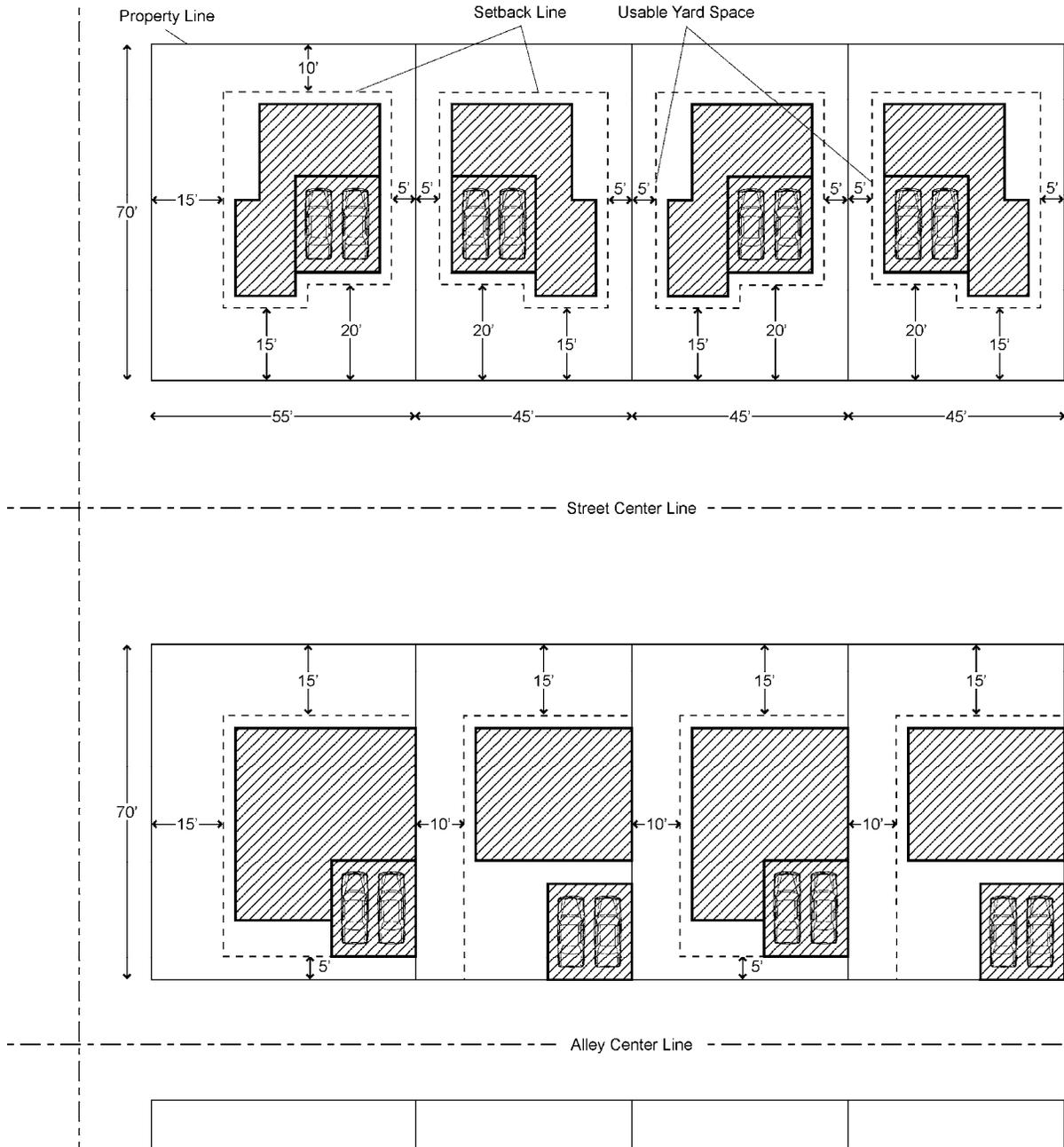


Figure 9-1: Setbacks and Garages for Individual Detached Single Family Dwelling Units



7. Open Space

- (a) A minimum of 100 square feet of **private open space** with at least one dimension of 10 feet shall be provided for each single family dwelling.
- (b) For each individual dwelling, 10% of the lineal length of the total perimeter wall area that is accessible to a side and rear yard shall contain penetrable openings, such as sliding glass doors, which open into private open space.
- (c) A minimum of 500 square feet of **common open space** per dwelling within a single family residential development shall be designated and permanently reserved as common open space within the development for use by its residents.
- (d) Common open space area amenities shall include, but are not limited to, two of the following recreational amenities, or equivalent, as approved by the Planning Commission:
 - Tot lot with multiple play equipment
 - Pool and spa
 - Barbecue facility equipped with grill, picnic benches, etc.
 - Exercise room
 - Court facilities (e.g., tennis, volleyball, basketball, etc.)
 - Clubhouse
 - Common gardening area

Quantity and size of facilities shall be proportionate to the number and type of dwelling units included in the development.

- (e) Areas used for providing site drainage and water retention cannot be used as part of the common open space area requirements described herein.
- (f) All required common open space shall be suitably improved for its intended purposes and all landscaped areas shall be provided with a permanent irrigation system to maintain such areas.
- (g) All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, assessment districts, or other mechanism, subject to City approval.

8. Parking and Loading

- (a) The off-street parking requirements and standards for single family residential uses established in CCMC Chapter 9.58 (Off-Street Parking) shall apply.

9. Performance Standards

- (a) All new construction shall be subject to the general and specific standards contained in CCMC Chapter 9.86 (Performance Standards).
- (b) Connection to sewer is required.

10. Additional Standards and Guidelines

- (a) Refer to Chapter 12 (Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscaping design standards and guidelines, for single family residential uses.
- (b) Refer to Chapter 13 (Specific Plan Administration) of this Plan for general provisions.



G. Rowhouse Development Standards

The following development standards shall apply to **all rowhouse development projects** in the MU-N District:

1. Density

- (a) The gross maximum residential density range for rowhouse development is 10-25 dwelling units/acre.

2. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this Specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site shall be 10 acres, except when a PPD or Planned Unit Development (PUD) permit application is submitted, in which case, site size and dimensions shall be established as a part of the PPD or PUD approval process.
- (b) Within an approved development project, smaller individual lots may be created for financing or sale purposes. The minimum sizes for individual rowhouse lots are established as follows:
 - An interior lot shall have a minimum width of 26 feet, a minimum depth of 60 feet and a minimum net area of 2,000 square feet.
 - A corner lot have a minimum width of 32 feet, a minimum depth of 60 feet and a minimum net area of 2,000 square feet.
- (c) Lots, 10 acres or less in size, which are existing at the time of Specific Plan adoption cannot subdivide except as noted in (b) above. Development on these lots shall follow all other provisions of this chapter.

3. Maximum Building Height

- (a) The maximum building height is 45 feet or three (3) stories, whichever is less.

4. Minimum Dwelling Size

- (a) The minimum dwelling size for individual dwellings shall be 1,000 square feet for a dwelling with two (2) or less bedrooms. An additional 200 square feet is required for each additional bedroom.

5. Maximum Residential Lot Coverage

- (a) All buildings, together with any accessory structures, shall occupy no more than 60% of the net lot area.



6. Setbacks

- (a) For development projects adjacent to the MSHCP Conservation Area, a minimum setback of 15 feet is required along the shared property line(s). This requirement fulfills the Land Use Adjacency Guidelines of the MSHCP.
- (b) The following setback requirements shall apply to **individual rowhouse lots** within a development project, as illustrated in Figure 9-2:
 - The minimum street yard setback shall be 10 feet, as measured from the property line. For corner lots, one of the street-facing sides may be 5 feet.
 - The minimum rear yard setback shall be 10 feet as measured from the property line or five (5) feet from the rear property line if there is an alley.
 - The interior side yard setbacks shall be zero feet, i.e., the units shall be attached, as illustrated in Figure 9-2.

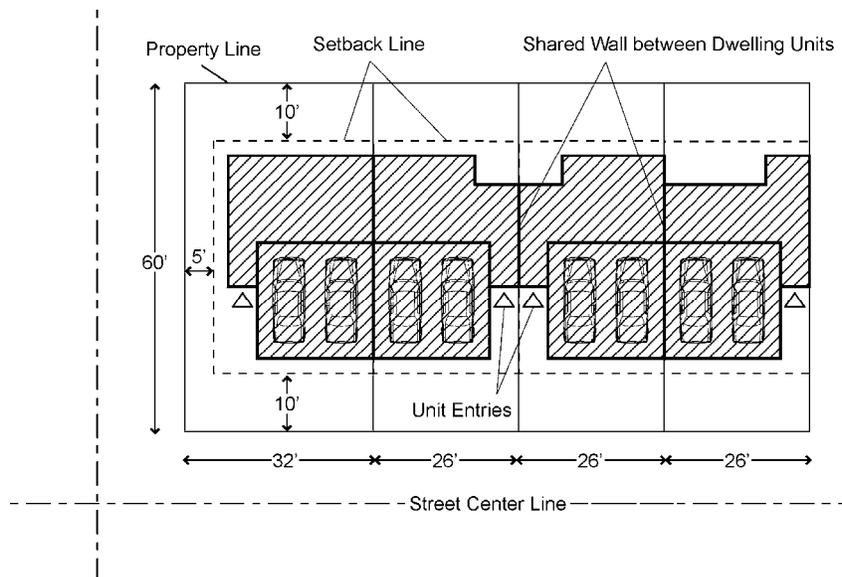


Figure 9-2: Setbacks for Rowhouses

7. Open Space

- (a) A minimum of 100 square feet of **private open space**. A rectangle inscribed within each private open space shall have no dimension less than ten (10) feet.
- (b) A minimum of 500 square feet of **common open space** per dwelling within a rowhouse residential development shall be designated and permanently reserved as common open space within the development for use by its residents.
- (c) Common open space area amenities shall include, but are not limited to, two of the following recreational amenities, or equivalent, as approved by the Planning Commission:
 - Tot lot with multiple play equipment
 - Pool and spa
 - Barbecue facility equipped with grill, picnic benches, etc.



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- Exercise room
- Court facilities (e.g., tennis, volleyball, basketball, etc.)
- Clubhouse
- Common gardening area

Quantity and size of facilities shall be proportionate to the number and type of dwelling units included in the development.

- (d) Areas used for providing site drainage and water retention cannot be used as part of the common open space area requirements described herein.
- (e) All required common open space shall be suitably improved for its intended purposes and all landscaped areas shall be provided with a permanent irrigation system to maintain such areas.
- (f) All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, assessment districts or other mechanism, subject to City approval.

8. Parking and Loading

- (a) The off-street parking requirements and standards for residential uses set forth in CCMC Chapter 9.58 (Off-Street Parking) shall apply to rowhouses.

9. Performance Standards

- (a) All new construction shall be subject to the general and specific standards contained in CCMC Chapter 9.86 (Performance Standards).
- (b) Connection to sewer is required.

10. Additional Standards and Guidelines

- (a) Refer to Chapter 12 (Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscaping design standards and guidelines, for single family residential uses.
- (b) Refer to Chapter 13 (Specific Plan Administration) of this Plan for general provisions.

H. Multi-Family Residential Development Standards

The following development standards shall apply to **all stand-alone multi-family development projects** in the MU-N District:

I. Density

- (a) The gross residential density range permitted for multi-family development is 10 – 25 units/acre.



2. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this Specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site shall be 10 acres, except in the case when a PPD or Planned Unit Development (PUD) permit application is submitted, in which case, site size and dimensions shall be established as a part of the PPD or PUD approval process.
- (b) Within an approved development project, smaller individual lots may be created for financing or sale purposes. The minimum size for a multi-family lot is 20,000 SF.
- (c) Lots, 10 acres or less in size, that are existing at the time of Specific Plan adoption cannot subdivide except as noted in (b) above. Development on these lots shall follow all other provisions of this chapter.

3. Maximum Building Height

- (a) The maximum building height shall be 45 feet or three (3) stories, whichever is less.

4. Minimum Dwelling Size

- (a) The minimum living area for individual multi-family dwellings shall be 625 square feet for a studio dwelling, with 200 square feet for each additional bedroom.

5. Maximum Residential Lot Coverage

- (a) All buildings, together with any accessory structures, shall occupy not more than 60% of the net lot area for multi-family development.

6. Setbacks

- (a) For properties adjacent to the MSHCP Conservation Area, a minimum setback of 15 feet is required along the shared property line(s). This requirement fulfills the Land Use Adjacency Guidelines of the MSHCP.
- (b) Except as noted in (a) above, the following setback requirements shall apply to **multi-family residential lots** within a development project:
 - The minimum street yard setback shall be 20 feet, as measured from the property line. For corner lots, all street-facing sides shall meet this requirement.
 - The minimum rear yard setback shall be 10 feet, as measured from the property line.
 - The minimum interior side yard setback shall be 10 feet, as measured from the property line.

7. Distance between Buildings

- (a) Within a multi-family development project containing multiple buildings, the minimum distance between buildings shall be 15 feet.



8. Open Space

- (a) Each multi-family dwelling unit shall have a minimum **private open space** of 70 square feet, accessible directly from the living area of the dwelling. A rectangle inscribed within each private open space shall have no dimension less than eight (8) feet.
- (b) Private open space for ground floor dwelling units shall be in the form of a fenced yard, patio or deck. Private open space for above ground-level dwelling units shall have at least one exterior side open above the level of railing or fencing.
- (c) All balconies and patios that front a public street shall have opaque balcony/railing enclosures to screen items being stored on the balcony or patio.
- (d) In addition to the private open space required in (a), above, a minimum of 150 square feet of **common open space** shall be provided per multi-family dwelling unit. Common open space may be divided into more than one area, however, each area shall be a minimum of 1,000 square feet and a rectangle inscribed within each shall have no dimension less than 25 feet. Common open space may be provided in the form of roof-top garden/patio areas.
- (e) Each multi-family development shall include, but not be limited to, two of the following recreational amenities, or equivalent, as approved by the Planning Commission:
 - Tot lot with multiple play equipment
 - Pool and spa
 - Barbecue facility equipped with grill, picnic benches, etc.
 - Exercise room
 - Court facilities (e.g., tennis, volleyball, basketball, etc.)
 - Clubhouse
 - Common gardening areaQuantity and size of facilities shall be proportionate to the number and type of dwelling units included in the development.
- (f) Areas used for providing site drainage and water retention cannot be used as part of the common open space area requirements described herein.
- (g) All required common open space shall be suitably improved for its intended purposes and all landscaped areas shall be provided with a permanent irrigation system to maintain such areas.
- (h) All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, assessment districts, or other mechanism, subject to City approval.

9. Parking and Loading

In addition to the off-street parking requirements and standards set forth in CCMC Chapter 9.58 (Off-Street Parking), the following shall be applicable for multi-family developments:

- (a) All parking spaces shall be delineated and separated by a painted divider (double stripe). The stripes shall be a 4-inch solid line painted either white or yellow in color, with



outside dimensions of 18-inches. The use of graphics or text in or around the striping is prohibited. The striping shall be maintained in a clear and visible manner.

- (b) No parking or loading is permitted in the street side setbacks. Except for required landscape areas (see Chapter 12 for landscaping requirements), parking and loading is permitted in the interior side yard and rear yard setbacks.
- (c) Driveways, drive aisles and interior streets shall not be used for any purpose that would prevent vehicle access to parking spaces, inhibit vehicular circulation, or emergency response.
- (d) Parking areas should be designed in a way to allow room for turnarounds and prevent backing onto public streets.

10. Bicycle Parking and Storage Areas

- (a) All multi-family developments shall provide common bicycle storage areas for the residents as follows: two (2) bicycle storage units for every five (5) dwelling units for the first 20 dwelling units, and one (1) bicycle storage unit for every five (5) additional dwelling units.

11. Performance Standards

- (a) All new construction shall be subject to the general and specific standards contained in CCMC Chapter 9.86 (Performance Standards).
- (b) Connection to sewer is required.

12. Additional Standards and Guidelines

- (a) Refer to Chapter 12 (Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscaping design standards and guidelines, for residential uses.
- (b) Refer to Chapter 13 (Specific Plan Administration) of this Plan for general provisions.



CHAPTER 10

BUSINESS PARK (BP) DISTRICT



Business Park (BP) District

A. Intended Character

The intent of the Business Park (BP) District is to provide opportunity for commercial, office and light manufacturing, both in business park settings and on individually developed lots. This district encourages a complementary mix of uses that includes offices for administrative, business and professional activities in relatively large, campus-like settings, and supportive service and retail commercial businesses. This district is also ideal for uses that focus on design and home furnishing products and, given the City's expanding need for home furnishing products space, could emerge as a prime "home design district."

Important goals of the development standards for this district are to ensure a high-quality appearance from Interstate 10 (I-10) through large lot development, coordinated design elements, architectural and landscape enhancements, and compatibility with adjacent mixed use commercial and residential development, and open space and recreational uses.



Office and light industrial uses are appropriate for the Business Park district.



B. Definitions

The following definitions apply to this chapter. Refer to CCMC Chapter 9.08 for all other definitions.

Development Project: A project in the North City Specific Plan area designed in accordance with a comprehensive development plan. It may be comprised of a single parcel or multiple parcels, in either single ownership or multiple ownerships with joint use agreements. Within an approved development project, individual or out-lots may be created for financing/sale purposes.

Floor Area Ratio (FAR): The gross floor area of the building or buildings on a site or lot divided by the area of the site or lot.

C. Use Regulations

1. Permitted and Conditionally Permitted Uses

Table 10-1 identifies the permitted and conditionally permitted uses in the BP District. Other similar uses to those listed in Table 10-1, as interpreted by the City Planner or designee, are also permitted or conditionally permitted in the BP District. Certain uses may be subject to special conditions regarding the location, operation or design of the use. Where applicable, references to these provisions are provided in Table 10-1.

2. Prohibited Uses

The following uses are explicitly prohibited in the BP District:

- (a) Outdoor vehicle sales and display
- (b) Residential uses

Other uses not specifically authorized or determined by the City Planner or designee to be detrimental to the public welfare are also prohibited.



Table 10-1: Permitted and Conditionally Permitted Uses in the Business Park (BP) District

Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Accessory uses (customarily incidental to any permitted uses when located on the same site with the main building and use)	P	
Alcohol sales for on-site consumption (incidental to primary use)	C	
Assemblies of people: Non-Entertainment (places of worship, fraternal, service organizations, conference/convention facilities, etc.)	C	
Automobile rental	C	<i>CCMC Chapter 9.96 (Special Provisions Applying To Miscellaneous Problem Uses)</i>
Automobile service stations	C	<i>CCMC Chapter 9.96 (Special Provisions Applying To Miscellaneous Problem Uses)</i>
Automobile wash facilities	C	<i>CCMC Chapter 9.96 (Special Provisions Applying To Miscellaneous Problem Uses)</i>
Banks and financial institutions/services	P	
Bars and cocktail lounges	C	
Business support services and facilities (graphic reproduction, computer-services, etc.)	P	
Catering establishments	P	
Drive-thru lanes	C	
Educational facilities: (a) College, university, professional (b) Vocational and trade schools	C C	
Equipment sales and rental (small) – Sale or rental of small hand operated and human-driven tools, compressors and similar industrial equipment, including servicing of such equipment	P	
Film production studios	P	
Health and fitness clubs	P	
Helistop	C	



Chapter 10: Business Park (BP) District

Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Home improvement sales and service (hardware, lumber, building material stores, design and home furnishings)	P	
Hospital	C	
Hotels	C	
Manufacturing and assembling (indoors)	P	
Medical services (clinic, medical/dental offices, laboratory, urgent/express care, etc.; not including hospitals)	P	
Mortuary	C	
Motels	C	
Multi-modal transportation facility	C	
Museums	P	
Offices (administrative, business, executive and professional)	P	
Outdoor dining, incidental to primary use	P	
Outdoor sales and display, incidental to primary use	P	
Outdoor storage	C	
Parking lot or parking structure (stand alone)	C	
Personal services (barber, beauty salon, spa, tailor, dry cleaner, self-service laundry, etc.)	P	
Private recreational facility and incidental commercial use	C	
Public buildings: (a) when incidental to a public park and/or recreation facility (b) locations other than in (a) above	P C	
Public parks and recreation facilities	P	
Public utility structures and public service facilities	C	
Publishing and printing	P	
Recycling collection facility: (a) 500 square feet or less (b) More than 500 square feet	P C	
Research and development	P	
Resort hotel	C	
Restaurants (sit down and take-out)	P	
Retail sales: 10,000 square feet or less and supportive of office and light industrial uses	P	
Retail sales ancillary to a manufacturing use on-site	P	
Travel center	C	



Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Truck rental	C	<i>CCMC Chapter 9.96 (Special Provisions Applying To Miscellaneous Problem Uses)</i>
Truck service stations	C	<i>CCMC Chapter 9.96 (Special Provisions Applying To Miscellaneous Problem Uses)</i>
Truck wash facilities	C	<i>CCMC Chapter 9.96 (Special Provisions Applying To Miscellaneous Problem Uses)</i>
Veterinary services (clinics and small animal hospitals, including short-term boarding)	C	
Warehousing and wholesale distribution centers: 200,000 square feet or less	C	

D. Development Standards

All property in the BP District shall be developed according to the following standards:

I. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this Specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site shall be five (5) acres, with a minimum length no less than 350 feet on any one side.
- (b) Within an approved development project, smaller individual lots may be created for financing or sale purposes. Individual lot sizes within a development project are permitted as follows:
 - Lots one (1) acre or greater in size are permitted for custom building development.
 - Lots between one-half (1/2) acre and one (1) acre in size are permitted as part of a Planned Unit Development (PUD) with specific architectural design standards for construction of buildings on these smaller lots.
- (c) Lots 5 acres or less in size that are existing at the time of Specific Plan adoption cannot subdivide except as noted in (b) above. Development on these lots shall follow all other provisions of this chapter.



2. Maximum Gross Floor Area Ratio

- (a) The maximum gross FAR is 0.5.

3. Maximum Building Height

- (a) The maximum building height shall be 65 feet with the provision that views to the Flat Top Mountain ridgeline are preserved from the following locations:
 - I-10 right-of-way, traveling both directions,
 - Date Palm Drive, between I-10 and Varner Road, traveling northward,
 - Landau Boulevard extension, as proposed, between I-10 and future Valley Center Boulevard, traveling northward,
 - Proposed alignment of Valley Center Boulevard, traveling both directions.
- (b) Graphics such as photo-simulations, showing the impact of the proposed development on the views to the Flat Top Mountain ridgeline from the major travel corridors listed in (a) above, shall be submitted as a part of a project application.

4. Setbacks

- (a) For properties adjacent to I-10, an average setback of 75 feet (minimum of 40 feet) is required to provide space for a public parkway. The setback dimension shall be measured from the property line adjacent to the freeway right-of-way. Refer to Section H in Chapter 5 (Circulation and Streetscape Improvements) of this Plan for applicable design criteria for the public parkway.
- (b) For properties adjacent to the MSHCP Conservation Area, a minimum setback of 15 feet is required along the shared property line(s). This requirement fulfills the Land Use Adjacency Guidelines of the MSHCP.
- (c) Except as noted in (a) above, the minimum street yard setback shall be 30 feet. For corner lots, all street-facing sides shall meet this requirement.
- (d) Except as noted in (a) and (b) above, the minimum rear and interior yard setbacks shall be 20 feet. Where the rear or interior property line abuts a residential district, the minimum rear or interior yard setback shall be 30 feet.

5. Parking and Loading

In addition to the off-street parking requirements and standards based on specific uses set forth in CCMC Chapter 9.58 (Off-Street Parking), the following shall apply:

- (a) All parking spaces shall be delineated and separated by a painted divider (double stripe). The stripes shall be a 4-inch solid line painted either white or yellow in color, with outside dimensions of 18-inches. The use of graphics or text in or around the striping is prohibited. The striping shall be maintained in a clear and visible manner.
- (b) No parking is permitted in the street side setbacks. Except for required landscape areas (Refer to Chapter 12 for landscaping requirements), parking and loading is permitted in the interior side yard and rear yard setbacks.



- (c) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible, per the requirements established in CCMC Chapter 9.58 (Off-Street Parking).
- (d) Driveways, drive aisles and interior streets shall not be used for any purpose that would inhibit vehicle access to parking spaces, vehicular circulation or emergency response.
- (e) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities are more suitably located at the rear of the site where they can be screened appropriately. When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and shall be screened from the public areas of the development. Loading facilities should be offset from driveway openings.

6. Performance Standards

- (a) All new construction shall be subject to the general and specific standards contained in CCMC Chapter 9.86 (Performance Standards).
- (b) Connection to sewer is required.

7. Additional Standards and Guidelines

- (a) Refer to Chapter 12 (Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscaping design standards and guidelines, for commercial and industrial uses.
- (b) Refer to Chapter 13 (Specific Plan Administration) of this Plan for general provisions.



CHAPTER 11

EDOM HILL – LIGHT INDUSTRIAL (EH-LI) DISTRICT



Edom Hill – Light Industrial (EH- LI) District

A. Intended Character

The intent of the Edom Hill – Light Industrial (EH-LI) District is to promote, but not require, “green” industrial uses, including recycling facilities, solar and wind energy facilities, and other environmentally-sensitive, “clean” industrial uses in an integrated setting. This district is intended to provide for light industrial, light manufacturing and industrial support uses that will produce minimal environmental impact relative to noise, vibration, air pollution, glare, or waste disposal. Important goals of the development standards for this district are to ensure compatibility with the adjacent MSHCP Area.



Light industrial uses are appropriate for the Edom Hill area.



B. Definitions

The following definitions apply to this chapter. Refer to CCMC Chapter 9.08 for all other definitions.

Development Project: A project in the North City Specific Plan area designed in accordance with a comprehensive development plan. It may be comprised of a single parcel or multiple parcels, in either single ownership or multiple ownerships with joint use agreements. Within an approved development project, individual or out-lots may be created for financing/sale purposes.

Floor Area Ratio (FAR): The gross floor area of the building or buildings on a site or lot divided by the area of the site or lot.

C. Use Regulations

1. Permitted and Conditionally Permitted Uses

Table 11-1 identifies the permitted and conditionally permitted uses in the EH-LI District. Other similar uses to those listed in Table 11-1, as interpreted by the City Planner or designee, are also permitted or conditionally permitted in the EH-LI District. Certain uses may be subject to special conditions regarding the location, operation or design of the use. Where applicable, references to these provisions are provided in Table 11-1.

2. Prohibited Uses

The following uses are explicitly prohibited in the EH-LI District:

- (a) Outdoor vehicle sales and display
- (b) Residential uses

Other uses not specifically authorized or determined by the City Planner or designee to be detrimental to the public welfare are also prohibited.



**Table 11-1: Permitted and Conditionally Permitted Uses in the
Edom Hill – Light Industrial (EH-LI) District**

Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Accessory uses (customarily incidental to any permitted uses when located on the same site with the main building and use)	P	
Commercial storage facilities	P	
Educational facilities: College, university, professional	C	
Equipment sales and rental	P	
Helistop	C	
Kennels (boarding of domestic animals)	C	
Lumber yard and building materials (wholesale)	P	
Manufacturing (indoors)	P	
Mortuary	C	
Offices (administrative, business, executive and professional)	P	
Other similar uses not involving buildings or permanent structures	C	
Outdoor storage	P	
Public buildings:		
(a) when incidental to a public park and/or recreation facility	P	
(b) locations other than in (a) above	C	
Public parks and recreation facilities	P	
Public utility structures and public service facilities	C	
Recycling center	P	
Recycling collection facility	P	
Research and development:		
(a) 100,000 square feet or less	P	
(b) More than 100,000 square feet	C	
Resort hotel	C	
Retail sales ancillary to a manufacturing use on-site	P	
Small wind energy facilities (a wind energy conversion system rated 100 kW or less)	P	
Solar energy facilities	P	
Veterinary services (clinics and small animal hospitals, including short-term boarding)	C	
Warehousing and wholesale distribution centers: 200,000 square feet or less	P	



D. Development Standards

All property in the EH-LI District shall be developed according to the following standards:

1. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this Specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site shall be five (5) acres, with a minimum length no less than 350 feet on any one side.
- (b) Within an approved development project, smaller individual lots may be created for financing or sale purposes. Individual lot sizes within a development project are permitted as follows:
 - Lots one (1) acre or greater in size are permitted for custom building development.
 - Lots between one-half ($\frac{1}{2}$) acre and one (1) acre in size are permitted as part of a Planned Unit Development (PUD) with specific architectural design standards for construction of buildings on these smaller lots.
- (c) Lots 5 acres or less in size that are existing at the time of Specific Plan adoption cannot subdivide except as noted in (b) above. Development on these lots shall follow all other provisions of this chapter.

2. Maximum Gross Floor Area Ratio

- (a) The maximum gross FAR is 0.5.

3. Maximum Building Height

- (a) The maximum building height shall be 50 feet, with the following exception: the building height shall be limited to 26 feet within the portion of the lot that falls within 50 feet of an adjacent residential district.

4. Setbacks

- (a) For properties adjacent to the MSHCP Conservation Area, a minimum setback of 15 feet is required along the shared property line(s). This requirement fulfills the Land Use Adjacency Guidelines of the MSHCP.
- (b) The minimum street yard setback shall be equal to the height of the primary structure on the lot but in no case less than 25 feet. For corner lots, all street-facing sides shall meet this requirement.
- (c) Except as noted in (a) above, no minimum rear or interior yard setback is required, except where the rear or interior property line abuts a residential district. Then, the minimum rear or interior yard setback shall be 20 feet.



5. Parking and Loading

In addition to the off-street parking requirements and standards based on specific uses set forth in CCMC Chapter 9.58 (Off-Street Parking), the following shall apply:

- (a) All parking spaces shall be delineated and separated by a painted divider (double stripe). The stripes shall be a 4-inch solid line painted either white or yellow in color, with outside dimensions of 18-inches. The use of graphics or text in or around the striping is prohibited. The striping shall be maintained in a clear and visible manner.
- (b) No parking is permitted in the street side setbacks. Except for required landscape areas (refer to Chapter 12 for landscaping requirements), parking and loading is permitted in side yard and rear yard setbacks.
- (c) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible, per the requirements established in CCMC Chapter 9.58 (Off-Street Parking).
- (d) Driveways, drive aisles and interior streets shall not be used for any purpose that would inhibit vehicle access to parking spaces, vehicular circulation or emergency response.
- (e) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities are more suitably located at the rear of the site where special screening may not be required. When it is not possible to locate loading facilities at the rear of the building, loading docks and doors should not dominate the facades and shall be screened from the street. Loading facilities should be offset from driveway openings.

6. Performance Standards

- (a) All new construction shall be subject to the general and specific standards contained in CCMC Chapter 9.86 (Performance Standards).
- (b) Connection to sewer is required.

7. Additional Standards and Guidelines

- (a) Refer to Chapter 12 (Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscaping design standards and guidelines, for industrial uses.
- (b) Refer to Chapter 13 (Specific Plan Administration) of this Plan for general provisions.



CHAPTER 12

DESIGN STANDARDS AND GUIDELINES



Design Standards and Guidelines

A. Introduction

This chapter provides standards and guidelines for designing new mixed use, residential, commercial and industrial development in the Specific Plan area. Property owners, developers, architects, building designers and contractors should use these standards and guidelines in the early design stages of their projects. These standards and guidelines are intended to support the Specific Plan objectives and to:

- Provide basic design parameters for all development in the Specific Plan area.
- Provide guidance as to the quality and character of individual projects.
- Offer flexibility to accommodate innovative and unique designs.
- Promote design creativity and variation while ensuring consistency in building scale, proportion and pedestrian orientation.
- Create an environment that contributes to a livable and vibrant North City.

A goal of this Specific Plan is to encourage sustainable, energy-efficient developments. The standards and guidelines in this chapter incorporate applicable principles and recommendations established by the *Sustainable Sites Initiative*,¹ which establishes standards for site development that will ultimately be integrated into the Leadership in Energy and Environmental Design (LEED) rating system. In addition, new residential development should follow the City's *Voluntary Green Building Program for Residential Construction* (Ordinance Number 657).

The Specific Plan design standards and guidelines are in addition to those contained in the *City of Cathedral City Design Guidelines*. Refer to Chapters 8-11 of this Plan for specific development standards pertaining to the various zoning districts.

The design standards and guidelines are organized as follows:

- Design Standards and Guidelines for Mixed Use, Commercial and Industrial Uses
- Design Standards and Guidelines for Residential Uses
- General Landscape Design Standards and Guidelines

¹ The *Sustainable Sites Initiative* is a clearinghouse for research and information on sustainable land practices.



B. Design Standards and Guidelines for Mixed Use, Commercial and Industrial Uses

The following design standards and guidelines for **mixed use, commercial and industrial uses** are intended to identify appropriate and attractive design solutions to create high quality and visually appealing mixed use and non-residential areas. Development in North City should be sustainable and responsive to harsh climatic considerations, while also being compatible with the surrounding MSHCP Conservation Area. Particular attention should be paid to creating shade and protection from prevailing winds. In addition, new development should be designed to create a comfortable pedestrian environment, particularly in mixed use areas.

I. “Desert Oasis” Theme

A “desert oasis” theme that mimics the naturally occurring palm oases found in the Coachella Valley and surrounding canyons will visually unify new development with the natural areas within the Specific Plan area. The “oasis” concept relies on a hierarchy of desert characteristics that gradually lead into a lush and protected environment. The following guidelines apply:

- (a) Buildings should be designed to protect people from the hot desert environment. They should be clustered for shade, and incorporate protective courtyards, recessed windows and doors, and insulated walls.
- (b) Buildings should be oriented to shelter public and open spaces from the prevailing winds that generally blow from a westerly direction.
- (c) Arcades, covered walkways, trellises and passages should be incorporated to provide sheltered areas for pedestrian circulation.
- (d) Misting systems and other similar cooling techniques should be used in common areas to provide necessary relief from the desert sun.
- (e) Project designs should concentrate landscape and pedestrian amenities in an “oasis” environment, creating a contrast with the surrounding desert.
- (f) The oases should establish thematic materials and design features that can be extended to the design of the entire development to create continuity and visual unity.
- (g) The landscape compositions in the oases should feature higher densities of landscape material accents of unique color and form, and water features using reclaimed water or captured site drainage.
- (h) Oasis landscape elements should be created in pedestrian promenades and/or plazas located in major commercial and mixed use centers.
- (i) Oasis compositions should be scaled according to surrounding land uses and for intended visual impact. For example, an oasis element created as part of a commercial plaza presents the opportunity for a highly textured, appealing space to be experienced at close proximity.





Sheltered public spaces with amenities for visitors create an ‘oasis’ – a place of refuge – in the desert climate.

2. Site Layout

- (a) Building siting should take into consideration the context of the development, the location of nearby uses, the location of major traffic generators, as well as the site’s characteristics such as wind, views, sun and topography.
- (b) Whenever possible, buildings should be clustered with one another, either on-site or with those on an adjacent property. This creates opportunities for sheltered plazas and pedestrian areas and prevents long “barrack-like” rows of buildings or simplistic “L”-shaped shopping centers.
- (c) Buildings should be sited and designed to maximize the use of sunlight and shade for energy savings, and respect the solar access of adjacent buildings.
- (d) The primary presence along the street frontage should be the building, not parking or loading areas. New buildings should be sited with the façades facing the public street in a manner that enhances pedestrian connections to outdoor pedestrian spaces such as courtyards, paseos, plazas and porticos.
- (e) Where feasible and permitted, buildings should be located adjacent to the sidewalk at the front setback line or immediately behind a public or semi-public use, such as outdoor dining or forecourt, to define and enliven the street edge, as well as to maximize access from the



public sidewalk. Such siting, together with substantial landscape treatment, reinforces and strengthens the streetscape, and helps to screen off-street parking areas.

- (f) Where a zero-foot front setback is used, a portion of the front building elevation may be set back to allow for outdoor use, such as outdoor patio dining, display, public art, entry forecourts or other amenity appropriate to an urban development.
- (g) The building(s) and main entrance(s) should be oriented toward the primary street frontage. Secondary entrances may be provided from the rear and/or parking areas.

3. Site Circulation and Parking

- (a) A clear separation of vehicular and pedestrian circulation systems within a development should be evident in terms of paving, signage, amenities and access points. Appropriate traffic calming measures, such as bollards, should be provided to separate adjacent vehicular and pedestrian pathways.
- (b) Pedestrian linkages between uses should be emphasized, including linkages between adjoining parcels and between buildings in multi-building projects. Pedestrian walkways shall link:
 - Dwelling units with commercial uses in mixed use developments
 - Separate buildings within a commercial or industrial development
 - Buildings with common open space, plazas and courtyards, and public sidewalks
- (c) Shaded pedestrian paths should be provided from parking structures and/or lots to buildings or street, access points, as well as between buildings and on project perimeters. Shade can be provided by planting materials or built structures.
- (d) Pedestrian connections should include design cues to help demarcate the transition between public and private spaces. Design cues may include a change in colors, materials, landscaping or the dimensions of the walkway.
- (e) Building siting and parking design should maximize opportunities for shared parking, access entries and driveways between adjacent sites. Driveway entry locations should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.
- (f) Parking lots should be designed with a clear hierarchy of circulation: major entry drives with no direct access to parking spaces; major circulation drives with little or no parking; and parking aisles for direct access to parking spaces. Loading and service areas should be provided with separate access and circulation whenever possible. Pedestrian pathways shall be clearly marked.
- (g) Parking shall be designed to effectively reduce the visual impact of parking, and not detract from the building architecture or site views. Where feasible and compatible with the design of the building, subterranean, semi-subterranean, or parking that is tucked under the building structure is encouraged.





Sheltered walkways, arcades and pergolas provide shade, connections and define usable space.

4. Massing, Form and Scale

- (a) Buildings within a project should be related in terms of bulk and mass, but not be identical. Repetitive building units that produce monotonous elevations should be avoided by varying building forms, placement, color, materials, and landscaping.
- (b) The scale and mass of a new development should be consistent with neighboring developments and not overwhelm them with disproportionate size or incompatible design. Special care should be taken to achieve compatibility next to small-scale buildings; techniques should include building articulation and limiting size.
- (c) Building articulation and variation in building form should be used to emphasize public entrances and de-emphasize service areas, to define and shelter pedestrian walks and exterior spaces, and to provide a sense of invitation and enclosure. Building form should be varied to emphasize the following:
 - Individual units within a building
 - Commercial and residential components of a mixed use project
 - Larger units and/or anchor stores within retail projects
 - Foyers, lobbies, and reception areas within non-retail commercial projects
- (d) Building design should employ clean, simple geometric forms and coordinated massing to produce an overall sense of unity, scale and interest. Simple, strong massing with varied elements shall be used.



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(e) Buildings should have a “human scale” (i.e., relate to the pedestrian user) by incorporating appropriately scaled design elements and details that generate interest and diversity at the street level, and relate the building to the ground plane. Elements that aid in reducing the appearance of building mass and scale include the following:

- Awnings, canopies, arbors, arcades, colonnades, trellises, and pergolas
- Stepping stories back above the ground level
- Color and material changes
- Architectural elements such as gables and hipped roofs

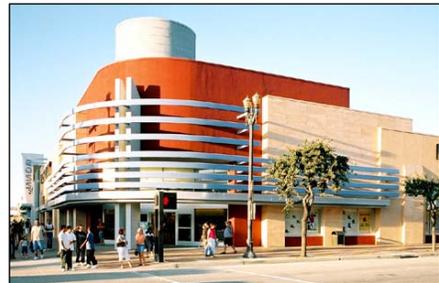
(f) Building design shall avoid large monotonous façades, long straight-line building fronts, plain box shapes and barren exterior treatments. All building elevations visible from a public way or parking area shall be well-articulated and incorporate the chosen design theme in a consistent manner.

(g) Offsets, pop-outs, overhangs and recesses may be used to produce effective shadow interest areas and add articulation to long planar surfaces to allow visual relief and interest. Larger buildings should have more relief than smaller buildings.

(h) Planes along an exterior wall elevation should be staggered to create pockets of light and shadows and provide relief from monotonous, uninterrupted expanses of wall. Building façades should be modulated at least every 60 feet by changes in building mass or façade treatment, such as projected entrance windows, roof form or other architectural features.

(i) Building articulation can be accomplished with the use of the following features:

- Building separations
- Building volume changes
- Variations in plane and height
- Variable roof forms and height
- Recesses or recessed openings
- Placement of windows and entries
- Significant color and material changes
- Variable transparency



Varied building forms, volumetric and planar changes, and variations in roof forms and height, contribute to well-articulated building mass that relates well to pedestrians.



- Creation of shadow textures through inclusion of elements such as arcades, balconies, trellises, overhangs, porches and architectural projections
- (j) The appropriate use of other architectural details, including reveals, course lines, decorative cornice, columns, etc., is also encouraged as a means of creating interest, variety, and distinctive design. Details should reflect the structural and material integrity of the building; overly gratuitous ornamentation is discouraged.
- (k) Details or elements should be integral to the design, not appear to be added on, and reflect the structural or material integrity of the building.



Appropriate building modulation and articulation creates interesting façades and makes a positive contribution to the spatial environment.

5. Building Façade and Elevation Design

- (a) Building elements should relate logically to each other, as well as to surrounding buildings to enhance the characteristics of a particular building or area. Buildings should present an “active” building elevation, including entrances and windows to the street, not blank walls or parking.
- (b) When buildings have a direct relationship to both the street and a major pedestrian corridor or parking lot, all facing façades should be designed to assure an attractive appearance and



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- include architectural features such as windows, arcades, canopies, pop-outs, and trim to create visual interest, provide “eyes on the street” and avoid a blank wall appearance.
- (c) Buildings should contain the traditional “three parts of a building”: a base, mid-section and a top. On low-rise buildings, the different parts may be expressed simply through detailing at the building base, eave or cornice line. On taller structures, different treatment of the first, middle and top stories should be used to define the three parts.
 - (d) The base should visually relate to the proportion and scale of the building. Techniques for establishing a base may include richly textured materials (e.g., tile or masonry treatments), darker colored materials, mullions, panels, reveals and/or enriched landscaping.
 - (e) Tops take advantage of the visual prominence of a building's silhouette. Techniques for clearly expressing a top may include cornice treatments, roof overhangs with brackets, richly textured materials (e.g., tile, masonry or fluted concrete), and/or differently colored materials. Colored "stripes" are not acceptable as the only treatment.
 - (f) Façades should reflect the quality and integrity of the underlying structure in a clear and consistent manner.



Building design and detailing should reflect the underlying structure and give definition to vertical modules.

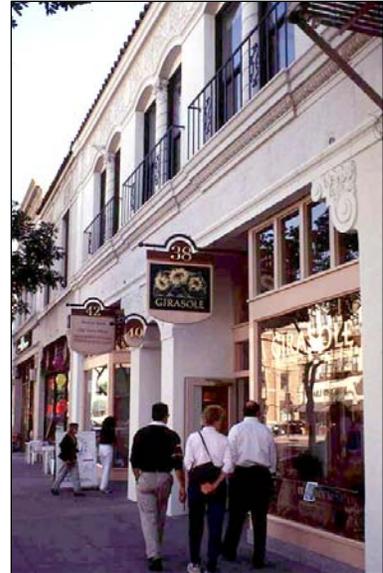
- (g) Architectural elements that define scale and organize space are encouraged; façades should display a sense of order.
- (h) Building façades shall be designed to give individual identity to each vertical module, structural unit or component by using techniques such as:
 - Providing a deep notch between the modules



- Varying architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type, etc.)
- Providing porches and balconies
- Varying color or materials of each individual module within a harmonious palette of colors and materials, etc.

6. Building Elements

- Buildings should incorporate architectural details and elements that reduce building scale at the street level, especially along pedestrian walkways. Awnings, canopies, arbors, arcades, colonnades, trellises, etc. are effective in this regard. The appropriate use of other architectural details, including reveals, course lines, decorative cornice, columns, etc., is also encouraged as a means of creating interest, variety, and distinctive design. Details should reflect the structural and material integrity of the building; overly gratuitous ornamentation is discouraged.
- The fenestration (design and pattern of doors, windows, awnings, canopies, etc.) should be proportioned to, and integrated with, the façade modulation of columns and beams and other similar elements. Clear vertical and/or horizontal hierarchy and patterns in the placement of openings (doors, windows, awnings, canopies, etc.) on the façade should be established.
- The project design should improve the reality and perception of pedestrian safety and security with elements such as easily identifiable entrances, retail windows, pedestrian-scaled building massing and unique architectural features.
- Retail storefronts should have large display windows oriented toward the public street or major pedestrian corridors.
- Storefront windows shall not be obscured.
- Mansard and nearly vertical roofs should be avoided.
- Stairs, balconies, porches and patios should be designed such that they are integrated into the overall design of the building.
- Buildings with angled corners, plazas, or other architectural feature are encouraged at corner locations to help anchor the intersection. Building corners may be emphasized through elements such as towers, domes or entries.
- Vertical architectural elements such as towers should be used as focal points.
- Gutters and downspouts shall be concealed, unless designed as a decorative architectural feature.



Pedestrian signage, large display windows and clearly marked entries contribute to a successful pedestrian-oriented retail environment.



7. Building Entries

- (a) Main entries to buildings should be clearly demarcated, and be visible and accessible from the street, pedestrian corridors and/or transit stops. Secondary entries may be from parking areas.
- (b) Building entries should read as such and be integrated with the overall building form. Variation in building height, wall plane, roof treatment, window placement, architectural detailing, etc. should define and emphasize public entries. Variation in material, texture and/or color is also recommended as a means of identifying building entries.
- (c) Entrances to upper story uses shall be clearly distinguishable in form and location from ground floor retail entrances.
- (d) Entries should be open, inviting and highly visible. However, entrances should comprise no more than one-third of the ground floor façade or 15 feet, whichever is less. Retail entrances should not be recessed more than three (3) feet in depth and be located no more than 50 feet apart.
- (e) Corner entrances should be provided in corner buildings.
- (f) Building entrances should be enhanced with:
 - Colored and textured paving
 - Accent plants in pots and planters
 - Awnings and trellises that provide shade and accent architecture



In large-scale mixed use and commercial developments, locate entrances prominently within the building façade so they are visible from the street.

8. Architectural Style

- (a) Creation of a unique North City can be achieved with varying approaches to stylistic unity:
 - Projects that have a single architectural style or theme should be well designed in relation to the elements of that style.
 - Projects that have varied architectural styles should create a harmonious, but not monotonous, environment through compatible massing, colors, materials and building form. Buildings or building complexes may have differing architectural styles, materials, colors and forms that work together in creating unity with variety.
- (b) Innovation in desert-sensitive architectural design is encouraged.



- (c) The exterior building design, including roof style, color, materials, architectural form and detailing, among all buildings in a complex and on all elevations of each building, should achieve design harmony and continuity within itself and with its surroundings.
- (d) Each new addition or remodel should be stylistically consistent with the original style of the building. For example, “Spanish” details are consistent with stucco buildings and Mission tile roofs, and should not be used on a contemporary building.
- (e) Historic detailing on otherwise contemporary style buildings is strongly discouraged, such as using oversized (too large or out of scale) crown moldings or cornices to make a building appear “Mission” Style.

9. Building Materials and Colors

- (a) Building materials should reflect quality and durability as well as consistency, where possible, with the materials used throughout the development. Materials that have no relationship to the architectural style should not be used.
- (b) Backs of buildings should use similar materials as fronts of buildings; however, less expensive and more utilitarian substituted materials are acceptable, provided they are compatible with the overall design.
- (c) Materials provide texture and color and therefore should influence the choice of other colors.
- (d) The colors chosen should accentuate the architectural details of the building and be consistent with the architectural style.
- (e) The Architectural Review Committee shall evaluate color and material selection in their review.

10. Open Space, Plazas and Courtyards

- (a) **Mixed use and commercial** development shall landscape a minimum of 10% of the site area, not including setbacks. In **industrial** development, this requirement is 5%.
- (b) Open space areas shall be clustered into larger landscaped areas rather than being distributed into areas of low impact, such as at site and building peripheries, behind a structure or in areas of little impact to public view or use.
- (c) Areas intended for public gathering in mixed use and commercial developments and intended for employees in office and industrial developments shall be designed as ‘outdoor ‘rooms’ or ‘oases’ with appropriately scaled thematic furniture and amenities. These spaces shall be designed to protect against the natural elements such as the sun, wind and sand. These spaces should have amenities including:
 - Lush landscaping in pots and planters, and planting areas
 - Outdoor dining areas
 - Durable seating (plastic or petroleum-based resin seating and planters are prohibited)
 - Decorative bollards
 - Enhanced paving and planters
 - Decorative water features



- (d) Fountains in areas of public contact shall use potable water. Decorative water features using reclaimed water may be used in other areas where they function as visual elements, such as in gateways and building frontage design elements.
- (e) Materials with a variety of texture, color and form shall be used to create integrated landscape patterns and themes along street frontages. Plant material in pots, planter boxes and hanging baskets, in combination with ground plane plantings, is encouraged along commercial frontages.



Decorative pedestrian-oriented site amenities, such as seating, planters and pots, fountains or water features, and tree grates and tree guards are desirable in mixed use and commercial settings.



Plazas, courtyards and pedestrian areas function as 'oases' or 'outdoor rooms' in mixed use and commercial developments.

II. Setback Landscaping

- (a) All setback areas shall be landscaped with softscape and hardscape features.
- (b) In **commercial or mixed developments**, a minimum of 10 feet of the required street yard setback and 5 feet of the interior and rear yard setbacks adjacent to the property line shall be planted with trees and a mix of deciduous and evergreen shrubs, vines, cacti and groundcovers. One evergreen tree shall be planted in the setbacks for every 40 feet of property perimeter.



- (c) In **industrial developments**, a minimum of five (5) feet of the required street yard setback and five (5) feet of the interior and rear yard setbacks adjacent to the property line shall be planted with trees and a mix of deciduous and evergreen shrubs, vines, cacti and groundcovers. One evergreen tree shall be planted in the setbacks for every 50 feet of property perimeter.
- (d) Stone, gravel, cobble or other pervious paving material should be used for the remaining setback areas.
- (e) If the property is adjacent to the MSHCP Conservation Area, it shall be planted with MSHCP-approved materials (per Table 12-1) to prevent invasive species from migrating into the MSHCP Conservation Area.



Non-vegetative ground cover interspersed with native plantings provides a low maintenance yet attractive setback.

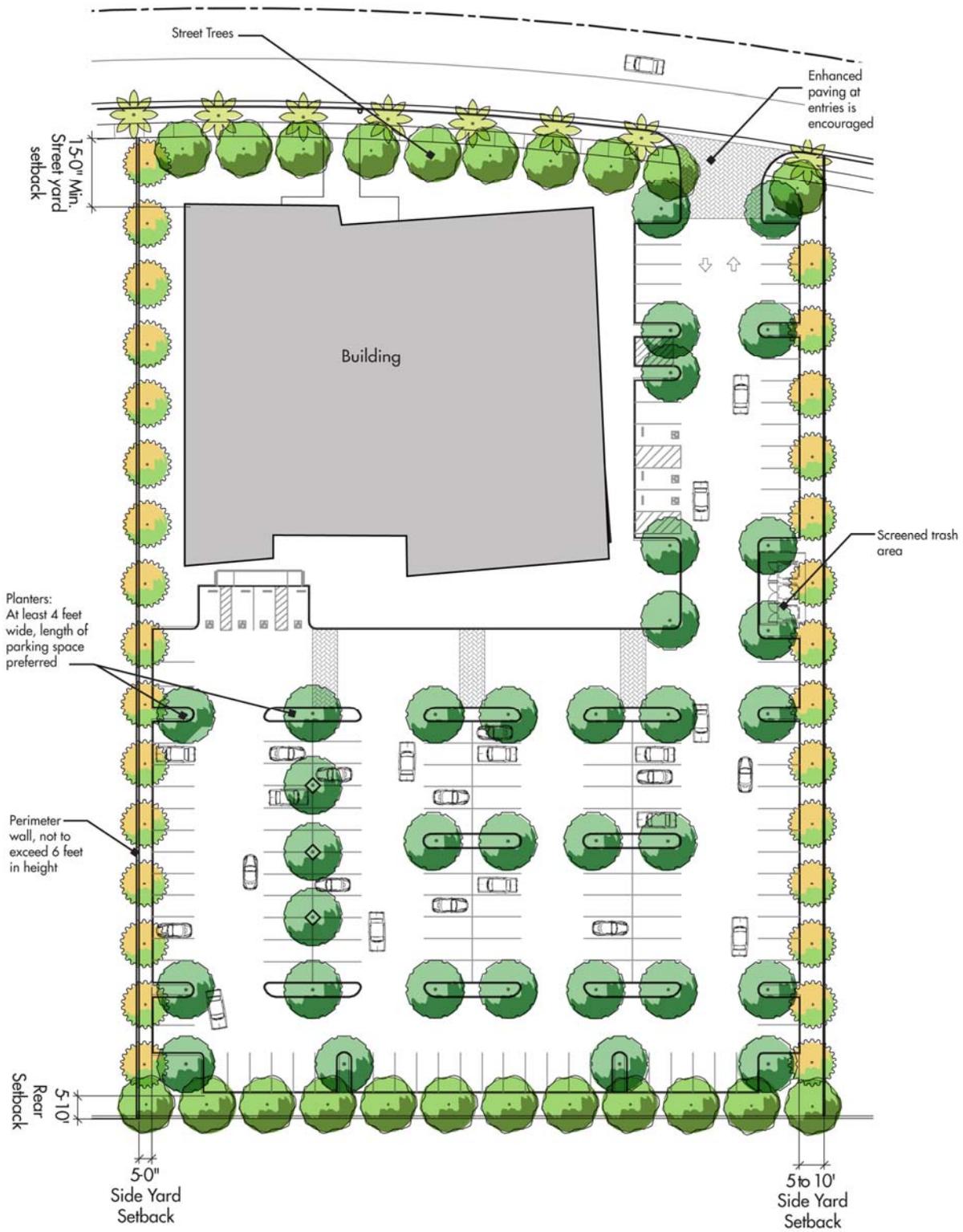
12. Parking Lot Landscaping

- (a) Parking areas shall be screened from street and adjacent property view.
- (b) The following minimum number of trees in parking lots shall be provided:
- One tree per six (6) parking spaces in **commercial and mixed use developments**.
 - One tree per 10 parking spaces in **industrial developments**.
- (c) All parking lot trees shall be planted in tree well planters according to the following standards:
- The tree well planters shall be of a size no less than 4 by 4 feet. Wells 4 by 9 feet, or the width of a parking space are preferred.
 - Tree well planters shall be protected by standard curbing and/or stationary wheel stops.
 - Planters should be designed to accept and treat parking lot storm water runoff.
- (d) Selected trees shall provide shade in the summer months. At maturity, the lowest branches shall be a minimum of six (6) feet from the ground.
- (e) Plant material, except for trees, located in parking lots shall not exceed 36 inches in height at full maturity.



Parking lots should be landscaped to create an attractive environment.





Illustrative site plan showing parking lot and setback landscaping.



13. Walls and Fences

- (a) **Commercial or mixed use developments** adjacent to any residential district shall provide a 6-foot high wall along the shared property line(s). The maximum height of perimeter walls fronting a street shall be three (3) feet.
- (b) **Industrial developments** adjacent to any residential district shall provide a minimum 8-foot high wall along the shared property line(s). The wall height shall not exceed 12 feet. The maximum height of perimeter walls fronting a street shall be four (4) feet.
- (c) All walls shall be designed with a cap. Both sides of all perimeter walls shall be architecturally treated. Appropriate materials include decorative masonry, concrete, stone and brick.
- (d) Wall and fence materials shall be consistent throughout a project, architecturally compatible with the buildings, streetscape and surrounding neighborhood.
- (e) Shrubs and vines shall be planted along fence lines, perimeter walls and retaining walls.
- (f) Walls and fences shall be designed to minimize graffiti.



Low walls in combination with landscaping can shield parking areas and neighboring developments.

14. Site and Architectural Lighting

- (a) Lighting should be designed to satisfy both functional and decorative needs.
- (b) Lighting shall be used to provide illumination for the security and safety of on-site areas such as parking, loading, shipping and receiving, building entrances and pedestrian parkways. Consider *Crime Prevention Through Environmental Design* (CPTED) principles in light fixture placement. Security lighting should be placed and directed strategically to limit light pollution and glare.
- (c) Light fixtures should be compatible with the architectural character of the development. Landscape lighting shall be designed to complement and enhance architecture and landscape design. While some nondescript fixtures may be appropriate, significant use should be made of fixtures that have architectural value and accent the building and site.
- (d) Both building-mounted and freestanding fixtures may be used. Freestanding above-grade light fixtures should be mounted on concrete bases for stability and ease of maintenance.
- (e) All light fixtures shall be in compliance with CCMC Chapter 9.89 (Outdoor Lighting Standards) and be:
 - Hooded and directed downward to minimize light and direct glare impacts on neighboring properties and reduce impact upon dark skies
 - Directed to illuminate only the areas and elements intended, such as paths, entryways and focal elements



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- Shielded to avoid direct views to any unshielded light source from pedestrian or vehicular sight lines (light sources include freestanding and façade lighting, as well as interior light within ten feet of the structure's windows)
 - Shielded to direct light spillover away from the MSHCP Conservation Area. Lighting adjacent to the MSHCP Conservation Area shall have 100% cut-off capability
 - Equipped with an appropriate level of fixture dimming and cut-off capability (fixtures certified by the *International Dark Sky Association*)
- (f) Energy-efficient ENERGY STAR® certified lighting fixtures and equipment should be used. Energy-efficient means of lighting, including light sensors, low voltage lighting, fiber optics and solar lighting should be used where applicable. Timers or other controls should be used to assure that lights are on only when needed. Use light-colored surface material where additional light is needed to take advantage of higher reflectance values.
- (g) Non-decorative landscape light fixtures should be screened in and located behind landscape features when possible.
- (h) Light fixtures shall be at a maximum height of eight (8) feet when adjacent to residential areas. Floodlights are not permitted in areas adjacent to residential areas.

15. Outdoor Displays and Storage, Equipment and Work Areas

- (a) No retail sales, merchandise displays or work areas shall occur outside of building(s), except as approved by a Precise Plan of Design (PPD), design review, conditional use permit, or special use permit.
- (b) There shall be no outside storage of vehicles, trailers, airplanes, boats, recreational vehicles, or their composite parts; loose rubbish, garbage, junk, or their receptacles; tents, equipment or building materials in any portion of the lot. Building materials for use on the same premises may be stored on the parcel during the time that a valid building permit is in effect for construction.

16. Trash Collection Areas

- (a) At least one trash/recyclable materials collection area shall be provided for commercial projects. These trash/recyclable materials collection enclosure areas shall be easily accessible to retail and office tenants, including easy access for the disposal of materials and collection by refuse vehicles. In mixed use projects, separate trash/recyclable materials collection areas shall be provided for the residents and tenants.
- (b) All such required areas shall be enclosed and screened pursuant to the requirements of this section and in accordance with City standards.
- (c) Collection area(s) shall be enclosed on three sides by a 6-foot tall, decorative, capped, masonry wall. The wall materials shall be complementary in color and style to architectural components of the development they serve. The fourth side of the enclosure shall be enclosed with an opaque, self-latching gate.



17. Mechanical Equipment Screening

- (a) All exterior mechanical equipment, except solar collectors, whether on a roof, side of a structure, or on the ground, shall be appropriately screened from public view. Equipment requiring screening includes, but is not limited to, heating, air conditioning and refrigeration equipment, plumbing lines, ductwork, and transformers.
- (b) Mechanical equipment shall not be permitted on any exposed portion of a pitched roof.
- (c) The method of screening shall be architecturally integrated with the primary structure in terms of materials, color, shape and size. Where individual equipment is provided, a continuous screen is desirable. For rooftop equipment, the screening materials shall be at least as high as the equipment being screened.
- (d) Ground-mounted utility equipment such as, but not limited to, cable television boxes, electric power transformers and distribution facilities, water pumps, and telecommunications facilities (not including pole-mounted equipment) shall be screened from view on all sides with landscaping, or solid masonry wall or similar permanent structure. Such masonry wall or structure shall be of a color and material that compliments the primary structure. Screening with wood, chain-link or similar fencing materials is not permitted.
- (e) Electric and other metering equipment and panels shall be enclosed and the enclosure painted to match adjacent building and wall surfaces.
- (f) Ladders for roof access shall be hidden and integrated into the building design.

18. Interface between Non-Residential and Residential Uses

In the mixed use districts where non-residential uses abut residential uses, issues of privacy, safety and noise should be addressed using the following standards and guidelines:

- (a) To provide privacy for, and avoid significant shading of, adjacent residential properties, building massing of non-residential buildings shall be set away from residential uses. At residential edges, non-residential buildings should maintain low profiles with building heights stepped down to the height of adjacent residential uses incorporating architectural elements, such as gables or hip roofs, to reduce building mass.
- (b) Buildings shall be oriented to promote privacy for residential uses to the greatest extent possible. Windows in non-residential buildings should be oriented to avoid a direct line of sight into adjacent residential buildings or property.
- (c) In mixed use developments, residential windows, balconies or similar openings should face away from loading areas and docks.
- (d) Windows, balconies or similar openings should be offset so as not to have a direct line-of-sight into adjacent units within the development. In addition, units above the first story should be designed so that they do not look directly onto private patios or backyards of adjoining residential property or units.
- (e) Whenever adjacent residential and commercial uses can mutually benefit from connection rather than separation, appropriate connective elements such as walkways,



common landscaped areas, building orientation, gates and/or unfenced property lines should be employed.

- (f) Landscaping may be used to aid in privacy screening and as a buffer for residential development. Screening may consist of one, or more, of the following:
 - “Vertical” trees closely spaced
 - “Green” (vine-covered) solid or fenced walls
 - Hedges

Eighty percent of the screen (wall, hedge, fence, etc.) at the property line shall be opaque.

- (g) Noise or odor generating activities in general, and loading areas, trash and storage areas, and rooftop equipment in particular, should be located as far as possible from adjacent residential uses and not be located next to residential properties without fully mitigating their negative effects.

19. Vertical Mixed Use Buildings – Additional Standards and Guidelines

- (a) Vertical mixed-use buildings shall be designed with retail storefronts on the ground floor and residential uses above.
- (b) Separate site access, parking facilities, and building entrances shall be provided for residential and commercial uses.



Residential and commercial components of vertical mixed use buildings should be clearly demarcated.

- (c) Main entries to ground-floor retail uses shall be clearly demarcated, visible and accessible from the street and/or pedestrian walkways, and be clearly distinguishable in form and location from retail entrances. Secondary entries may be from parking areas.
- (d) Security gates should be considered for access to residential uses and residential parking areas.
- (e) A ground floor retail use shall have a minimum floor-to-ceiling height of 12 feet.
- (f) The architectural style and use of materials should be consistent throughout the entire mixed use development. Differences in use of architectural details may occur where the intent is to differentiate between the residential and commercial scale and character of the structure(s).

20. Industrial Uses – Additional Standards and Guidelines

Because of the size and scale of industrial buildings, it is especially important to consider design to ensure compatibility with other parts of the community. As a category of structure types, industrial buildings can present unattractive and monotonous façades with large blank wall surfaces, untreated or false fronts, or highly reflective and glaring surfaces.



Use building articulation, change of wall planes, door and window treatments and other appropriate architectural detailing to create an interesting and individual design and diminish the massing of large industrial structures.



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To promote site development that is pedestrian-friendly, properly buffered from surrounding uses, sufficiently landscaped, and surrounded by unsightly fencing, and to direct development into a cohesive design statement that is both functional and aesthetically appealing, the following design techniques can be used:

- (a) Industrial development should include a variety of building types and designs in addition to the concrete tilt-up type construction that is often used. Visual interest should be created with a variety of architectural styles and individual building details to avoid monotonous industrial neighborhoods and enliven the public's experience of the area.
- (b) Unbroken façades having lengths in excess of 100 feet without changes in wall planes are prohibited. Buildings should be designed with elements that relate to the human scale, and provide interest by adding shade and shadow patterns by incorporating the following components:
 - A defined building façade that delineates the base, middle and top of the building and incorporates structural or design elements to break wall expanses into smaller parts of the building
 - Windows, doors and other openings incorporated into the rhythm
 - Changes in building massing (e.g. change in wall planes or varying height)
 - Changes in building materials and colors
- (c) Emphasis should be placed on the design of the main building entry and its landscaping.
- (d) Pedestrian walkways and connections between plazas and landscaped open space areas for employees should be provided.
- (e) Convenient and controlled access for employees and visitors to parking areas should be provided.



C. Design Standards and Guidelines for Residential Uses

The design standards and guidelines for residential uses are intended to identify appropriate and attractive design solutions to create high quality and visually appealing livable neighborhoods. Residential areas should be thoughtfully designed to create and frame outdoor spaces and enhance the architecture, street and neighborhood quality. The following design standards and guidelines apply to **single family** and **multi-family residential development** in North City.

I. Preservation of Natural Site Features

- (a) North City has varied topography and a spectacular natural setting. The siting of residential structures shall be sensitive to this natural context and be compatible with the natural slope of the land. The location and design of residential units should maximize views from the units.
- (b) In hillside or sloping areas, street and building placement should follow contours rather than being placed at right angles to the prevailing slope.

2. Site Layout

- (a) New residential development should provide variety in the City's overall residential character. Elements that can contribute to the creation of a distinct image include the architecture, street layout and design, landscaping, integration of open space and entry treatment.
- (b) Views of surrounding open space and hillsides from common open space areas within a development should be preserved. This will expand the sense of openness, enhance the visual character and facilitate greater use of these common areas.
- (c) Varied placement of **single family residences** should be used to create visually interesting neighborhoods.



Variation in massing, architectural detailing, and setbacks provides visual interest and an attractive street scene in small lot single-family developments.



- (d) Individual buildings of **multi-family residential** and **clustered single-family housing** should be oriented toward open space areas, recreational facilities and enhanced landscape edges.
- (e) Rear alleys should be provided for accessing garages, off-street parking, utilities and trash facilities to facilitate development of **small-lot single family developments**.
- (f) In **multi-family developments**, ancillary structures and trash enclosures should be integral to the project design, and be placed appropriately and conveniently.

3. Building Design

- (a) Residential structures shall be designed to make the best use of available sun, light and shade. This can be accomplished in the following ways:

- Windows for natural light, create through airflow and promote natural cooling
- Trees, roofs with large overhangs, or other methods to shade structure(s), particularly over south-facing windows
- Covered patios and porches to buffer the building from heat gain
- Attic turbines for ventilation and energy-efficient heating and air conditioning systems



Façade articulation, a second floor balcony, and landscaping lessen the visual impact of this two-story house.

- (b) Building massing should be used to shelter courtyards, patios and other private and common open space areas from prevailing desert winds.
- (c) A multitude of building volumes, masses, setbacks as well as a variety of roof forms, including hips, gables and clipped gables should be included to vary the streetscape and reduce monotony.
- (d) All residential structures should possess articulated façades to provide depth and contrast and to avoid flat building façades, including
 - Recesses and recessed openings
 - Variations in plane and height



Residential façades should be articulated to add visual interest.



- Courtyards, balconies, porches, arcades, external stairs, architectural projections and other similar elements
 - Exterior architectural treatments, such as trim relief around windows, doors and garage doors
- (e) In **single-family development projects**, an assortment of unit designs should be included to create variety and interest.
- (f) The massing of larger **multi-family residential buildings** shall be broken down to give individuality to each unit within and convey a sense of “home.”
- (g) Each vertical module of units in **multi-family and attached housing** projects shall incorporate architectural features such as wall breaks, projections, distinct color schemes and individual roof treatments that help to distinguish the vertical modules.

4. Common Open Space Areas

- (a) Common open space areas shall:
- Be sited to take advantage of views and preserve views to significant architectural and landscape features within the site and in the surrounding area. The location of all open space areas should take into account climatic factors such as sun orientation and prevailing winds in a manner that maximizes use of sun and shade patterns, natural drainage and wind protection.
 - Where feasible, provide connections to open space systems, including public parks, multi-use trails and bicycle and pedestrian pathways.
 - Be used to visually unify a development, link development clusters, and provide enhanced pedestrian circulation within the development.
- (b) Direct access should be provided from as many individual units as possible to common open space, sidewalks and recreational facilities.
- (c) Trees and shrubs shall be located to delineate gathering spaces into ‘outdoor rooms’ and to provide shade in open space and recreation areas.
- (d) Enhanced paving, such as colored and/or textured concrete, that complements the architecture and landscape palette should be used in common areas.
- (e) Common areas, including open gathering areas and pedestrian walkways, shall be well lit within the requirements established in CCMC Chapter 9.89 (Outdoor Lighting Standards).



Well-designed landscaping, lighting and architectural detailing in common and private spaces create a welcoming feel for multi-family units.





Building layout, landscaping, fountains contribute to the 'oasis' feel of common open space areas.

5. Single Family Garage Placement and Design

- (a) Varied driveway locations and garage location and orientations should be used to break up repetitive curb cuts and yard patterns. No more than three consecutive homes shall have the same garage style.
- (b) The garage placement (in front half of lot or in rear half of lot) and orientation (front entry or side entry or other alternatives) should be varied to create visual interest and avoid monotony.
- (c) All garages facing a public street shall be set back a minimum of five (5) feet behind the front wall plane of the residence.



A side entry garage reduces its visual impact on the street.



- (d) Detached garages should be located at the rear of the parcel. When garage access is provided from the front of the parcel, porte-cochères should be used to shield the view of detached garages from the street. When rear alleys are provided, garage access should be from the alley to minimize driveway lengths.
- (e) In addition to the typically used overhead garage doors, swinging (side-hung) garage doors should be utilized to provide variety in the street environment.



Porte cocheres provide a gracious sense of entry as well as screen garages from view.

6. Multi-family Parking Lot Landscaping

- (a) Parking areas shall be screened from street and adjacent property views.
- (b) A minimum of one tree per six (6) parking spaces shall be provided.
- (c) All parking lot trees shall be planted in tree well planters according to the following standards:
- The tree well planters shall be of a size no less than 4 by 4 feet. Wells 4 by 9 feet, or the width of a parking space are preferred.
 - Tree well planters shall be protected by standard curbing and/or stationary wheel stops.
 - Planters should be designed to accept and treat parking lot stormwater runoff.
- (d) Selected trees shall provide shade in the summer months, and at maturity, the lowest branches shall be a minimum of six (6) feet from the ground.
- (e) Plant material, except for trees, located in parking lots shall not exceed 36 inches in height at full maturity.



Parking lot landscaping should shield parking from public view.

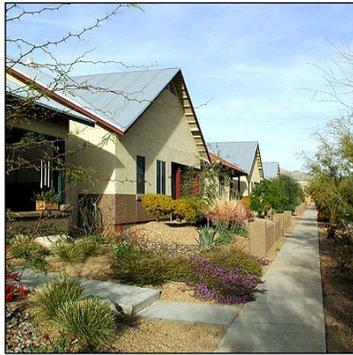
7. Setback Landscaping

- (a) All setback areas shall be landscaped with softscape and hardscape features.
- (b) Two evergreen trees shall be planted per **single family residential lot**.
- (c) A minimum of 10 feet of the required street yard setback adjacent to the property line on a **single family residential lot** shall be planted with evergreen trees and a mix of deciduous and evergreen shrubs, cacti, vines and groundcovers.
- (d) One evergreen tree shall be planted for every 25 feet of property perimeter for **multi-family residential development**.



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- (e) A minimum of 10 feet of the required street yard setback and 5 feet of the interior and rear yard setbacks adjacent to the property line in **multi-family developments** shall be planted with evergreen trees and a mix of deciduous and evergreen shrubs, cacti, vines and groundcovers.
- (f) Stone, gravel, cobble or other pervious paving material should be used for the remaining setback areas.
- (g) If the property is adjacent to the MSHCP Conservation Area, it shall be planted with MSHCP-approved materials (per Table 12-1) to prevent invasive species from migrating into the MSHCP Conservation Area.



Front yard landscaping should be compatible with the primary structure.



Use landscaping in multi-family developments to visually soften the development and enhance the streetscape environment.



8. Walls, Fences and Hedges

- (a) In the street yard setback, a solid wall, fence or hedge shall not exceed three (3) feet in height above grade. Walls constructed of natural-looking materials such as stone or stone veneer are preferred. Taller decorative fences, up to a maximum height of six (6) feet, may be constructed in the street yard setback if they are non-view-obscuring.
- (b) The solid wall or fence height shall not exceed six (6) feet in the rear and interior side yard setbacks. When adjacent to the MSHCP Conservation Area, open ornamental metal fences are required.
- (c) Both sides of all perimeter walls should be architecturally treated and be graffiti-resistant. Appropriate materials include ornamental metal grillwork, decorative masonry, stone and brick. Chain link is not considered a decorative material and shall not be used.
- (d) Wall and fence materials shall be architecturally compatible with the buildings, streetscape and surrounding neighborhood.
- (e) Shrubs and vines shall be planted along exterior fence lines, perimeter walls and retaining walls.



9. Site and Architectural Lighting

- (a) Lighting should be designed to satisfy both functional and decorative needs.
- (b) Lighting shall be used to provide illumination for the security and safety of on-site areas such as parking, loading, shipping and receiving, building entrances, common recreation areas and pedestrian parkways. Consider *CPTED* principles in light fixture placement. Security lighting should be placed and directed strategically to limit light pollution and glare.
- (c) Light fixtures should be compatible with the architectural character of the development. Landscape lighting shall be designed to complement and enhance architecture and landscape design. While some nondescript fixtures may be appropriate, significant use should be made of fixtures that have architectural value and accent the building and site.
- (d) Both building-mounted and freestanding fixtures may be used. Freestanding above-grade light fixtures should be mounted on concrete bases for stability and ease of maintenance.
- (e) All light fixtures shall comply with CCMC Chapter 9.89 (Outdoor Lighting Standards) and be:
 - Hooded and directed downward to minimize light and direct glare impacts on neighboring properties and reduce impact upon dark skies
 - Directed to illuminate only the areas and elements intended, such as paths, entryways and focal elements
 - Shielded to avoid direct views to any unshielded light source from pedestrian or vehicular sight lines (light sources include freestanding and façade lighting as well as interior light within ten feet of the structure's windows)
 - Shielded to direct light spillover away from the MSHCP Conservation Area. Lighting adjacent to the MSHCP Conservation Area shall have 100 percent cut-off capability
 - Equipped with an appropriate level of fixture dimming and cut-off capability (fixtures certified by the International Dark Sky Association).
- (f) Energy-efficient ENERGY STAR® certified lighting fixtures and equipment should be used. Energy-efficient means of lighting, including light sensors, low voltage lighting, fiber optics and solar lighting should be used where applicable. Timers or other controls should be used to assure that lights are on only when needed. Use light colored surface material where additional light is needed to take advantage of higher reflective values.
- (g) Non-decorative landscape light fixtures should be screened in and located behind landscape features when possible.
- (h) Light fixtures shall be at a maximum height of eight (8) feet. Floodlights are not permitted.



10. Trash Collection Areas

- (a) Centralized trash/recyclable materials collection areas shall be provided for all **multi-family residential** development projects.
- (b) All trash/recyclable materials collection enclosure areas shall be easily accessible to residents and tenants, including easy access for the disposal of materials and collection by refuse vehicles.
- (c) All such required areas shall be enclosed and screened pursuant to the requirements of this section and in accordance with City standards. The collection area(s) shall be enclosed on three sides by a 6-foot tall, decorative, capped, masonry wall. The wall materials shall be complementary in color and style to architectural components of the development they serve. The fourth side of the enclosure shall be enclosed with an opaque, self-latching gate.
- (d) Shrubs and vines should be planted along the wall perimeter to screen the trash enclosures.

11. Mechanical Equipment Screening

- (a) All exterior mechanical equipment, except solar collectors, whether on a roof, side of a structure, or on the ground, shall be appropriately screened from public view. Equipment requiring screening includes, but is not limited to, heating, air conditioning and refrigeration equipment, plumbing lines, ductwork, and transformers.
- (b) Mechanical equipment shall not be permitted on any exposed portion of a pitched roof.
- (c) The method of screening shall be architecturally integrated with the primary structure in terms of materials, color, shape and size. Where individual equipment is provided, a continuous screen is desirable. For rooftop equipment, the screening materials shall be at least as high as the equipment being screened.
- (d) Ground-mounted utility equipment such as, but not limited to, cable television boxes, electric power transformers and distribution facilities, water pumps, and telecommunications facilities (not including pole-mounted equipment) shall be screened from view on all sides with landscaping, solid masonry wall or similar permanent structure. Such masonry wall or structure shall be of a color and material that compliments the primary structure. Screening with wood, chain-link or similar fencing materials shall not be permitted.
- (e) Electric and other metering equipment and panels shall be enclosed and the enclosure painted to match adjacent building and wall surfaces.
- (f) Ladders for roof access shall be hidden and integrated into the building design.



D. General Landscape Design Standards and Guidelines

Landscape design in North City should be sensitive to its natural setting. New development should be integrated into the natural environment by respecting the existing native habitat and unique natural systems. This is achieved by preserving a network of open natural areas and creating recreation spaces, urban streetscapes, parks and plazas that are designed and planted with an ecologically appropriate palette of materials. Landscape design guidelines and standards are set forth in this section to achieve this landscape concept.

I. Landscape Design Intent

(a) Landscape design shall be used to:

- Enhance development by contributing to a pedestrian-friendly environment
- Provide a backdrop and visual setting for architecture and highlight important architectural elements
- Create focal points with color, scale and visual interest
- Provide shading and climate control
- Protect sensitive uses from excessive solar exposure, glare, wind, noise, dust, and odors
- Provide a unified appearance along street frontages and reinforce the street hierarchy
- Direct vehicular and pedestrian traffic
- Define building and parking area entrances
- Identify and shelter pedestrian walkways
- Provide respite from the built environment; soften and visually enhance blank walls
- Provide a buffer between neighboring properties
- Screen undesirable views and uses, including service structures and loading areas



A mix of landscape and hardscape materials appropriate for the desert environment provide visual interest.

(b) Landscape design plans shall be prepared by a landscape architect registered to practice in the state of California.

(c) Landscape shall be designed to encourage the use of drip irrigation and other low-flow irrigation methods, with no water overflow onto pavement, and such that wind does not blow irrigation water onto people, cars and pavement.



2. Plant Materials

- (a) Wherever possible, mature native trees should be preserved or relocated on site. Mature trees are defined as individual trees with a trunk diameter of greater than four (4) inches when measured four (4) feet above the finished grade.
- (b) Selected landscape materials shall be drought-tolerant and low maintenance.
- (c) Plant materials listed in the plant material palette (Table 12-1) shall be used, as well as approved plants listed in the Coachella Valley Water District's (CVWD's) *Lush and Efficient Landscape Gardening* book and in the MSHCP are also appropriate.
- (d) Vegetative turf shall only be used in parks and recreation areas or as an accent material in limited quantities. Artificial turf may also be used as an accent material.
- (e) Both deciduous and evergreen trees shall be planted to provide seasonal interest and a variety of texture, color and form. In general, deciduous trees should be placed on the south and west sides of structures and outdoor gathering areas to provide summer shade and winter sun.
- (f) Woody plants shall be appropriately sized and placed on site to allow them to reach their natural size and to reduce the need for pruning and trimming.
- (g) Plants selected as windscreens to provide protection from wind should have dense, low, non-brittle branching material.
- (h) Plant species with seasonal fruit and excessive leaf drop and sap shall not be planted in public areas.
- (i) Plants with similar soil, water and sun exposure needs should be grouped to conserve water and encourage optimal growth.
- (j) All required trees shall be a minimum of 24-inch box size. Specimen trees used to emphasize major focal points and project entries shall be 36-inch box or larger.
- (k) A root barrier shall be used around all trees planted within seven (7) feet of a property line or public sidewalk.
- (l) Planting in landscaped setback areas shall not obstruct views into retail display windows. In these areas, the height of plant material, other than trees, shall not exceed 36 inches for security and safety.
- (m) Plant material shall not interfere with site lighting or restrict access to utility equipment or emergency apparatus, such as fire hydrants or fire alarm boxes.
- (n) Locally grown landscape material should be selected to promote plant health after installation.
- (o) All landscaped areas shall be kept free of invasive weeds.



Table 12-1: Plant Material Palette

	Characteristics								Growth Rate			Location										
	Evergreen	Deciduous	Sun	Partial Shade	Shade	Height	Width	Flower Color	MSHCP Approved	Fast	Moderate	Slow	Parking Lot	Landscape Setback	Street Tree	Median	Open Space/Park Area	Wind Break	Freeway Parkway	Gateway/Specimen	Residential	
Trees																						
Acacia greggii (Catclaw Acacia)						20'	15'	Y														
Acacia baileyana (Bailey Acacia)						30'	40'	Y														
Acacia salicina (Willow Acacia)						25'	15'	W														
Acacia saligna (Blue Leaf Wattle)						20'	20'	W														
Albizia julibrissin (Silk Tree)						40'	50'	V														
Arbutus Unedo (Strawberry Tree)						20'	30'	W														
Brahea armata (Mexican Blue Palm)						25'	10'	W														
Butia capitata (Pindo Palm)						15'	15'	-														
Caesalpinia cacalaco (Cascalote Tree)						20'	20'	Y														
Chamaerops humilis (Mediterranean Fan Palm)						15'	15'	-														
Chilopsis linearis (Desert Willow)						25'	15'	P														
Chitalpa X tashkentensis (Chitalpa)						25'	25'	W, P														
Cotinus coggygria purpureus (Smoke Tree)						25'	25'	P														
Cupressus arizonica (Arizona Cypress)						30'	15'	-														
Cupressus sempervirens (Italian Cypress)						60'	8'	-														
Dalea spinosa (Desert Smoke Tree)						20'	15'	V														
Dalbergia sissoo (Indian Rosewood)						40'	40'	W														
Elaeagnus augustifolia (Russian Olive)						20'	15'	Y														
Eucalyptus microtheca (Coolibah)						30'	25'	-														
Fraxinus uhdei "Majestic Beauty" (Evergreen Ash)						30'	30'	-														
Koelreuteria paniculata (Goldenrain Tree)						40'	25'	W														
Lagerstroemia indica (Crape Myrtle)						25'	25'	P, V														
Lysiloma watsonii var. thornberi (Feather Tree)						20'	15'	W														
Olea europaea (Fruitless Olive)						25'	25'	W														
Olneya tesota (Ironwood Tree)						25'	30'	L														
Parkinsonia aculeata (Mexican Palo Verde)						30'	20'	Y														
Parkinsonia floridum (Blue Palo Verde)						30'	20'	Y														
Parkinsonia microphylla (Yellow Palo Verde)						20'	20'	Y														
Parkinsonia x. Desert Museum (Desert Museum Palo Verde)						30'	30'	Y														
Phoenix dactylifera (Date Palm)						70'-80'	20'	-														
Pinus eldarica (Afghan Pine)						35'	25'	-														
Pinus pinea (Italian Stone Pine)						40'	25'	-														
Pistacia chinensis (Chinese Pistache)						35'	30'	-														
Pithecellobium mexicanum (Mexican Ebony)						30'	30'	W														
Prosopis chilensis (Chilean Mesquite)						40'	30'	-														
Punica granatum (Pomegranate)						20'	15'	R														
Quercus ilex (Holly Oak)						25'	30'	-														
Quercus suber (Cork Oak)						35'	35'	-														

B – Blue
O – Orange

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Chapter 12: Design Standards and Guidelines

Table 12-1: Plant Material Palette (Cont'd.)

	Characteristics								Growth Rate			Location										
	Evergreen	Deciduous	Sun	Partial Shade	Shade	Height	Width	Flower Color	MSHCP Approved	Fast	Moderate	Slow	Parking Lot	Landscape Seaback	Street Tree	Median	Open Space/Park Area	Wind Break	Freeway Parkway	Gateway/Specimen	Residential	
Quercus virginiana (Southern Live Oak)						40'	60'	-														
Rhus Lancea (African Sumac)						20'	25'	-														
Sophora secundiflora (Texas Mountain Laurel)						15'	15'	V														
Trachycarpus fortunei (Windmill Palm)						30'	10'	-														
Vitex agnus-castus (Chaste Tree)						25'	25'	V														
Washingtonia filifera (California Fan Palm)						60'	20'	-														
Washingtonia robusta (Mexican Fan Palm)						50'	10'	-														

Trees (Cont'd.)

Shrubs and Cacti

Abutilon palmerii (Desert Abutilon/Indian Mallow)						5'	5'	P														
Agave spp.						3'-10'	3'-10'	O														
Agave murpheyi (Murphey's Agave)						2'-4'	2'-4'	-														
Agave parryi (Parry's Agave)						2'	2'	-														
Arctostaphylos densiflora 'Howard McMinn' (Manzanita)						5'-6'	5'	W														
Artemisia spp. (Sage)						2'-3'	2'-4'	M														
Atriplex hymenelytra and A. canescens (Desert Holly, Saltbush)						2'	3'	Y														
Baileya multiradiata (Desert Marigold)						2'	1'	Y														
Buddleia marrabifolia (Woolly Butterfly Bush)						5'	5'	Y, O														
Bulbine frutescens (Bulbine)						2'	2'	P, V														
Caesalpinia gilliesii (Yellow Bird of Paradise Bush)						8'	6'	Y														
Calliandra californica (Baja Feather Duster)						6'	4'-5'	R														
Cassia artemisioides (Feathery Cassia)						5'	4'	Y														
Cercocarpus betuloides (Mountain Mahogany)						8'	8'	-														
Cistus species (Rockrose)						3'	8'	W														
Chrysactinia mexicana 'Gray' (Damianita)						2'	2'	Y														
Convolvulus cneorum (Silver Bush Morning Glory)						4'	4'	W														
Cotoneaster species (Cotoneaster)						1'-4'	2'-5'	M														
Dalea psoraleum schottii (Indigo Bush)						4'	3'	P														
Dasylium wheeleri (Desert Spoon)						4'	4'	W														
Dicliptera resupinata (Dicliptera)						2'	2'	P, R														
Echinocereus engelmannii (Hedgehog Cactus)						2'	3'	P, R														
Elaeagnus pungens (Silverberry)						10'	10'	Y														
Encelia farinosa (Brittlebush)						2'-3'	3'-4'	Y														
Ephedra aspera (Mormon Tea)						3'	3'	Y														
Eriogonum fasciculatum (California Buckwheat)						3'	3'	W														
Eriogonum ubellatum (Sulfur Flower)						18"	3'	Y														
Euphorbia rigidis and Euphorbia characias (Gopher Purge)						3'-6'	4'	Y														
Fallugia paradoxa (Apache Plume)						3'-6'	5'	W,P														

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Table 12-1: Plant Material Palette (Cont'd.)

	Characteristics								Growth Rate			Location										
	Evergreen	Deciduous	Sun	Partial Shade	Shade	Height	Width	Flower Color	MSHCP Approved	Fast	Moderate	Slow	Parking Lot	Landscape Setback	Street Tree	Median	Open Space/Park Area	Wind Break	Freeway Parkway	Gateway/Specimen	Residential	
Shrubs and Cacti (Cont'd.)																						
Ferocactus (Barrel Cactus)						2'	3'	O														
Forestiera neomexicana (New Mexican Privet)						8'	8'	-														
Fouquieria splendens (Ocotillo)						15'	8'	R														
Genista (Sweet Broom)						3'	10'	Y														
Hesperaloe parviflora (Red Yucca)						3'	3'	R														
Hibiscus denudatus (Desert Hibiscus)						3'	6'	P														
Hyptis emoryi (Desert Lavender)						5'-8'	8'	V														
Juniperus spp.						1'-15'	6'	-														
Larrea tridentate (Creosote Bush)						4'-8'	4'-8'	Y														
Lavandula stoechas (Spanish Lavender)						3'	3'	V														
Leucophyllum candidum 'Thunder Cloud' (Texas Ranger)						3'	3'	P														
Leucophyllum frutescens (Texas Ranger)						4'-10'	4'-8'	P														
Lotus rigidus (Desert Rock Pea)						3'	1'	Y														
Lysiloma microphylla thornberi (Feather Bush)						12'	12'	W														
Muhlenbergia rigens (Deer Grass)						4'	4'	-														
Oenothera caespitosa (White Evening Primrose)						1'-6"	3'	W														
Opuntia spp. (Cacti)						2'-6"	1'-5"	P, R														
Petalonyx thurberi (Sandpiper Plant)						3'-6"	6'	W														
Potentilla cinquefoil (Shrubby Cinquefoil)						1'-4"	2'-4"	Y														
Psilostrophe tagetina (Texas Paperflower)						1'-2"	3'	Y														
Pyracantha species (Pyracantha)						5'-12"	5'-12"	W														
Rhus ovata (Sugar Bush)						6'	8'	W														
Rhus virens (Desert Sumac)						10'	12'	W														
Ribes aureum (Golden Current)						3'-6"	4'-6"	Y														
Rosa banksiae (Banks Rose)						6'	6'	Y, W														
Rosa damascena (Damask Rose)						3'-6"	6'	P														
Rosmarinus officinalis (Rosemary)						2'	4'	V														
Rosmarinus officinalis 'prostratus' (Prostrate Rosemary)						2'	6'	V														
Ruellia spp.						3'-4"	3'	P, V														
Salvia spp. (Sage)						3'	4'	V														
Salvia apiana (California White Sage)						5'	5'	W														
Salvia farinacea (Mealycup Sage)						4'	2'	B														
Senna spp.						6'	6'	Y														
Simmondsia chinensis (Jojoba)						3'-6"	3'-6"	Y														
Santolina chamaecyparissus (Lavender Cotton)						2'	3'	Y														
Sphaeralcea ambigua rosacea (Apricot Mallow)						4'	3'	O														
Sphaeralcea ambigua (Globe Mallow/ Fuschia Red flower)						3'	3'	R														
Thymus spp.						2'	3'	B, V														

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Chapter 12: Design Standards and Guidelines

Table 12-1: Plant Material Palette (Cont'd.)

	Characteristics								Growth Rate			Location										
	Evergreen	Deciduous	Sun	Partial Shade	Shade	Height	Width	Flower Color	MSHCP Approved	Fast	Moderate	Slow	Parking Lot	Landscape Setback	Street Tree	Median	Open Space/Park Area	Wind Break	Freeway Parkway	Gateway/Specimen	Residential	
Shrubs and Cacti (Cont'd.)																						
Vauquelinia californica (arizona rosewood)						10'-15'	10'	W														
Yucca spp.						2'	3'	W														
Yucca schidigera (Spanish Dagger)						3-12'	3'	W														
Zauschneria californica (California Fuschia)						3'	3'	R														
Zinnia acerosa (Desert Zinnia)						2'	3'	R, Y														

Groundcover

Acacia redolens (Prostrate Acacia)						1'-2'	15'	Y														
Achillea species (Yarrow)						1'	18"	Y/W														
Baccharis pilularis (Dwarf Coyote Bush)						18"	6'	-														
Centaurea cineraria (Dusty Miller)						1'	1'	Y														
Cerastium tomentosum (Snow in Summer)						8"	3'	W														
Convolvulus cneorum (Bush Morning Glory)						4'	4'	P, V														
Cosmos (Cosmos)						3'	1'	P														
Coreopsis grandiflora (Coreopsis)						4"	1'	Y														
Dalea capitata 'Sierra Gold' (Lemon Dalea)						2'	4'	Y														
Dalea greggii (Trailing Indigo Bush)						18"	6'	V														
Dalea parryi (Parry Dalea)						2'	3'	V														
Dudleya Spp. (Hen and Chicks, Rock Dudleya)						1'	2'-6'	R														
Gazania rigens (Sun Gold)						8"	2'	Y														
Helianthemum nummularium (Sunrose)						1'	3'	M														
Lantana montevidensis (Trailing Lantana)						1'-5'	6'	M														
Myoporum parvifolium 'Putah Creek' (Creeping Myoporum)						3"-6"	9'	W														
Mirabilis bigelovii (Wishbone Bush)						1'	4'	R, P														
Oenothera speciosa (Mexican Evening Primrose)						1'	3'	P														
Rosmarinus o. 'Prostratus' (Prostrate Rosemary)						2'	4'	B														
Santolina chamaecyparissus 'nana' (Lavender Cotton)						1'	3'	Y														
Sedum acre (Goldmoss sedum)						4"	1'	W														
Teucrium chamaedrys 'Prostratum' (Creeping Germander)						8"-10"	5'	L														
Thymus serpyllum (Creeping Thyme)						1'	1'	B														
Verbena goodingii (Mojave Verbena)						1'	4'	M														

Vines

Campsis radicans (Trumpet Vine)						20'	12'	R														
Hardenbergia violacea (Lilac vine)						10"	10'	V														
Verbena peruviana (Verbena)						1'	5'	M														
Vitis girdiana (Desert Grape)						1'	4'	W														

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3. Hardscape Materials

- (a) Materials found on site should be reused in the landscape design to enhance the natural appearance and conserve resources.
- (b) Boulders and stones should be used to stabilize slopes and to provide visual interest. Boulders and stones from local sources are preferred, as they would more closely blend with the natural environment.
- (c) Non-vegetative groundcover such as stone, gravel, cobble and other pervious paving materials that allow air and water transfer should be used for paths, walkways and setbacks. Pervious paving materials may be used in driveways and parking lots when appropriate pollution mitigation measures, such as the installation of grease traps and bio-filters, are incorporated.
- (d) Groundcover color should compliment the building architecture and overall site design.
- (e) Compliance with ADA accessibility is required for all pedestrian areas.
- (f) Light colored materials should be used for paving to reduce heat absorption and limit heat gain in paved areas.
- (g) Recycled content materials, salvaged materials and sustainably harvested forest products should be used.
- (h) Non-vegetative groundcovers shall be installed at 2-inch minimum depth and 2 inches below adjacent paving, and maintained to provide complete ground coverage.

4. Landscape Irrigation and Maintenance

- (a) An approved efficient irrigation system shall be installed at the time of construction for all planted areas as follows:
 - Water-efficient irrigation systems such as low flow and drip equipment shall be used.
 - Rain sensors are required on all irrigation systems.
 - Reclaimed water irrigation systems are encouraged for development project sites that are 10 acres or more in size.
 - Rainwater harvesting and reuse strategies should be used.
 - It is recommended that City-maintained landscape areas and large-scale developments managed by homeowner's associations and development companies utilize centrally controlled, highly efficient irrigation systems.
- (b) Pollutants, chemicals or soil amendments that can harm human and ecological health shall not be used.
- (c) Compost and mulch (recovered from landscape trimmings when available) shall be used as a soil amendment to increase organic matter and retain soil moisture.
- (d) Mulch shall be added to all tree and plant beds.



5. Storm Water Management

- (a) Rainwater runoff from all on-site project surfaces, including parking lots, roofs and sidewalks, shall be treated and retained on-site. In addition, the amount of impervious surfaces shall be minimized to limit the quantity of water runoff for on-site retention. Extensive impervious paving in setbacks and other open space areas is strongly discouraged. Pervious ground cover shall be maximized to absorb rainwater, provide drainage to large trees on the site and reduce runoff.
- (b) Natural drainage systems shall be protected and maintained.
- (c) Grading and plan layout shall be designed to capture and slow water runoff.
- (d) Landscape-based water treatment methods instead of curb and gutter systems should be used. Examples include dry wells, vegetated swales and bio-retention basins.
- (e) All storm water management systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes.

6. Grading Standards and Guidelines

- (a) Grading should be limited to building pads and access roads in order to preserve environmentally sensitive habitat lands, to discourage scarring of hillside areas and to encourage the maximum retention of natural topographic features, such as natural drainage swales, slopes, rock outcroppings, vistas, and natural plant assemblages. Said grading limitation shall be required as a condition of approval for all discretionary approvals within the Hillside Overlay in the Specific Plan area.
- (b) The maximum surface area of undisturbed grade should be preserved.
- (c) Access road design shall respect the natural contours of the land to minimize grading requirements and the percentage of land devoted to streets.
- (d) Grading shall be designed to limit the height of retaining walls and perimeter walls to meet City's requirements.
- (e) Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily maintained and can be used to add visual interest, preserve views and provide visual buffers where necessary.
- (f) Graded slopes and/or building pads should provide a variety of both slope percentages and slope direction in a pattern that is similar to existing or naturally occurring terrain, in contrast to sharp angles and constant direction of the contours.
- (g) Developments comprised of uniformly sized lots on rigidly manufactured slopes shall not be permitted.
- (h) Soils shall be retained on site and the quantity of cut-and-fill balanced when possible.
- (i) During construction, best practices shall be employed to prevent erosion, protect exposed areas and stabilize the soil as quickly as practical.



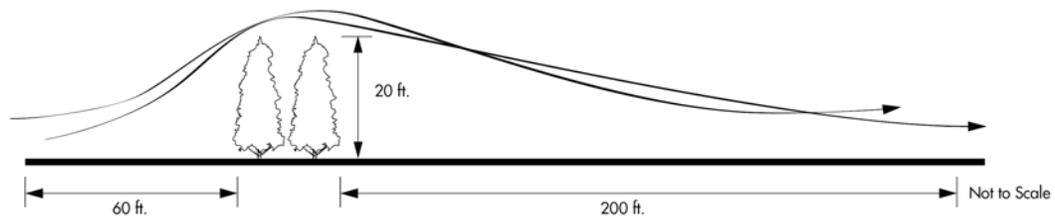
- (j) Disturbed slopes shall be stabilized and softened with planting and naturalistic stone groupings on 80% of the affected area at time of occupancy. Use a combination of small, medium and large-scale trees, shrubs, cacti, groundcovers and /or hydroseed.
- (k) Changes in grade shall not extend into the MSHCP Conservation Area.

7. Screening of Wind Turbines and Utility Transmission Towers and Lines

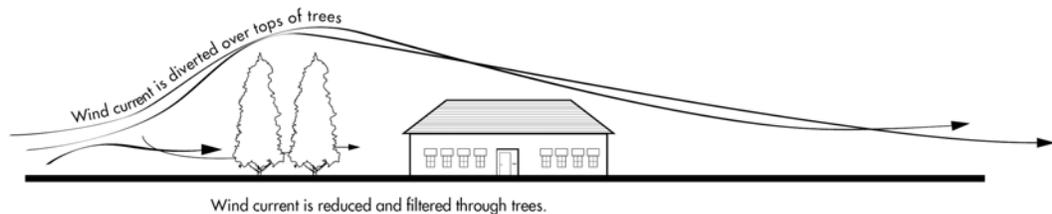
- (a) Walls that fence off the transmission corridor from public access and close-distance visibility should be built per the standards and guidelines in Section B.13 in this chapter.
- (b) To minimize the visual impact of off-site utility structures (transmission towers or wind turbines) on a development site, strategically plant tall trees on the development site to block or reduce their view.

8. Windscreens and Blow Sand Protection

- (a) Creating appropriate windscreens may be necessary to allow for successful development in North City. In general, a windscreen can protect an area ten times greater than the height of the windscreen. For example, if the height of a wall or the mature height of a hedge is four (4) feet, it will protect the area 40 feet out from its base. Windscreens shall be designed to protect only the specific development for which they are intended. The potential impacts of any large-scale interruptions in wind flow and sand transport on the surrounding fragile environment shall be minimized.



A 20 ft. high tree mass affects wind speed for 60 ft. on the windward side of the trees and 200 ft. on the leeward side.



Trees and other planting can be effectively used as wind buffer for public areas.



Chapter 12: Design Standards and Guidelines

- (b) Methods for providing effective protection from prevailing winds include:
 - Walls and fences
 - Shrubs and trees in tight rows and masses. Two rows of trees or shrubs spaced 15 feet apart offer a superior wind screen. The second row reduces wind forces by an additional 75 percent.
 - Earthen berms with stones and planted with indigenous shrubs are suitable for use in sandy soils.
- (c) Walls and fences shall be constructed of durable materials that will not deteriorate in strong wind and blowing sand conditions.
- (d) Ideal plant characteristics for planted wind screens are:
 - Close-knit branching pattern
 - Small leaves
 - Deep and/or tightly knit root systems
 - Flexible branching (non-brittle)
- (e) Deciduous trees should be regularly pruned to prevent high winds from damaging their branches. Removing small branches (“lacing”) throughout the interior of the trees will allow wind gusts to pass through without causing breakage.
- (f) Trees should be planted in narrow spaces created by building placement to break up or reduce wind tunneling between buildings.

9. MSHCP Area Landscape Guidelines

- (a) All properties within the MSHCP Conservation Area are subject to regulations and guidelines set forth by the MSHCP.
- (b) Any disturbance in the MSHCP Area will be mitigated through reserve management activities that will return the natural area to its existing condition, as feasible.
- (c) Plant material for soil stability shall be selected from the MSHCP approved plant material list.
- (d) Planting shall not be irrigated after becoming established.



SECTION V

IMPLEMENTATION



CHAPTER 13

SPECIFIC PLAN ADMINISTRATION



Specific Plan Administration

A. General Provisions

1. Responsibility

The City Planner or designee shall be responsible for administering the provisions of the North City Specific Plan in accordance with the provisions of this Specific Plan, the State of California Government Code, the Cathedral City General Plan, and the Cathedral City Municipal Code (CCMC).

2. Land Uses Not Listed

All uses not specifically listed in this Specific Plan are prohibited. However, the City Planner or designee may determine that a use not listed is comparable to a listed use and, once so determined, it shall be treated in the same manner as the listed use. Such determination may be appealed to the Planning Commission, and a Planning Commission determination may be appealed to the City Council. A determination by the City Council is final. A list of comparable use determinations shall be kept on file in the Planning Department.

3. Development Regulations and Standards Not Listed

Any development regulation or standard not specifically covered in this Specific Plan shall be subject to CCMC Title 9 (Planning and Zoning). In cases where development regulations and standards set forth in this Specific Plan are inconsistent with CCMC Title 9 (Planning and Zoning), the Specific Plan shall prevail.

The provisions of this Specific Plan shall also prevail where there is an inconsistency between this Specific Plan and other City ordinances, rules and regulations. However, the provisions of this Specific Plan will not prevail should there be an inconsistency between the Specific Plan and the City's General Plan. Any development regulation and standard not addressed in this Specific Plan shall be subject to the City's adopted regulations in place at the time of the individual application.



4. Application of City-wide Performance Standards

In mixed use districts or other Specific Plan-only designated districts, the performance standards contained in CCMC Chapter 9.86 (Performance Standards) shall be applied to each particular use as if the use were located in a city-wide district that would allow that use either as a matter of right or subject to a Conditional Use Permit or similar discretionary process.

5. Interpretation

The City Planner or designee shall interpret the phrases “other similar uses,” “uses customarily incidental to,” etc., as used in this Specific Plan. In interpreting and applying the provisions of this Specific Plan, such provisions will be held to be the minimum standards for the promotion of the public health, safety, comfort, convenience and general welfare.

Whenever there is any question regarding the interpretation of the provisions of this Specific Plan or the application of those provisions to any individual case or situation, the City Planner or designee shall interpret the intent of this Specific Plan. Such determination may be appealed to the Planning Commission, and a Planning Commission determination may be appealed to the City Council. A determination by the City Council is final.

6. District Boundary Adjustments

The locations of the zoning districts shown in Figure 7-1, Chapter 7, are approximate. Minor changes in boundary alignment and location are permissible with approval by the City Planner or designee. However, the intended character and overall location of the zoning districts will be maintained. For example, moving a boundary to conform to an exact street alignment instead of a conceptual location would be a logical interpretation of the Plan's intent.

7. Severability

If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Plan.



8. Nonconforming Uses

Any use within the Specific Plan boundary that is nonconforming to the requirements and standards of this Plan shall be subject to CCMC Chapter 9.66 (Nonconforming Uses, Lots, Structures and Other Improvements).

9. Approval Process

All development projects and new uses shall be subject to the review and appeal procedures, findings and provisions of the CCMC, such as Conditional Use Permits, Variances, Precise Plans, Design Review, etc.

B. Application of the CEQA Process (Program EIR)

The Environmental Impact Report (EIR) prepared for the North City Specific Plan (NCSP) per City Project No. SPL 07-001 provides the required level of review per California Environmental Quality Act (CEQA) Section 15168. This is a program-level EIR for the entire Specific Plan area. Hence, individual development projects will be subject to additional environmental review based on the specifics of the development proposal.

I. Development Analyzed in the Environmental Impact Report

The EIR analyzed development scenarios for the horizon year 2030 to evaluate the potential environmental impacts of the NCSP. The horizon year development capacity represents an estimate as to the overall development capacity of the Specific Plan area within the foreseeable future (20-25 years) based on market analysis and environmental constraints. Development scenarios analyzed in the EIR range from “No Project” (retain existing zoning and allow development to happen pursuant to that zoning) to aggressive development scenarios including residential, retail, office, business park and industrial uses. Table 13-1 identifies two potential development scenarios, both of which are consistent with this Specific Plan and the environmental analysis contained in the Final Program EIR for the project.



Table 13-1: 2030 Potential Development Scenarios

	GROSS LAND AREA (ACRES)	SCENARIO A				SCENARIO B			
		RESIDENTIAL CAPACITY (DWELLING UNITS)	NON-RESIDENTIAL CAPACITY (SQUARE FEET)	HOTEL (NUMBER OF ROOMS)	RV RESORT (NUMBER OF SPACES)	RESIDENTIAL CAPACITY (DWELLING UNITS)	NON-RESIDENTIAL CAPACITY (SQUARE FEET)	HOTEL (NUMBER OF ROOMS)	RV RESORT (NUMBER OF SPACES)
Western Area (west of MSHCP)									
Mixed Use-Urban	235	2,041	2,999,106			2,040	2,999,106		
Mixed Use-Neighborhood	171	1,964	377,665			1,964	377,665		
Area Sub-total	406	4,005	3,376,771	0	0	4,004	3,376,771	0	0
Central Area (MSHCP to Date Palm)									
Mixed Use-Urban	179	1,244	1,390,751	0	527	347	811,020	200	800
Business Park	258	n/a	2,860,481			n/a	1,530,676		
Light Industrial	15	n/a	162,840			n/a	162,840		
Residential Estate	136	46	n/a			46	n/a		
Open Space	21	n/a	n/a			n/a	n/a		
Area Sub-total	609	1,290	4,414,072	0	527	393	2,504,536	200	800
Eastern Area (Date Palm Drive to DaVall)									
Mixed Use-Urban	275	1,307	1,474,904	250	553	500	3,586,730	853	620
Mixed Use-Neighborhood	213	3,017	none			1,859	none		
Business Park	18	n/a	205,272			n/a	342,120		
Open Space	6	n/a	n/a			n/a	n/a		
Area Sub-total	512	4,324	1,680,176	250	553	2,359	3,928,850	853	620
Edom Hill Area									
Edom Hill - Light Industrial	289	n/a	2,093,498			n/a	544,903		
Area Sub-total	289	0	2,093,498	0	0	0	544,903	0	0
MSHCP Area									
Mixed Use-Urban	45	none	831,848			none	431,244		
Edom Hill - Light Industrial	10	n/a	none			n/a	none		
Residential Estate	327	none	none			none	none		
Open Space - Residential	389	none	none			none	none		
Open Space	2,077	n/a	n/a			n/a	n/a		
Area Sub-total	2,848	0	831,848	0	0	0	431,244	0	0
Totals	4,664	9,619	12,396,365	250	1,080	6,756	10,786,304	1,053	1,420

Note: This land use summary represents the assumptions used to evaluate the potential environmental impacts of the North City Specific Plan. The assumptions do not limit the ultimate amount of square footage that could be developed under the Specific Plan. The maximum density, intensity, and the total amount of development are dictated by the development standards provided in this Specific Plan.



2. Environmental Review Process for Projects within the North City Specific Plan

Pursuant to the provisions of CEQA, all discretionary actions must be reviewed for their potential effects on the environment. Thus, future actions within the Specific Plan area will require subsequent environmental review. Pursuant to the provisions of Section 15162 of CEQA Guidelines, subsequent discretionary permits within the Specific Plan area (e.g., tentative maps, site development plans) will be reviewed to determine whether:

- (a) The proposed project represents a substantial change from the Specific Plan that was analyzed in the Final EIR. Generally, Specific Plan amendments would be considered to be a substantial change.
- (b) Substantial changes have occurred with respect to the circumstances under which the proposed permit is being undertaken as compared to the circumstances assumed in the Final EIR. Such substantial changes could include (but are not necessarily limited to) substantial changes in land use or circulation patterns surrounding the Specific Plan area.
- (c) New information of substantial importance, which was not known and could not have been known at the time the Final EIR was certified, shows that, as the result of the proposed project, either new significant impacts would occur, significant impacts identified in the Final EIR will be substantially more severe, or mitigation measures proposed in the Final EIR are infeasible or not included in the proposed project.

In reviewing subsequent development proposals within the Specific Plan area to determine whether any of the above findings can be made, the impacts of subsequent development proposals will be compared to the level of impacts addressed in the Final EIR. To accomplish this, the City may require technical reports for traffic, noise, air quality, biological resources, and/or cultural resources to be prepared. Generally, small projects will not require such reports, while larger projects within areas designed for mixed use or industrial development may require one or more technical reports.

Pursuant to Sections 15162 and 15163 of CEQA Guidelines, a subsequent or supplemental EIR would be required if any of the above findings are made regarding a proposed development permit. If none of these above findings can be made, Section 15162(a) of CEQA Guidelines requires the City to prepare (1) a subsequent negative declaration, (2) an addendum, or (3) no further documentation.

Section 15164 of CEQA Guidelines states that an addendum to a previously-certified EIR shall be prepared if some changes or additions are necessary to a project, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. An addendum, unlike a subsequent EIR and supplement to an EIR, need not be circulated for public



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review and can be included in or attached to the final EIR. A brief explanation of the decision not to prepare a subsequent EIR should be included in an addendum to an EIR.

It is anticipated that site-specific mitigation measures will be implemented as the result of future technical studies, permitting subsequent development projects to proceed utilizing addendums or subsequent negative declarations as the appropriate form of CEQA documentation. It is not anticipated (but could nevertheless occur) that preparation of a supplemental or subsequent EIR would be needed unless the level of overall development within the Specific Plan area exceeds the overall level of development addressed in the Final EIR. As previously noted, the actual determination as to the appropriate form of environmental documentation must be made on a project-by-project basis pursuant to the provisions of CEQA Guidelines Sections 15162, 15163, and 15164.

3. Mitigation Monitoring and Reporting Program

Following is Table 13-2, Mitigation Monitoring and Reporting Program Checklist, which is also contained in the Final EIR for the North City Specific Plan. Pursuant to Section 21081.6 of the Public Resources Code and the California Environmental Quality Act (CEQA) Guidelines Section 15097, public agencies are required to adopt a monitoring or reporting program to assure that the mitigation measures and revisions identified in the Final Environmental Impact Report (FEIR) are implemented. As stated in Section 21081.6 of the Public Resources Code:

“...the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.”



Table 13-2: Mitigation Monitoring and Reporting Program Checklist

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
AIR QUALITY								
AQ-1	As development of the NCSP moves forward, for each new project, a project-specific mitigation verification report shall be prepared to ensure that each new project incorporates the vehicle trip reduction measures identified in mitigation measure AQ-2. For projects on parcels greater than 20 acres within the mixed-use, business park, or industrial zones, the report shall also include a site-specific air quality analysis to determine if the project would generate emissions in excess of adopted SCAQMD thresholds. If exceedance of adopted thresholds is anticipated, the project-specific air analysis shall prescribe mitigation measures to reduce the impact to below a level of significance.	Project applicant to submit mitigation verification report to City Planner.	Report review.	City Planner	Prior to approval of Subdivision Application and/or discretionary action	City Planner	_____	Cathedral City Planning Department
AQ-2	A reduction of vehicle trips represents the most effective way to reduce operation-related emissions resulting from project trip generation. However, the NCSP area will be developed with residential, commercial, industrial, and mixed uses, and such uses require vehicle trips to get residents, employees and patrons to and from the area. Goals and policies that will work toward reducing vehicle emissions include: <ul style="list-style-type: none"> • Facilitate bicycle use and circulation • Promote a safe and attractive pedestrian environment through 	Project applicant shall include specified measures to meet stated goals and policies in project site plans.	Site plan review	City Planner	Prior to approval of Tentative Map(s)	City Planner	_____	Cathedral City Planning Department



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
AQ-3	<p>the provision of sidewalks, trails, paseos, and pedestrian amenities.</p> <ul style="list-style-type: none"> Improve and expand public transit services Provision of bus passes by employers in the NCSP area Preferential parking for vehicle pooling <p>As phases are initiated and individual projects are approved, construction within the NCSP area shall utilize Tier 2 (or better) equipment which meets the Blue Sky Series Engine designation¹.</p>	Contractor to implement construction measures as detailed	Construction plan check/ Site inspections during construction	Engineering Manager	During construction	Engineering Manager		Cathedral City Engineering Department
BIOLOGICAL RESOURCES								
BIO-1	<p>As development moves forward within the NCSP area, a jurisdictional wetland delineation shall be required to determine the extent of impacts to jurisdictional areas. Impacts to jurisdictional areas would require permits from the wetland resource agencies, which may include USACE, CDFG, and/or the Regional Water Quality Control Board (RWQCB). Additionally, if impacts to jurisdictional areas are identified, these impacts shall be mitigated at ratios established by the applicable wetland resource agency (e.g., USACE, CDFG and/or RWQCB) at the time a permit is issued.</p>	Project applicant to submit jurisdictional wetland delineation to City Planner. If jurisdictional areas are identified, applicant to implement mitigation in accordance with resource agency ratios.	Jurisdictional wetland delineation, and if applicable, mitigation plan for jurisdictional watercourses to be reviewed by the City Planner and applicable wetland resource agency.	City Planner/ CDFG/ USACE/ RWQCB	Jurisdictional delineation submitted prior to approval of Tentative Map(s)/ Mitigation plan submitted prior to Issuance of Grading Permit(s).	City Planner/ CDFG/ USACE/ RWQCB		Cathedral City Planning Department

¹ Blue Sky Series Engines are engines with lower emission levels (usually at least 40 percent cleaner) than mandatory United State Environmental Protection Agency (USEPA) standards (USEPA 2002).



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
CULTURAL RESOURCES								
CR-1	<p>If development is proposed in the western portion of the NCSP area over the identified building debris of unknown age, a field inventory survey and site assessment shall be conducted to determine the historical significance of the building debris. If the debris is considered historical, the following activities shall occur:</p> <ul style="list-style-type: none"> The resource shall be documented on Department of Parks and Recreation (DPR) 523 forms. These forms and the cultural resources report shall be distributed to local museums, libraries, city offices, historical societies, and any other research institution. The resource shall be formally evaluated for the California Register of Historical Resources. If the resource is deemed eligible, additional research and documentation shall be conducted to exhaust the research potential of the site. If a resource is deemed eligible for listing with the California Register of Historical Resources, it shall be avoided. The resource shall be formally evaluated for the California Register of Historical Resources. If the resource is deemed eligible, additional research and 	<p>Building debris to be surveyed and assessment for historical significance. If applicable, DPR 523 forms shall be submitted and distributed as detailed</p>	<p>Survey results to be reviewed by City Planner</p>	<p>City Planner</p>	<p>Prior to approval of Subdivision Application and/or discretionary action</p>	<p>City Planner</p>		<p>Cathedral City Planning Department</p>



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Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
CR-2	<p>documentation shall be conducted to exhaust the research potential of the site. If a resource is deemed eligible for listing with the California Register of Historical Resources, it shall be avoided.</p> <p>Prior to approval of a development permit or grading permit, the project proponent shall submit a Cultural Resources Report identifying archaeological resources on the project site. If the potential for unknown cultural resources exists, all ground disturbing activities shall be monitored by a qualified archaeologist and Tribal monitor (if applicable). If cultural resources are discovered, the following activities shall occur:</p> <ul style="list-style-type: none"> The archaeologist shall have the authority to halt all activities within a 50-foot radius while he/she investigates the discovered resources. The archaeologist shall also have the authority to make an informed, final decision to either resume construction or require more extensive investigation. If required, testing/evaluation and data recovery will be conducted. Any materials collected will require curation at a qualified institution. At the end of the monitoring period, the archaeological monitor shall submit a letter report to the City Planner detailing the duration and results of the monitoring. A 	<p>If recommended by the cultural resources report(s), an applicant retained qualified archaeologist to monitor all ground disturbing activities</p>	<p>Cultural resources report to be reviewed by City Planner. If applicable, cultural resource monitoring report including daily log of all monitoring activities and recommendations to be reviewed by City Planner</p>	<p>City Planner/ Applicant retained archaeologist</p>	<p>Cultural resources report submitted prior to issuance of Grading Permit/ Monitoring to occur during project grading/ Summary report submitted prior to issuance of Certificate(s) of Occupancy</p>	<p>City Planner</p>	<p>_____</p>	<p>Cathedral City Planning Department</p>



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
CR-3	<p>report of findings shall be prepared by the archaeologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy.</p> <p>As each new phase or individual project is proposed under the NCSF, prior to issuance of a grading permit, the project applicant shall submit a Paleontological Resources report identifying paleontological resources on the project site. If the Paleontological Resources Report identifies the potential for unknown paleontological resources to exist, a qualified paleontologist shall monitor all grading that includes initial cutting. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays, and to remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. If any paleontological resources are identified during these activities, the following activities shall occur:</p> <ul style="list-style-type: none"> • All recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. • Specimens shall be identified and curated into an established, accredited, professional museum repository with permanent retrievable storage. 	<p>Project applicant to submit paleontological resources report to the City Planner for review; If recommended by the report, applicant retained qualified paleontologist shall monitor all ground disturbing activities</p>	<p>Paleontological resources report to be reviewed by City Planner. If paleontological resources are identified, paleontological monitoring report including daily log of all monitoring activities and recommendations to be reviewed by City Planner</p>	<p>City Planner/ Applicant retained paleontologist</p>	<p>Paleontological resources report submitted prior to issuance of a Grading Permit/ Monitoring to occur during project grading/ Summary report to be submitted prior to issuance of Certificate(s) of Occupancy</p>	<p>City Planner</p>		<p>Cathedral City Planning Department</p>



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
CR-4	<ul style="list-style-type: none"> The paleontologist shall have a written repository agreement in hand prior to the initiation of mitigation activities. <p>At the end of the monitoring period, the paleontological monitor shall submit a letter report to the Director of Planning detailing the duration and results of the monitoring. A report of findings shall be prepared by the paleontologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy.</p>	<p>Applicant-retained qualified Archaeologist to stop construction if human remains are encountered and contact County Coroner.</p>	<p>Notification of discovery to CCPD, Riverside Coroner, and NAHC.</p>	<p>City Planner</p>	<p>During project grading</p>	<p>Police Department</p>	<p>_____</p>	<p>Cathedral City Planning Department</p>



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.							
HYDROLOGY AND WATER QUALITY								
HWQ-1	As each new phase or individual project is proposed under the NCSF, prior to issuance of a grading permit, the project applicant shall submit evidence to the satisfaction of the City Engineer, demonstrating that post-development off-site flows would not exceed their pre-existing, natural levels and surface runoff would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Project applicant to submit final engineering plans demonstrating compliance with performance criteria to City Engineer.	Review of final engineering plans	City Engineer	Prior to issuance of Grading Permit(s).	City Engineer		Cathedral City Engineering Department
HWQ-2	As each new phase or individual project is proposed under the NCSF, the new phase or project shall integrate water conservation strategies as provided by the CVWD. This includes, but is not limited to, installation of ultra-low flush toilets, use of drought-tolerant plants in landscaping plans, use of smart controllers in landscape irrigation, use of recycled water for non-potable uses, use of high-efficiency washing machines, and participation in any water waste prohibition programs, as available.	Project applicant to design building plan and landscape plan in accordance with water conservation measures as detailed.	Building plans and landscape plans demonstrating adherence to water conservation measures to be reviewed by Planning Director and Chief Building Official	Planning Director and Chief Building Official	Review of building and landscape plans prior to approval of any project and/or issuance of Building Permit(s), as appropriate.	Planning Director and Chief Building Official		Cathedral City Planning Department



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Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
NOISE								
Noise-1	As each new phase or individual project is proposed under the NCSP, the project applicant shall demonstrate to the satisfaction of the Chief Building Officer that design plans for all structures ensure that interior noise levels do not exceed 45 dBA, in accordance with the California Noise Insulation Standards. This shall apply to all noise sensitive residential land uses as well as non-residential noise generating uses.	Project applicant to design site plan and building plans such that interior noise levels do not exceed 45 dBA measured inside the dwelling unit.	Site and/or floor plan(s) to be reviewed by the Chief Building Official	City Planner/Chief Building Official	Review of Subdivision maps and/or Development project	City Planner/Chief Building Official	_____	Cathedral City Planning Department
PUBLIC SERVICES								
PS-1	Each applicant shall consult with the Cathedral City Police Department (CCPD) to ensure that adequate police protection resources are available to serve the area. Individual projects shall mitigate impacts to achieve a performance standard of at least 1.5 police officers per 1,000 residents. When construction of a new police station is required, environmental review for the new police station shall occur at that time.	Project applicant to submit letter from CCPD verifying sufficient levels of protection resources are available to serve the project. If applicable, applicant to pay mitigation fee. If new police station is warranted, supplemental environmental review is required.	City Planner to review payment status of each project	City Planner/CCPD	Prior to approval of Development project and/or Building Plan(s)	Planning Department	_____	Cathedral City Planning Department
PS-2	As specific projects are proposed for development within the NCSP area, the respective project proponent(s) shall consult with the Cathedral City Fire Department (CCFD) to ensure that adequate fire protection resources are available to serve the area. Individual projects shall mitigate impacts to achieve a performance standard	Project applicant to submit letter from CCFD verifying sufficient levels of protection resources are available to serve the project. If applicable, applicant to	City Planner to review payment status of each project	City Planner/CCFD	Prior to approval of Development project and/or Building Plan(s)	Planning Department	_____	Cathedral City Planning Department



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	of at least 1.0 firefighter per 1,000 residents. When construction of a new fire station is required, environmental review for the new police station shall occur at that time.	pay mitigation fee. If new fire station is warranted, supplemental environmental review is required.						
TRANSPORTATION AND TRAFFIC								
TT-1	<p>The NCSP shall pay fair-share of the cost of the following improvements:</p> <ul style="list-style-type: none"> • Palm Dr/Varner Rd – Install a traffic signal. Add an exclusive westbound left turn lane and an exclusive eastbound left turn lane. • Palm Dr/Paul Rd-Valley Center Blvd – Add a dedicated northbound right turn lane. Add a second southbound left turn lane. Restripe westbound shared through-right turn lane as a dedicated right turn lane. Since Valley Center Boulevard will be designed as four lane roadway as part of the project, the configuration of the westbound approach lanes can be part of the intersection design. • Gene Autry Tr/Vista Chino – Add an eastbound through lane and a westbound through lane. Add a second exclusive westbound left turn lane. Modify signal phasing to provide northbound right turn overlap phasing. 	<p>Applicant to pay their portion of the fair share funding for off-site traffic improvement as determined by the City Engineer.</p>	Review payment status.	City Engineer	Prior to approval of Tentative Map(s)	City Engineer		Cathedral City Engineering Department



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<ul style="list-style-type: none"> <li data-bbox="381 1352 641 1738">• Mountain View Rd/Varner Rd – Install a traffic signal. Add two southbound left turn lanes and restripe southbound shared left/right turn lane as a dedicated right turn lane. Add two dedicated westbound right turn lanes and restripe westbound shared through/right turn lane as a through lane. <li data-bbox="649 1352 722 1738">• Landau Blvd/Verona Rd – Install a traffic signal. Add a southbound through lane. <li data-bbox="730 1352 941 1738">• Landau Blvd/Vista Chino – Add a second exclusive northbound left turn lane. Restripe the southbound dedicated right turn lane as a shared through/right turn lane. Modify signal phasing to provide eastbound right turn overlap phasing. <li data-bbox="950 1352 1079 1738">• Landau Blvd/Ramon Rd – Add a second exclusive eastbound left turn lane. Add a second dedicated southbound right turn lane. Add a third westbound through lane. <li data-bbox="1088 1352 1209 1738">• Edom Hill Rd/Varner Rd – Add an eastbound through lane and a westbound through lane. This intersection will be signalized as part of the project. <li data-bbox="1218 1352 1291 1738">• Date Palm Dr/Varner Rd – Install a traffic signal. Add two exclusive northbound left turn lanes and 							



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<p>restripe northbound shared left/right turn lane as a dedicated right turn lane. Add a dedicated eastbound right turn lane and an eastbound through lane. Add an exclusive westbound left turn lane.</p> <ul style="list-style-type: none"> • Date Palm Dr/Vista Chino – Add a second exclusive northbound left turn lane. Restripe southbound shared through-right lane as a dedicated right turn lane and add a second dedicated southbound right turn lane with overlap phasing. Add an additional eastbound and westbound through lane. • Date Palm Dr/30th Ave – Add dedicated eastbound and westbound right turn lanes. Restripe the shared through-right lanes as through lanes in both eastbound and westbound direction. • Date Palm Dr/Ramon Rd – Add a second exclusive southbound left turn lane. Add an eastbound through lane. • Date Palm Dr/Dinah Shore Dr – Add an eastbound through lane and a westbound through lane. • Da Vall Dr/Varner Rd – This is a future intersection with Varner Road having the existing configuration of one lane in each 							



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<p>direction. This intersection should be designed to have two through lanes in each direction with an exclusive westbound left turn lane. The northbound approach should have one exclusive left turn lane, a shared left-right lane and a dedicated right turn lane.</p> <ul style="list-style-type: none"> <li data-bbox="370 814 1287 1108">• Da Vall Dr/Valley Center Blvd – This is a future intersection with Valley Center Boulevard and Da Vall Drive as four-lane roadways. This intersection should be designed to accommodate dual northbound left turn lanes and a dedicated eastbound right turn lane. <li data-bbox="370 1108 1287 1402">• Da Vall Dr/I-10 Westbound Ramps – This is a future ramp intersection with the assumption that Da Vall Drive will be a four lane roadway with shared approach lanes from the ramp. This intersection should be designed to accommodate dual northbound left turn lanes, dual westbound left turn lanes, a dedicated westbound right turn lane and a dedicated southbound right turn lane. <li data-bbox="370 1402 1287 1696">• Da Vall Dr/I-10 Eastbound Ramps – This is a future ramp intersection with the assumption that Da Vall Drive will be a four 							



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<p>lane roadway with shared approach lanes from the ramp. This intersection should be designed to accommodate dual northbound right turn lanes, a southbound exclusive left turn lane with a dedicated eastbound right turn lane.</p> <ul style="list-style-type: none"> • Da Vall Dr/30th Ave – Install a traffic signal. Add a northbound through lane and a southbound through lane. Add an exclusive northbound left turn lane and restripe northbound shared through/left turn lane as a through lane. • Da Vall Dr/Ramon Rd – Add additional through lanes in each direction. Add dedicated westbound and eastbound right turn lanes. Add an additional southbound left turn lane and a dedicated southbound right turn lane. • Da Vall Dr/Dinah Shore Dr – Add a second exclusive northbound left turn lane. Add a dedicated southbound right turn lane and restripe southbound shared through-right lane as a through lane. Add an additional eastbound and westbound through lane. 							



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Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
UTILITIES AND SERVICE SYSTEMS								
UTIL-1	Each project applicant shall prepare a Water Supply Assessment to demonstrate that adequate water supply is available for the 20-year build-out capacity per SB 221 and SB 610. Additionally the water supply assessment shall be reviewed and updated every five years to demonstrate adequate water supply. If a reliable water source would not be available as established by SB 221 and SB 610, then the next phase or individual project shall not move forward until a reliable water supply is identified.	Applicant to obtain a Water Supply Assessment from Coachella Valley Water District; in compliance with SB 221 and SB 610. Applicant to update water supply assessment every five years to verify subsequent projects meet water demand projections.	Review of Water Supply Assessment (s)	City Engineer/ Coachella Valley Water District	Water supply assessment to be prepared prior to approval of each subdivision application and/or development application. Subsequent water supply assessments to be reviewed every five years.	City Engineer/ Coachella Valley Water District	_____	Cathedral City Engineering Department
UTIL-2	Prior to approval of each Subdivision Application and/or Development Application, the project applicant shall prepare a water master plan including detailed plans for the location and size of water infrastructure required to serve the 20-year build-out of the NCSP. Construction and installation of said water infrastructure shall occur as each new phase or individual project is implemented under the NCSP. Additionally, prior to issuance of building permits for each new phase or individual project, the phase or project shall demonstrate to the satisfaction of the City Engineer that the project can be feasibly connected to water infrastructure proposed in the water master plan without additional significant environmental impacts, as defined by stipulations of CEQA.	Applicant to submit water master plan; Water infrastructure to be included on subsequent site plans.	Review of water master plan	City Engineer and Coachella Valley Water District	Water master plan submitted prior to approval of subdivision application and/or development application. Construction and installation of water infrastructure to occur during construction.	City Engineer and Coachella Valley Water District	_____	Engineering Department



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
UTIL-3	The respective project applicants for individual projects proposed under the NCSPP shall demonstrate to the satisfaction of the City Engineer that storm water drainage facilities serving the NCSPP area are adequately located and sized to handle the anticipated storm water runoff from the NCSPP area. Additionally, as each new phase or individual project is proposed under the NCSPP, the phase or project shall demonstrate that construction of new storm water drainage facilities would not result in a significant environmental impact, particularly in relation to biological and cultural resources, as defined by stipulations of CEQA. If construction of storm water drainage facilities would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.	Applicant shall submit final engineering plans demonstrating storm water drainage facilities are appropriate in location and size for each project or phase under the NCSPP and would not result in additional environmental impacts that previously analyzed. If applicable, additional CEQA review to be required.	Review of storm water drainage plans by City Engineer	City Engineer, Riverside County Flood Control District, and Coachella Valley Water District	Prior to approval of approval of subdivision application and/or development application.	City Engineer, Riverside County Flood Control District, and Coachella Valley Water District		Cathedral City Engineering Department
UTIL-4	Prior to issuance of building permits, each project applicant shall prepare a sewer master plan in consultation with the City Engineer and CVWD to design an adequately sized sewer system for wastewater disposal within the NCSPP area. The respective project applicants for all individual projects proposed under the NCSPP shall pay fair-share towards the construction of the new wastewater infrastructure proposed in the sewer master plan. Additionally, as each new phase or individual project is proposed under the NCSPP, prior to issuance of building permits,	Applicant to submit a sewer master plan demonstrating an adequately sized sewer system. Future applicants to pay fair-share towards construction of a new facility. Additionally, future projects shall verify that new development can feasibly connect to wastewater	Review of sewer master plan by City Engineer.	City Engineer and Coachella Valley Water District	Prior to issuance of Building Permit (s)	City Engineer and Coachella Valley Water District		Cathedral City Engineering Department



Chapter 13: Specific Plan Administration

Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	the project applicant shall demonstrate to the satisfaction of the City Engineer that the project can be feasibly connected to wastewater infrastructure proposed in the sewer master plan without additional significant environmental impacts, as defined by stipulations of CEQA.	infrastructure without additional significant environmental impacts.						
UTIL-5	As each new phase or development is proposed under the NCSP, prior to approval of a Subdivision Application and/or Development Application, the project applicant for each phase or development shall demonstrate that adequate landfill capacity is available to serve the new development, as established by regulations of the CIWMB.	Applicant to submit a solid waste will serve letter demonstrating adequate capacity for each new phase of development to City Planner	Review of solid waste will serve letter	City Planner, Environmental Conservation Manager, and solid waste hauler	Prior to the issuance of Building Permits	City Planner, Environmental Conservation Manager, and solid waste hauler	_____	Cathedral City Planning Department
UTIL-6	Prior to issuance of building permits, the respective project applicants for individual projects proposed under the NCSP shall demonstrate that the anticipated electrical demand for the 20-year build-out of the NCSP can be met by the electric purveyor over the course of build-out of the NCSP. Additionally, as each new phase or individual project is proposed under the NCSP, the project applicant for each phase or project shall demonstrate that connection of distribution lines would not result in a significant environmental impact as defined by CEQA. If connection of distribution lines would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.	Applicant to submit will serve letter from electric provider demonstrating the anticipated electrical demand can be met and that construction of new distribution lines would not result in a significant impact. If applicable, subsequent CEQA review to be required.	Review of will serve letter from electric purveyor and plans for distribution line connections	City Engineer and electric provider	Prior to the issuance of Building Permits	City Engineer and electric provider	_____	Engineering Department



Table 13-2: Mitigation Monitoring and Reporting Program Checklist (Cont'd.)

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
UTIL-7	Prior to issuance of building permits, individual projects proposed under the NCSP shall demonstrate that the anticipated natural gas demand for build-out can be met by the gas purveyor over the course of build-out of the NCSP. Additionally, as each new phase or individual project is proposed under the NCSP, the phase or project shall demonstrate that connection of distribution lines or improvements to existing gas transmission lines would not result in a significant environmental impact as defined by CEQA. If connection of distribution lines or improvements to existing transmission lines would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.	Applicant to submit will serve letter from the natural gas provider demonstrating the anticipated natural gas demand can be met and that construction of new distribution lines would not result in a significant impact. If applicable, subsequent CEQA review to be required.	Review of will serve letter and plans for distribution line connections	City Engineer and the natural gas provider	Prior to the issuance of Building Permits	City Engineer and Southern California Gas Company		Engineering Department



CHAPTER 14

**FISCAL IMPACT ASSESSMENT AND
IMPLEMENTATION STRATEGIES**



Fiscal Impact Assessment and Implementation Strategies

A. Introduction

This chapter assesses the potential fiscal impact of the Specific Plan and presents preliminary infrastructure financing and implementation strategies to achieve the vision for high quality development in the North City Specific Plan area. Installation of the required backbone infrastructure to support private development in the Specific Plan area will require partnerships among the City, property owners and developers.

This chapter includes the following:

- A summary of the fiscal impact assessment that evaluates the annual revenue and expense impacts of the Specific Plan to the City.
- A summary of the infrastructure financing strategy, which includes backbone infrastructure costs and potential infrastructure financing mechanisms available to the City and its Redevelopment Agency.
- The recommended steps for achieving desired public and private improvements in the Specific Plan area.

B. Market Demand Overview

I. Assessment of Development Potential

The Coachella Valley has experienced a period of unprecedented growth, as evidenced by rates of land absorption, population growth, new housing production, and visitor volumes, as well as investment in new hotels, employment uses, and retail centers. Despite the 2008 national downturn in the housing market, long-term projections call for strong increases in permanent population, seasonal population, and employment. As other areas of the Inland Empire build out, more commuter population and jobs are expected to locate in the Valley.

The Specific Plan area is strategically located to accommodate new population and employment growth. The Specific Plan area enjoys excellent freeway access and visibility, and an increasingly central location as residential and commercial development expands across the Valley.



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However, key challenges must be overcome to achieve new, high-quality development within the Specific Plan area, including:

- The historical characterization of Cathedral City as having lower household incomes, limited employment uses, and few retail and entertainment opportunities.
- The perception that the Specific Plan area is remote from existing residential, shopping, employment, and amenities within the Valley.
- That land ownership within the Specific Plan area is fragmented, with multiple public and private owners.
- Natural factors including high sustained winds and associated blowsand.
- Lack of infrastructure.
- The presence of power lines, easements, and windmills, as well as truck traffic associated with the Edom Hill transfer station.

To compete successfully with other locations in the Valley, the Specific Plan area will need to distinguish itself in terms of design quality, public amenities, and mix and type of uses. A successful mixed-use environment will require urban amenities such as plazas, walkways, landscaping, and water features.

The Keyser Marston Associates, Inc. (KMA) report “*Overview of Market Conditions and Identification of Development Potential*,” September 21, 2007, listed in Appendix B and provided under separate cover, provides additional detail regarding market conditions and development potential.

2. Commercial Retail Potential

According to CB Richard Ellis, the Coachella Valley currently contains 11.1 million square feet (SF) of retail/restaurant space, with an additional 3.2 million SF in the pipeline. Since 2003, retail/restaurant space absorption has averaged 190,000 SF per year. CB Richard Ellis reported an overall vacancy factor in 2007 of just 6%.

Near-term demand for new commercial retail uses in the Specific Plan area is judged to be weak, with long-term demand deemed moderate to strong, as follows:

- In the long-term, the Specific Plan area is well located to establish a new regional retail node within the Valley, including big box and medium box retail.
- New community retail uses such as grocery, drug stores, shops, and services will be required to support new housing and employment uses in the Specific Plan area.



3. Residential and Mixed Use Potential

Long-term projections for the Valley indicate strong increases in permanent and seasonal population, driven both by commuters and retirees. However, as of 2008, there were 40 projects with over 13,000 housing units in the pipeline in the five cities of the western Coachella Valley. This total includes 1,600 units planned or under construction in Cathedral City and 4,000 units in Desert Hot Springs. This inventory represents a significant absorption requirement before demand for housing in the Specific Plan area will mature.

Long-term demand for housing in the Specific Plan area is judged moderate to strong, depending on product type:

- Entry- and mid-level ownership housing is expected to be in strong demand in the long-term.
- Mid- to upper-priced retirement housing, potentially including recreational and health care amenities, is forecasted to be in moderate demand. Possible health care amenities include medical office space, assisted living complexes, and skilled or rehabilitative care facilities.

There are examples throughout Southern California of housing and retail development being planned and built in an integrated fashion. Victoria Gardens in Rancho Cucamonga and The Americana at Brand in Glendale represent two such developments that have been highly successful and attract patronage from a large trade area.

4. Employment Uses Potential

Long-term demand for employment uses in the Specific Plan area – including industrial, research and development (R&D), and business park uses -- is deemed moderate to strong. Proximity to I-10, the Union Pacific Railroad and Palm Springs Airport are key advantages for both manufacturing facilities and warehouse and distribution uses. In 2007, typical industrial tenants in the Valley were small-suite users requiring “flex” space in a business park setting. In the near-term, industrial space in the Specific Plan area should emphasize flexible space in small and combinable suites in a business park format. As the Valley’s economic base becomes more established, increased demand can be anticipated for big box industrial spaces.

5. Hotel Potential

The number of hotel rooms in the Coachella Valley increased relatively slowly during 1995-2005, just 1,444 new rooms, or an average of 144 rooms per year. Hotel occupancy in the Coachella Valley averaged 65.3% in 2007, a marked increase from 2001, but still below industry targets for a stabilized hotel market. Valleywide, hotel room revenues increased 10.7% annually



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from 1995 to 2005, but just 1.4% annually from 2000 to 2005. As of the 2005-2006 Wheeler's Report, there were over 5,000 hotel rooms in the pipeline throughout the Valley (many of which may since have been delayed or cancelled).

Within the Specific Plan area, strong demand can be anticipated for limited-service hotels catering to through travelers, truckers, and budget-oriented vacationers. A full-service business hotel might be feasible in the long-term, with viability depending on build-out of large-scale employment uses in the vicinity.

Moderate demand might be anticipated for a destination resort hotel in the Specific Plan area in the long-term. Successful development of a resort hotel would require extensive amenities. A destination resort would likely contain a minimum of 300-500 rooms and amenities such as golf, tennis, and spa (which typically require extensive acreage). Additional amenities, such as entertainment uses, shopping and restaurants, and eco-tourist attractions, are also deemed necessary for a resort hotel to be successful in North City.

6. Visitor, Recreational, and Entertainment Potential

The Specific Plan area's dramatic setting, large acreage of developable land, and central location within the Coachella Valley present an unparalleled opportunity within Southern California for a major visitor-oriented recreation or entertainment use. Potential examples include indoor recreational and amusement venues, themed retail stores, athletic facilities, and/or other amenities. Any major attraction or catalyst development built in the Specific Plan area should be integrated with a "town center" in order for retail, restaurant, hotel, and cultural uses to capture spin-off benefits. Stakeholder participation in the Specific Plan process has reinforced the importance of the natural environment as a key theme for a destination or attraction use within the Specific Plan area. This includes taking advantage of the open space and views, using water features to create a bold statement and create oasis-like settings in new development, and using sustainable development principles and green building approaches.

Attempting to determine the viability of visionary uses for any location, including the Specific Plan area, based on current market circumstances is inherently limiting. There are numerous case studies of bold visions for new and unique visitor destinations -- typically supported by public/private partnerships -- that resulted in profound impacts on surrounding communities. A few key examples include: the 1950s development of Disneyland on former citrus farms in Anaheim, CA; the 1960s development of San Antonio's River Walk (TX); the opening of the Harborplace specialty retail center on Baltimore's Inner Harbor in 1980; and, the development of the Mall of America in Minneapolis in the 1990s.



C. Fiscal Impact Assessment

KMA undertook a detailed fiscal assessment of the Specific Plan at horizon year 2030 to assess the fiscal impacts to the City's General Fund. The fiscal impact analysis also includes potential revenues generated through a City Community Facilities District (CFD) for services provided to new master-planned developments for fire, paramedic, and park maintenance.

KMA estimates the recurring annual fiscal impact at horizon year 2030 of the Specific Plan area as follows:

<i>Recurring Annual Fiscal Impact at Horizon Year 2030 (2008 \$, millions)</i>	
General Fund Revenues	\$21.7
Community Facilities District	<u>\$5.6</u>
Total Revenues	\$27.3
General Fund Expenses	<u>(\$12.8)</u>
Net Fiscal Impact to City	\$14.5

As shown, the Specific Plan is projected to generate a positive net fiscal impact to the City of approximately \$14.5 million (2008 \$) annually at horizon year 2030. This finding is based on the following key factors:

- Residential development and non-residential uses (other than hotel and retail) will pay a CFD assessment for additional services.
- Major new retail development within the mixed-use zones will generate substantial sales tax revenues.
- Hotel and recreational vehicle (RV) resort uses will provide the City with transient occupancy tax (TOT) revenues.

The detailed fiscal impact analysis is presented in the KMA report "*Fiscal Impact Assessment and Preliminary Infrastructure Financing Strategy, North City Specific Plan,*" April 23, 2009, listed in Appendix B and provided under separate cover.



D. Infrastructure Financing Strategy

I. Backbone Infrastructure Costs

Backbone infrastructure costs for the Specific Plan area at horizon year 2030 are estimated to total \$232.3 million (2008 \$) on a preliminary basis. This figure includes the following cost items:

Backbone Infrastructure Item	Cost Estimate (2008 \$, millions)
Streets and roads	\$53.8
Wet and dry utilities	\$148.1
Streetscape improvements	\$30.4
Total	\$232.3

Development of the Specific Plan area will require additional infrastructure that has not been considered in the Specific Plan fiscal impact analysis. These requirements include: local infrastructure (roads and utilities) developed by private property owners, Specific Plan area share of regional road improvements, and public facilities required by other jurisdictions such as school districts.

The detailed analysis of backbone infrastructure costs is presented in the KMA report “*Fiscal Impact Assessment and Preliminary Infrastructure Financing Strategy, North City Specific Plan,*” April 23, 2009, listed in Appendix B and provided under separate cover.

2. Measures of Infrastructure Cost Burden

(a) Comparison with Land Values

The magnitude of the estimated total backbone infrastructure cost can be evaluated relative to measures of economic value and the financing mechanisms potentially available to the City, property owners, and developers. It is helpful to consider the estimated total infrastructure cost relative to total developable land area (approximately \$3.42 per SF of net land area). This cost burden is not excessive relative to the probable increase in land values associated with improving large-acreage raw land with backbone infrastructure. The value of land increases greatly as public infrastructure is provided and large properties are subdivided into smaller, useable parcels. For example, in recent years, the median price for large-acreage raw land in the Coachella Valley was less than \$1 per SF. By contrast, small development parcels, typically located in infill settings with significant public infrastructure in place, sold for median prices of \$17 per SF for non-residential land and \$19 per SF for residential land. These figures indicate a significant increase in value associated with entitlement, infrastructure, and subdivision. The anticipated backbone infrastructure cost burden of \$3.42 per SF of net land area for the Specific Plan is relatively minor in comparison to this value increase.



(b) Comparison with Development Impact Fees

On a preliminary basis, total costs for backbone infrastructure can be allocated between residential and non-residential uses based on trip generation, utility usage, and other factors. The resulting cost allocation can be summarized as follows:

Backbone Infrastructure Cost Allocation (2008 \$)			
Land Use Type	Estimated Cost of Allocated Backbone Infrastructure (millions)	Number of Units or SF Gross Building Area (GBA)	Cost per Unit or per SF GBA
Residential	\$107.6	9,620 units	\$11,200/unit
Non-residential	\$124.7	12.6 mm SF GBA	\$9.91/SF GBA
Total	\$232.3	-	-

These potential infrastructure costs can be considered in the context of typical development impact fees in Coachella Valley, as follows:

- Residential Development Impact Fees:* In 2005, development impact fees for backbone infrastructure, such as traffic improvements, utilities, and streetscape, totaled approximately \$7,000 per single-family home in Cathedral City. Within the Western Coachella Valley, these development impact fees ranged from a low of approximately \$5,900 (Desert Hot Springs) to a high of \$8,200 (Palm Desert) per single-family home. (Source: Residential Development Fee Study of the Coachella Valley, for Building Industry Association, Desert Chapter, March 2006.) If these existing fees are adjusted for inflation, the estimated backbone infrastructure cost burden for residential development in the Specific Plan area (\$11,200 per unit) is slightly higher and additional funding sources would be required to offset this burden.
- Non-Residential Development Impact Fees:* A similar survey of development impact fees for non-residential development in the Coachella Valley is not available. Impact fees vary by city, specific infrastructure needs, and the type of land use proposed. Anecdotally, many jurisdictions in Southern California charge total development impact fees for non-residential development in the range of \$5.00 to \$10.00 per SF GBA. By comparison, the estimated total infrastructure cost burden of \$9.91 per SF GBA of non-residential development in the Specific Plan area is within this range; however, additional funding sources, as described below, would offset any of this burden.



3. Potential Infrastructure Financing Mechanisms

The attached Table 14-1 presents a matrix of financing mechanisms to fund backbone infrastructure. These mechanisms include both public (local, state and federal) and private (property owner, developer and user) funding sources. Each mechanism is profiled in terms of program description, eligible uses, and funding parameters. The following table summarizes the overall applicability of each financing mechanism to the Specific Plan area, as well as order-of-magnitude funding potential.

<i>Financing Mechanism</i>	<i>Applicability to Specific Plan Area</i>	<i>Magnitude of Funding for Specific Plan Area</i>
Developer / Property Owner / User		
Community Facilities Districts	High	High
Special Assessment Districts	High	High
Development Impact Fees	High	Moderate
Property Owner / Developer Exactions	Moderate	Moderate
Developer Advances / Reimbursement	High	Moderate to High
User Fees (such as utility hook-ups)	High	Low
Landscaping Districts/Parking Districts	High	Low
Business Improvement Districts	Low	Nominal
City / Redevelopment Agency / Regional		
Redevelopment Tax Increment (for a portion of the Specific Plan area)	High	Low to Moderate
Transportation Uniform Mitigation Fee	Low	Nominal
Community Development Block Grants	Not Applicable	None
Infrastructure Financing Districts	Low	Low
State / Federal		
California Infrastructure and Economic Development Bank	Moderate	Low
NAFTA Infrastructure Bank	Low	Nominal
State of California Propositions (42/1A and 1B)	Moderate	Low to Moderate



The most probable methods of financing backbone infrastructure for the Specific Plan likely include some combination of the following mechanisms (refer to Section E for more detailed discussion of implementation strategies):

- *Developer exactions.* It is likely that disproportionate backbone infrastructure will be required to support even a small first phase of development. Initial developers will need to advance funds toward a larger phase of infrastructure and seek reimbursement from the City as subsequent developers pay development impact fees. As noted above, the addition of land use entitlements and backbone infrastructure contribute significantly to increased property values.
- *Development impact fees.* Development impact fees can be adopted for a number of different infrastructure items. Typically, cities work with property owners and/or developers to adopt a Public Facilities Financing Plan (PFFP), which sets appropriate fee levels by land use category and phase of development within the Specific Plan area.
- *Community Facilities Districts (CFDs) and/or Special Assessment Districts.* Individual property owners may petition the City to establish CFDs to fund upfront infrastructure requirements through assessments on future owners and tenants.
- *Redevelopment tax increment.* The Redevelopment Agency may devote new tax increment revenues generated within the Redevelopment Project Area portion of the Specific Plan to fund infrastructure needs.
- *User fees and landscaping districts.* These mechanisms are useful for funding utility installation costs and streetscape/landscape improvements, respectively.

Additionally, backbone infrastructure improvements in the Specific Plan area may be competitive for loans and grants available through State programs such as:

- California Infrastructure and Economic Development Bank, for backbone streets
- State Propositions 42/1A and 1B, for backbone streets



TABLE 14.1
POTENTIAL INFRASTRUCTURE FINANCING MECHANISMS

I. DEVELOPER / PROPERTY OWNER / USER			
	Community Facilities Districts (CFDs)	Special Assessment Districts	Development Impact Fees
A. Description	<ul style="list-style-type: none"> An assessment placed against property located within an established district to fund public facilities and services. Municipal bonds supported by revenues from the CFD assessment are sold to provide upfront funding to build improvements or fund services. 	<ul style="list-style-type: none"> Similar to a CFD but shifts the funding of infrastructure from all taxpayers to only those who benefit specifically from the improvement. Sets a fixed lien on every parcel within the assessment district. Municipal bonds supported by special assessments provide upfront funding. 	<ul style="list-style-type: none"> Developer fees pay all or a portion of the costs of any public facility that benefits their development based on PFFP.
B. Eligible Uses	<ul style="list-style-type: none"> Fund capital facilities including: <ul style="list-style-type: none"> - parks - schools - fire stations - water and sewer systems - government facilities Purchase, construction, and improvement or rehabilitation of real property. 	<ul style="list-style-type: none"> Construction of capital facilities such as roads, water, sewer, and flood control. 	<ul style="list-style-type: none"> Capital facilities or ongoing services. Examples of impact fees in Cathedral City include: <ul style="list-style-type: none"> - school impact fee - MSHCP fee - mitigation fee (police, fire, park, etc.) - water meter installation - sanitation capacity charge - water system facility/backup facility charge
C. Funding Parameters	<ul style="list-style-type: none"> Requires 2/3 vote of qualified electors in district. If fewer than 12 residents, vote is conducted on current landowners. Assessment based on allocation formula, not necessarily in proportion to the benefit received. Requires value-to-lien ratio of 3:1. 	<ul style="list-style-type: none"> Typically property owners petition a City to form a district to finance large-scale infrastructure improvements. Assessments on property owners are determined in proportion to the benefit received. 	<ul style="list-style-type: none"> Predetermined fees are paid as a condition to the issuance of building permits, occupancy permits, or subdivision map approvals.
D. Overall Applicability to Specific Plan Backbone Infrastructure	<p>High</p> <p><i>Funds backbone and local infrastructure through assessments on future users</i></p>	<p>High</p> <p><i>Funds backbone and local infrastructure through assessments on future users</i></p>	<p>High</p> <p><i>Applicable to backbone and regional infrastructure</i></p>
E. Magnitude of Funding	<p>High</p>	<p>High</p>	<p>Moderate</p>
F. Potential Uses	<p>Broad range of backbone infrastructure</p>	<p>Broad range of backbone infrastructure that benefit affected property owners</p>	<p>Broad range of backbone infrastructure, mitigation measures, and Citywide public facilities</p>

TABLE 14.1 (CONT'D.)
POTENTIAL INFRASTRUCTURE FINANCING MECHANISMS

I. DEVELOPER / PROPERTY OWNER / USER			
	Property Owner / Developer Exactions	Developer Advances / Reimbursement Agreements	User Fees
A. Description	<ul style="list-style-type: none"> • Payments made by developers or property owners in addition to, or in lieu of, development impact fees. • Funds contributed are used to install selected public improvements. • Alternatively, developers are required to construct and deliver specific improvements. 	<ul style="list-style-type: none"> • Advance of funds from developers for use toward backbone infrastructure. • Alternatively, developers construct and deliver specific improvements. • City and developer enter into Reimbursement Agreement. 	<ul style="list-style-type: none"> • Fee imposed by a city, utility, or other franchise for services and facilities they provide.
B. Eligible Uses	<ul style="list-style-type: none"> • Dedication of right-of-way streets and utilities • Provision of open space • Parks or landscape improvements • Schools and community facilities 	<ul style="list-style-type: none"> • Backbone infrastructure 	<ul style="list-style-type: none"> • Water meter hook-ups • Gas, electric, cable, and telephone hook-ups • Park and recreation facilities
C. Funding Parameters	<ul style="list-style-type: none"> • Typically paid or committed as part of the development approval process. 	<ul style="list-style-type: none"> • Typically repaid from redevelopment tax increment, CFD bond proceeds, and/or development impact fees collected from future developers. 	<ul style="list-style-type: none"> • Use of user fee revenues are limited to paying for the service for which the fees are collected. • The fee amount may not exceed the cost of providing the service but may include overhead, capital improvements, and debt service.
D. Overall Applicability to Specific Plan Backbone Infrastructure	<p>Moderate</p> <p><i>Agreements with individual property owners need to be coordinated with Plan area total infrastructure requirements and phasing</i></p>	<p>High</p> <p><i>Allows flexibility in forming public/private partnerships; agreements with individual property owners need to be coordinated with Plan area total infrastructure requirements and phasing</i></p>	<p>High</p> <p><i>Applicable to both backbone and local infrastructure</i></p>
E. Magnitude of Funding	Moderate	Moderate to High	Low
F. Potential Uses	Broad range of backbone infrastructure	Broad range of backbone infrastructure	Water infrastructure Dry utilities

TABLE 14.1 (CONT'D.)
POTENTIAL INFRASTRUCTURE FINANCING MECHANISMS

I. DEVELOPER / PROPERTY OWNER / USER	
	Business Improvement Districts (BIDs)
A. Description	<p>Landscaping Districts / Parking Districts</p> <ul style="list-style-type: none"> Assessment on properties located within a specific district that benefit from landscaping and/or parking.
B. Eligible Uses	<ul style="list-style-type: none"> Annual fees paid by business owners and/or property owners to fund activities and programs intended to enhance the business environment in a defined area.
C. Funding Parameters	<ul style="list-style-type: none"> Marketing and promotion Security Streetscape improvements Operating and maintenance of public improvements Special events
D. Overall Applicability to Specific Plan Backbone Infrastructure	<ul style="list-style-type: none"> Landscaping districts allow for the funding of lights, recreational equipment, landscaping, and irrigation. Parking districts allow for the acquisition, improvement, and operation of shared parking facilities. Funds are typically collected concurrently with the annual business license tax or property tax bill, with varying formulas for retail vs. non-retail businesses, and residential vs. non-residential property.
E. Magnitude of Funding	<ul style="list-style-type: none"> Once established, annual BID fees are mandatory for businesses/properties located within the BID boundary. Business-based BID fees are collected with business license fees; property-based BID assessments are collected on property tax bills.
F. Potential Uses	<p>High</p> <p>Low</p> <p>Nominal</p> <p>Streetscape improvements and ongoing maintenance</p>

TABLE 14.1 (CONT'D.)
POTENTIAL INFRASTRUCTURE FINANCING MECHANISMS

II. CITY / REDEVELOPMENT AGENCY / REGIONAL			
	Redevelopment Tax Increment	Transportation Uniform Mitigation Fee (TUMF)	Community Development Block Grants / Section 108 Loans
A. Description	<ul style="list-style-type: none"> Approximately 13.5% of the Specific Plan Area is located in the City's Redevelopment Project Area. The non-housing portion of tax increment revenues generated in the Project Area can be used to fund capital projects. 	<ul style="list-style-type: none"> Impact fee charged to residential and non-residential developers to fund transportation improvements. 	<ul style="list-style-type: none"> Annual grants for use towards economic development, public facilities and housing rehabilitation. Section 108 loans provide front-end financing for large-scale community and economic development projects that cannot be financed from annual grants.
B. Eligible Uses	<ul style="list-style-type: none"> Public improvements such as infrastructure and parking. Land assembly and disposition. Direct property acquisition and land cost write-down. Payment of permits and fees. 	<ul style="list-style-type: none"> Variety of regional transportation improvements 	<ul style="list-style-type: none"> Acquisition and disposition of property. Clearance and demolition. Public facilities and site work. Funds must be targeted to specific areas benefiting low- and moderate-income persons or to eliminate blight.
C. Funding Parameters	<ul style="list-style-type: none"> The last year in which the Redevelopment Agency is entitled to repay debt with tax increment is 2036. The Redevelopment Agency can issue bonds secured by tax increment in order to raise funds to pay for backbone infrastructure serving the North City Plan (Redevelopment Project Area portion of Plan). However, any new bond issuances must consider the constraints imposed by the Agency's existing debt service obligations as well as the periodic appropriation of redevelopment funds by the State of California. 	<ul style="list-style-type: none"> Fees are collected by the applicable jurisdiction and transmitted to CVAG to be placed into the Coachella Valley Transportation Mitigation Trust Fund. 	<ul style="list-style-type: none"> Funds are provided by HUD and administered by the County of Riverside.
D. Overall Applicability to Specific Plan Backbone Infrastructure	<p>High</p> <p><i>Flexible funding source available to City to stimulate first-phase development in Project Area portion of Plan area</i></p>	<p>Low</p> <p><i>Funds regional infrastructure based on funding priorities determined by CVAG</i></p>	<p>Not Applicable</p> <p><i>Funds targeted to blighted and/or low/moderate-income areas</i></p>
E. Magnitude of Funding	<p>Low to Moderate</p>	<p>Nominal</p>	<p>None</p>
F. Potential Uses	<p>Broad range of backbone infrastructure</p>	<p>Cost allocation between regional and backbone shares</p>	<p>None</p>

**TABLE 14.1 (CONT'D.)
POTENTIAL INFRASTRUCTURE FINANCING MECHANISMS**

II. CITY / REDEVELOPMENT AGENCY / REGIONAL	
Infrastructure Financing Districts (IFDs)	
A. Description	<ul style="list-style-type: none"> • Similar in function to redevelopment tax increment, tax increment revenues within an IFD are used to finance the construction of public works and facilities.
B. Eligible Uses	<ul style="list-style-type: none"> • Highways, interchanges, bridges, and ramps • Sewage treatment and water reclamation plants • Flood control levees, retention basins and drainage channels • Parks and recreational facilities
C. Funding Parameters	<ul style="list-style-type: none"> • Created by cities and/or counties. • IFDs may not include any portion of a redevelopment project area. • IFDs may not finance routine maintenance or repair work or ongoing operating costs.
D. Overall Applicability to Specific Plan Backbone Infrastructure	<p>Low</p> <p><i>Limited tax increment yield based on City's small share of 1.0% property tax</i></p>
E. Magnitude of Funding	<p>Low</p>
F. Potential Uses	<p>Installation of major infrastructure</p>

TABLE 14.1 (CONT'D.)
POTENTIAL INFRASTRUCTURE FINANCING MECHANISMS

III. STATE / FEDERAL			
	California Infrastructure and Economic Development Bank (I-Bank)	NAFTA Infrastructure Bank	State of California Propositions Propositions 42 and 1A Proposition 1B
A. Description	<ul style="list-style-type: none"> Low cost financing to public agencies for a wide variety of infrastructure projects. 	<ul style="list-style-type: none"> Financial assistance to Mexican border states for transportation projects that are necessary to accommodate increased traffic resulting from the implementation of the North American Free Trade Agreement. 	<ul style="list-style-type: none"> Proposition 42 required a portion of sales tax on gasoline be transferred to the Transportation Infrastructure Fund (TIF). Amended by Proposition 1A to limit the State's ability to suspend transfer of revenues from the TIF during fiscal difficulties. Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Approved in 2006, made available \$20 billion for state and local improvement projects.
B. Eligible Uses	<ul style="list-style-type: none"> City streets Educational facilities Environmental mitigation measures Parks and recreational facilities Public transit 	<ul style="list-style-type: none"> Grants provided to (1) relieve congestion due to increased traffic resulting from the implementation of NAFTA and (2) improve enforcement of motor carrier safety laws. 	<ul style="list-style-type: none"> Congestion relief Safety enhancements Local streets repair Public transportation Congestion relief Improve air quality Enhance safety and security of transportation systems
C. Funding Parameters	<ul style="list-style-type: none"> The Infrastructure State Revolving Fund Program offered by the I-Bank offers loans ranging between \$250,000 to \$10,000,000 with eligible repayment sources including General Fund revenues, tax increment revenues and property assessments. 	<ul style="list-style-type: none"> Limits the Federal share of costs for such projects to 80%. 	<ul style="list-style-type: none"> Funds provided directly for local road improvements, as well as for capital projects (highway and transit) selected by Caltrans in the State Transportation Improvement Program. League of California Cities is drafting legislation with the California State Association of Counties for allocation of this revenue source.
D. Overall Applicability to Specific Plan Backbone Infrastructure	Moderate <i>Competitive process</i>	Low <i>Funding targeted to regional/state transportation infrastructure</i>	Moderate <i>Funds may be used for regional, backbone, and local infrastructure</i>
E. Magnitude of Funding	Low <i>Relatively small loans</i>	Nominal	Low to Moderate <i>Competitive process with limited track record</i>
F. Potential Uses	Backbone streets and open space features	Cost allocation between regional and backbone shares	Backbone streets

E. Implementation Strategy

The attached Table 14-2 presents an implementation strategy for achieving desired public and private improvements in the Specific Plan area. The strategy presents six major implementation steps, and identifies key action steps, priority/timing, responsible parties, and potential funding sources for each. The major implementation steps include:

#1 – Prioritize and implement catalyst developments.

The City and Redevelopment Agency should work closely with property owners and developers, as well as other private business interests, to ensure that well-designed, fiscally sound, mixed-use development occurs in the Specific Plan area. It will be important for the City and Redevelopment Agency to work with developers and property owners to review potential development opportunities and/or major land use proposals that might serve as catalysts for the Plan area. The City and Agency should evaluate development proposals in the context of the City's goals for North City. As priority catalyst developments are identified, the Agency may also wish to consider financial participation to assist these developments.

#2 – Attract and implement high-quality destination attractions and employment uses to ensure that North City develops as an integrated mixed-use community that complements its unique natural environment.

The City and stakeholders have indicated a strong desire to create a sustainable built environment in North City that includes: (a) a major attraction or visitor destination; and (b) high-quality eco-friendly employment. The City and property owners/developers should work together to identify suitable uses and “placemaking” amenities for the Specific Plan area. This effort should focus on the unique assets offered by the Specific Plan area's natural environment. Specific targets for employment uses could include industries involved in solar and wind-related technologies and other “green” development techniques. One such recent example of a sustainable development plan for a large-acreage site is the redevelopment plan for Treasure Island in San Francisco Bay. Strategic partners for this implementation step might include institutions such as the Palm Springs Desert Resorts Convention and Visitors Authority, Coachella Valley Economic Partnership, College of the Desert, California State University at San Bernardino, and University of California at Riverside.

#3 – Form public/private partnerships between City and property owners/developers.

Development of the required backbone infrastructure to support private development in the Specific Plan area will require partnerships among the City, property owners and developers. It is appropriate for the City and Redevelopment Agency to establish and maintain the vision for mixed-use development of high-quality design in the Specific Plan area. The City will also need to educate property owners and



developers regarding the City's fiscal limitations, and the necessity for developers to fund infrastructure needed for their development projects. The City and Redevelopment Agency may also seek to establish parameters for potential financial participation to assist infrastructure requirements for targeted development projects. This may be particularly appropriate for developments that will support significant new sales tax or Transient Occupancy Tax (TOT) revenues.

#4 – Create a Transfer of Development Rights Program for land within the MSHCP Conservation Area.

Setting up a Transfer of Development Rights (TDR) program that allows the transfer of development rights from properties within the MSHCP Conservation Areas to designated sites outside the Conservation Areas (either within or outside the Specific Plan boundaries) may minimize the impact on private property owners. This would allow vested development rights for properties within the MSHCP Conservation Areas to be transferred to areas outside the MSHCP Conservation Areas. Appendix C contains a discussion of TDR programs as well as the necessary steps needed to establish one for the Specific Plan area.

#5 – Adopt Public Facilities Financing Plan(s) for phased implementation of backbone infrastructure.

The major responsibility for financing backbone infrastructure belongs to property owners and developers undertaking private development pursuant to the Specific Plan. The first step is to determine which development projects are ready to proceed, and what associated first-phase backbone infrastructure is required to implement those projects. The City will need to work closely with these development partners to prioritize infrastructure needs and establish preferred methods of financing.

A key opportunity for first-phase infrastructure is the southeastern section of the Specific Plan area. This portion of the Plan represents the largest private land holding (Franconia Investments); the owner has made significant progress in pursuing entitlements; and much of it is located within the Redevelopment Project Area, which may afford potential tax increment financing assistance.

As discussed in the previous section, there is a variety of tools available to developers to assist them in absorbing the backbone infrastructure cost burden. Developers can fund backbone infrastructure directly, and in some cases receive reimbursements from subsequent developers. The City can establish development impact fees (DIFs) for specific infrastructure items, and collect these funds until there are sufficient resources and/or need for the facilities. More typical in large-acreage Specific Plans is the formation of one or more assessment districts, such as a Community Facilities District (CFD) or Special Assessment District. These districts can be used to fund a broad variety of backbone infrastructure by



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issuing tax-exempt bonds that are repaid with revenues from assessments on the ultimate buyers of the completed development (homeowners, commercial landlords, etc.).

Development of backbone infrastructure for the Specific Plan will likely occur over an extended time period, involve multiple methods of financing, and require a series of City Council actions. These may include adoption of Public Facilities Financing Plan(s), developer reimbursement agreements, and/or assessment districts.

Preparation of a Public Facilities Financing Plan (PFFP) would ensure that all owners of undeveloped property pay their fair share of funding to finance public facilities. A PFFP for the Specific Plan area should include:

- Forecast and analysis of residential and non-residential development planned for the Specific Plan area.
- Identification of specific capital improvement projects including the cost and anticipated timing associated with each individual project.
- A fee schedule showing the projected rate of assessment for various land uses.
- The strategy proposed to finance each capital improvement project such as Facilities Benefit Assessments, Development Impact Fees, Assessment Districts, Community Facilities Districts, and State/Federal funding.

#6 – Pursue State and Federal infrastructure funding sources.

While the burden of installing new infrastructure rests with property owners and developers, the City should be vigilant in exploring other governmental funding sources that can be secured to jumpstart the Specific Plan area’s backbone infrastructure.

#7 – Ensure long-term maintenance of public infrastructure and facilities.

As major new public infrastructure and facilities are developed within the Specific Plan, the City will want to implement improvement districts and maintenance agreements that assure long-term maintenance and repair by sharing these costs with the future businesses and residents.



**TABLE 14.2
PRELIMINARY IMPLEMENTATION STRATEGY**

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Sources
<p>#1 - PRIORITIZE AND IMPLEMENT CATALYST DEVELOPMENTS</p>	<p>(a) Promote well-designed, fiscally sound, mixed-use development within the Plan area, including:</p> <ul style="list-style-type: none"> • A critical mass of employment uses supporting high-quality jobs • Establishment of a dominant commercial (retail) node within the Coachella Valley • A broad range of housing types and prices, from entry-level to upper-end retirement, including single-family homes and higher-density multi-family and clustered developments • Visitor-serving and hospitality uses that further establish North City as an important destination <p>(b) Identify catalyst development projects that frame key entries to the Plan area, i.e., at the existing freeway interchanges</p> <p>(c) Review opportunities for the Redevelopment Agency to participate in implementation of catalytic development projects that bring desired uses to the Plan area (within the Redevelopment Project Area portion only)</p> <p>(d) Partner with private sector business and economic development organizations to promote desired development in the Plan area</p>	<p>HIGH / Years 1 and 2</p>	<p>City of Cathedral City Redevelopment Agency Property owners and developers Cathedral City Chamber of Commerce Coachella Valley Economic Partnership The Palm Springs Desert Resort Convention and Visitors Authority</p>	<p>Redevelopment tax increment Housing set-aside funds Enterprise Zone tax benefits Business improvement districts Landscaping/parking districts</p>

TABLE 14.2 (CONT'D.)
PRELIMINARY IMPLEMENTATION STRATEGY

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Sources
<p>#2 - ATTRACT AND IMPLEMENT HIGH-QUALITY DESTINATION ATTRACTIONS AND EMPLOYMENT USES TO ENSURE THAT NORTH CITY DEVELOPS AS AN INTEGRATED MIXED-USE COMMUNITY THAT COMPLEMENTS ITS UNIQUE NATURAL ENVIRONMENT</p>	<p>(a) Explore and actively recruit opportunities to create a sustainable built environment, including:</p> <ul style="list-style-type: none"> • A major attraction or visitor destination. Partners to promote desired development in the Plan area could include regional visitor associations and the hotel industry • High-quality eco-friendly employment. Targets for employment uses could include industries involved in solar and wind-related technologies and other "green" development techniques, e.g., Treasure Island in San Francisco Bay • Inclusion of placemaking amenities and pedestrian-friendly features <p>(b) Encourage government sponsored demonstration projects</p>	<p>MEDIUM / Year 2 and ongoing</p>	<p>City of Cathedral City Redevelopment Agency Property owners and developers The Palm Springs Desert Resort Convention and Visitors Authority Coachella Valley Economic Partnership College of the Desert</p>	<p>Transient Occupancy Tax (TOT) revenues generated by new development in Plan area Redevelopment tax increment Landscaping/parking districts</p>

TABLE 14.2 (CONT'D.)
PRELIMINARY IMPLEMENTATION STRATEGY

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Sources
<p>#3 - FORM PUBLIC/PRIVATE PARTNERSHIPS BETWEEN CITY AND PROPERTY OWNERS/DEVELOPERS</p>	<ul style="list-style-type: none"> (a) Explore public/private partnerships to bring high-quality development and visionary new uses to the Plan area (b) Educate property owners and developers regarding the fiscal impacts and infrastructure funding responsibilities for new development projects (c) Develop parameters and possible budget for Redevelopment Agency involvement in Plan area backbone infrastructure development, if any (d) Develop parameters for potential City financial participation to assist targeted development projects with extraordinary infrastructure requirements through sales tax sharing and/or Transient Occupancy Tax (TOT) sharing (e) Review individual development proposals in terms of fiscal impact and sustainability and work with applicants to modify proposals if needed 	<p>MEDIUM / Year 1 and ongoing</p>	<p>City of Cathedral City Redevelopment Agency Property owners and developers</p>	<p>Redevelopment tax increment New sales tax generated by project-specific development in Plan area New Transient Occupancy Tax (TOT) revenues generated by project-specific development in Plan area</p>
<p>#4 - CREATE A TRANSFER OF DEVELOPMENT RIGHTS PROGRAM FOR LAND WITHIN THE MSHCP CONSERVATION AREA</p>	<ul style="list-style-type: none"> (a) Designate sending areas - identify properties within the MSHCP Conservation Areas suitable for being designated as sending parcels (b) Designate receiving areas - identify areas outside of the MSHCP Conservation Areas (either within or outside the Specific Plan area boundaries) suitable for receiving the density from the receiving areas (c) Establish a process by which the specific amount of development rights for a sending parcel is transferred to a receiving parcel (d) Consider establishment of a development rights bank, a mechanism by which the local government or a governmental/non-profit agency purchases development rights before they are applied to receiving parcels, retains them permanently in order to prevent development, or sells them as appropriate 	<p>MEDIUM / Year 1 and ongoing</p>	<p>City of Cathedral City Redevelopment Agency Non-profit agencies Other governmental agencies</p>	<p>City of Cathedral City Non-profit agencies Grants and loans from other governmental agencies</p>

TABLE 14.2 (CONT'D.)
PRELIMINARY IMPLEMENTATION STRATEGY

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Sources
<p>#5 - ADOPT PUBLIC FACILITIES FINANCING PLAN(S) FOR PHASED IMPLEMENTATION OF BACKBONE INFRASTRUCTURE</p>	<ul style="list-style-type: none"> (a) Identify property owners and developers ready to proceed with major development projects and willing to partner in implementing key backbone infrastructure needs (b) Assess the probable timeline of specific development projects and associated backbone infrastructure needs (c) Work with property owners and developers to review cost estimates for required backbone infrastructure improvements and potential financing mechanisms (d) Further review feasibility of key infrastructure financing mechanisms in terms of both legal/implementation issues and market/financial viability. Based on this review, adopt City guidelines regarding infrastructure financing requirements for new development in the Plan area. These guidelines should prioritize key methods of financing acceptable to the City for the major categories of backbone infrastructure. (e) Conduct nexus analyses as necessary to set cost of specific infrastructure items relative to land ownerships and land use designations (f) Adopt Public Facilities Financing Plan(s), developer reimbursement agreements, Community Facilities Districts (CFDs), and/or other implementing actions, as appropriate 	<p>MEDIUM / Year 1 and ongoing</p>	<p>Property owners and developers City of Cathedral City Redevelopment Agency</p>	<p><u>Primary Sources</u> Property owner/developer Developer Developer impact fees Community Facilities Districts User fees</p> <p><u>Secondary Sources</u> Redevelopment tax increment New sales tax generated by project-specific development in Plan area New Transient Occupancy Tax (TOT) revenues generated by project-specific development in Plan area</p>

TABLE 14.2 (CONT'D.)
PRELIMINARY IMPLEMENTATION STRATEGY

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Sources
<p>#6 - PURSUE STATE AND FEDERAL INFRASTRUCTURE FUNDING SOURCES</p>	<p>(a) Identify, monitor, and apply for other governmental funding sources for backbone infrastructure, including State and Federal loans and grants</p> <p>(b) Partner with the Coachella Valley Association of Governments in prioritizing and phasing regional road and utility improvements through the Plan area in conjunction with required backbone infrastructure</p>	<p>MEDIUM / Year 2 and ongoing</p>	<p>Property owners and developers City of Cathedral City Redevelopment Agency Coachella Valley Association of Governments Riverside County Transportation Commission Riverside County Flood Control and Water Conservation District</p>	<p>California Infrastructure and Economic Development Bank State Propositions 42/1A and 1B Other loans and grants that may become available in the future</p>
<p>#7 - ENSURE LONG-TERM MAINTENANCE OF PUBLIC INFRASTRUCTURE AND FACILITIES</p>	<p>(a) Work with property owners and developers to implement landscape districts, business improvement districts, and maintenance agreements to ensure ongoing maintenance and capital repairs for major facilities and community amenities developed in the Plan area</p>	<p>LOW / Year 3 and ongoing</p>	<p>Property owners and developers City of Cathedral City Redevelopment Agency</p>	<p>Property owner/developer exactions User fees Business improvement districts Landscaping/parking districts</p>

APPENDICES



APPENDIX A

COMMUNITY PARTICIPATION PROCESS



Community Participation Process

A. North City Specific Plan (NCSP) Steering Committee Meeting and Community Workshop #1 – Visioning, Opportunities & Constraints (9/18/07)



The first of four NCSP Steering Committee Meetings and Community Workshops for the North City Specific Plan were held on September 18, 2007, in the Study Session Room at City Hall. The workshop was attended by over 50 participants from the community. The 22 members of the Steering Committee included several large landowners in North City, representatives from the City's Commissions and Council, and from other involved agencies. Discussions focused on how to best plan for the nearly 5,000 acres of vacant land in North City.



Consultant Presentation

After introductions, the Consultant Team presented PowerPoint slides showing the Specific Plan area boundaries, purpose of the Specific Plan, existing conditions (including market conditions and development potential), and opportunities and constraints for the area. The team then identified development and infrastructure potential, site limitations, and various ideas for the types of land uses that could be developed in North City.

Open Discussion

Many participants agreed that master planning North City would offer a prime opportunity for Cathedral City to become a focal point in the Coachella Valley. It also provided an exciting opportunity to develop an enticement to attract visitors.

Participants noted the cost of infrastructure for the Plan area, the impacts of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP), and the physical site constraints (including drainage and wind). A primary focus of discussion was the pros and cons of providing primarily commercial/industrial development (versus residential development) in the Plan area to generate tax revenue for the City.

Visioning

During the visioning process, participants identified the need for a catalyst development – a unique element that would trigger development in the area and be a draw for North City. Ideas included

an upscale destination resort, multi-purpose sports facility, race track, mixed-use “town center”, architecturally unique mall, and family-oriented destination.

The importance of the natural environment was highlighted as a key consideration. Ideas included:

- Taking advantage of the open space and views.
- Using water features to create a bold statement.
- Creating oases-like settings in new development.
- Using sustainable development principles and green building approaches.
- Incorporating alternative energy sources.



Next Steps

The ideas offered at the Steering Committee Meeting and Community Workshop would be addressed in the Conceptual Land Use Alternatives to be presented at the second workshop and incorporated into the overall planning process.

B. NCSP Steering Committee Meeting and Community Workshop #2 – Conceptual Specific Plan Alternatives (12/17/07)



The NCSP Steering Committee Meeting and Community Workshop #2 were held on December 17, 2007, in the Study Session Room at City Hall. Approximately 50 people attended the Workshop. The purpose of the Steering Committee Meeting and Workshop was to present and discuss two conceptual land use alternatives for the Specific Plan area based on community input received at the first Steering Committee Meeting and Workshop. Participants had an opportunity to comment on the proposed alternatives and to guide the development of a preferred alternative.

Consultant Presentation

The Consultant Team presented PowerPoint slides identifying the Specific Plan area boundaries and the purpose of the Specific Plan. Two conceptual land use alternatives (Alternative 1 and 2) were also presented. These alternatives illustrated the proposed location of each land use type within the Specific Plan area, including the general size, development intensity, description of allowed uses and reason for the proposed location of each land use. This was followed by photos of mixed-use, commercial, business park and residential projects at various densities in other communities to illustrate the development potential and recommended building design concepts in North City.

The PowerPoint presentation also addressed the circulation system proposed to support the land use concept for each alternative. Fiscal impacts and preliminary financing strategies for required public infrastructure were also provided. A representative from the Coachella Valley Association of Governments (CVAG) presented the benefits and impacts of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) on new development in North City.

Open Discussion

Committee members and workshop participants provided positive feedback on various elements of each alternative, while also suggesting issues for further study and refinement. In general, a majority of the participants favored some elements of Alternative 1. Following are general consensus points on the conceptual land use alternatives:

- Preference for Mixed Use 2 designation adjacent to Palm Drive.
- Redesignate the residential area adjacent to the freeway.



- Redesignate the Edom Hill area to industrial.
- Add “big box” uses to Mixed Use I.
- Extend the Mixed Use I designation to the eastern edge.
- Evaluate commercial uses at the intersection of Mountain View and Varner.
- Preference for the Landau overcrossing.
- Realign Valley Center Boulevard.

Next Steps

Input received at the Steering Committee Meeting and Community Workshop #2 would be used to arrive at preferred land uses for North City, around which the Specific Plan would be framed.

C. North City Bus Tour (1/17/08)

Site Visit and Open Discussion

A bus tour of the North City Specific Plan area was conducted on January 17, 2008. The bus tour, open to the public, was set up for the Planning Commissioners and was also attended by several members of the Steering Committee, including a Councilmember, as well as property owners in the Specific Plan area and members of the public-at-large. The purpose of the tour was to envision and discuss the future of North City while being immersed in the environment. The bus stopped at several key locations where participants discussed the pros and cons of the various land use alternatives presented at Workshop #2.

Next Steps

The dialogue generated by the bus tour would be incorporated into the recommendations to be presented at Workshop #3.



D. NCSP Steering Committee Meeting and Community Workshop #3 – Preferred Land Use Concept (2/12/08)

The third NCSP Steering Committee Meeting and Community Workshop, held on February 12, 2008, in the Study Session Room at City Hall, were well-attended. A “Preferred” Land Use Concept for North City was presented. This Concept was based on the extensive input received on the two Conceptual Land Use Alternatives at the December 2007 Steering Committee Meeting and Community Workshop. Also considered in preparing the Preferred Concept were comments received at City Council, Planning Commission, Streets and Transportation Commission, and Agua Caliente Planning Commission meetings.



Consultant Presentation

The Consultant Team presented PowerPoint slides highlighting the community participation process to date and describing the proposed Open Space Framework and the Preferred Land Use Concept. A market and fiscal review of the implications of the recommended land uses was also presented.

Feedback Exercise

Following the presentation, participants engaged in a group feedback exercise where they voted to “agree” or “disagree” with the proposed locations of the recommended land uses. They also posted comments that could further refine the Preferred Land Use Concept. This included feedback on the variety of uses proposed to be permitted in each land use category. The proposed locations and intent of the Mixed Use Urban (MU-U)¹ and Mixed Use Neighborhood (MU-N)¹ categories were well-received and overwhelmingly supported. Comments were made on the addition of uses, such as hotels, to the proposed Business Park category, and whether to expand the MU-U boundary into the proposed Business Park area.



Open Discussion

Significant discussion evolved around the appropriate land use for the Edom Hill area. The two uses discussed were Light Industrial and Destination Resort. The City’s current zoning in that area is Light Industrial. One concept was to maintain this land use, but to emphasize “green” industrial users, such as solar and wind energy, recycling facilities, etc. The second concept discussed for this area was a destination resort in the form of a traditional resort with a golf course or an “eco-resort” that could include a desert education center, native-plant botanical garden and passive recreation, such as hiking trails. After much discussion, Steering Committee

¹ Subsequent to the community workshops, the nomenclature for the mixed use districts was changed to better reflect the intent of these two districts. Mixed Use-Urban (MU-U) was previously Mixed Use-Commercial (MU-C) and Mixed Use-Neighborhood (MU-N) was previously Mixed Use-Residential (MU-R).

members did not reach consensus on a preference for Light Industrial uses or a Destination Resort, and workshop participants favored Light Industrial for the Edom Hill area. Other suggested uses included a wind farm and a cemetery.

Next Steps

Over the next several months, the Consultant Team and City Staff would finalize the Preferred Land Use Concept based on the input received. The Specific Plan text would then be prepared for the preferred concept. The Environmental Impact Report (EIR) for the Specific Plan would also be prepared. The next Steering Committee Meeting and Community Workshop would be to present and receive input on the Draft Specific Plan.



E. NCSP Steering Committee Meeting and Community Workshop #4 – Public Review Specific Plan (11/18/08)

The fourth and last scheduled Steering Committee Meeting and Community Workshop for the North City Specific Plan were held on Tuesday, November 11, 2008, in the Study Session Room at City Hall. Both the Meeting and Workshop were well-attended.

Consultant Presentation

The Consultant Team presented PowerPoint slides that summarized the provisions of the Specific Plan, described the vision for North City and concept overview, the elements of the Draft Specific Plan, an overview of the environmental analysis, and steps for implementing the Specific Plan. In general, the Draft Specific Plan, including the two Mixed-Use Zoning Districts, the open space framework, the circulation network and streetscape improvements, and the overarching goal to create a sustainable North City, was well received.



Open Discussion

The NCSP Steering Committee, which included several of the landowners with larger holdings in North City, and representatives from City Commissions and Council and from other involved agencies, unanimously agreed that the height limits proposed by the Draft Specific Plan be increased, particularly in the Mixed Use Zoning Districts. There were also requests for more flexible development standards, including increased maximum densities and smaller minimum lot sizes. The Steering Committee also discussed the potential for a future study to develop a public transportation system within North City, as well as linking North City to downtown and East Palm Canyon Drive/Highway 111.

During the Community Workshop, several property owners suggested realigning Valley Center Boulevard in the western portion of the Specific Plan area to separate the Mixed Use – Commercial (MU-C) and Mixed Use – Residential (MU-R) Districts. It was suggested that this would increase opportunities for commercial development along Valley Center Boulevard and create a buffer between the two land use districts. In addition, there was general agreement among Workshop participants that the height limits recommended in the Draft Specific Plan be increased.

In both sessions, questions were asked regarding the environmental analysis of the North City Specific Plan and how it could potentially benefit developers. The Consultant Team explained that the Environmental Impact Report (EIR) for the North City Specific Plan is a Program EIR.

Depending on the intensity and nature of a proposed development, subsequent projects could use the Program EIR, tier off the Program EIR by preparing a Negative Declaration or Addendum to the Program EIR, or prepare supplementation or subsequent environment analyses as necessary.

Next Steps

All comments received at the Steering Committee Meeting and Community Workshop #4 would be evaluated for inclusion in the next draft of the Specific Plan, which would be presented to the Planning Commission and City Council during public hearings in 2009.

APPENDIX B

SUPPORT DOCUMENTS



APPENDIX B

Support Documents

The following documents are available at the City of Cathedral City Planning Department:

Overview of Market Conditions and Identification of Development Potential
Prepared by Keyser Marston Associates, September 2007

Opportunities and Constraints Memorandum
Prepared by The Arroyo Group team, September 2007

Infrastructure Analysis and Hydrology Study
Prepared by JMC², September 2007, Updated April 2008

Existing Transportation Conditions
Prepared by Iteris, Inc., September 2007

Future Baseline Traffic Conditions
Prepared by Iteris, Inc., December 2007

Addendum to Infrastructure Analysis and Hydrology Study
Prepared by JMC², October 2008

Fiscal Impact Assessment and Preliminary Infrastructure Financing Strategy, North City Specific Plan
Prepared by Keyser Marston Associates, April 2009

Fiscal Impact Assessment and Infrastructure Financing Costs, North City Specific Plan – Accelerated Development Alternative
Prepared by Keyser Marston Associates, April 2009

APPENDIX C

**TRANSFER OF DEVELOPMENT RIGHTS (TDR)
PROGRAM AND SAMPLE TDR ORDINANCE**



Transfer of Development Rights (TDR) Program and Sample TDR Ordinance

A. Introduction to Transfer of Development Rights (TDR) Programs^{1,2}

The North City Specific Plan recognizes the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) and provides the opportunity for owners of residentially-zoned property within the MSHCP Conservation Areas to transfer development rights to other sites located outside the MSHCP boundary, with the intent to preserve the majority of MSHCP land for open space. A Transfer of Development Rights (TDR) program is the recommended mechanism to achieve this goal.

TDR programs use the market to implement and pay for development density and location decisions. A TDR program permits landowners to shift densities from one site to another through a negotiated transaction. Under this approach, a landowner in a “sending” area could sell development rights to a landowner in a “receiving” area. The receiving area landowner would receive a density bonus in exchange for purchasing development rights in the sending areas. The sending area landowner would be required to record a conservation easement to restrict the use of the sending property for open space or agricultural uses. TDR programs offer many advantages to local governments that want to control land use but also compensate landowners for restrictions on the development potential of their properties. TDR programs use the free market to protect environmentally sensitive lands while providing for increased densities in appropriate areas.

B. Benefits of a TDR Program

The major attraction of a TDR program is its role in offsetting economic hardships incurred by private landowners. Fundamental to a TDR program is the premise that the resource owner’s objection to potentially restrictive regulation will be blunted by the benefits that the resource owner is enabled to receive, either by selling his/her package of development rights to owners of transferee parcels or, should the resource owner also be the owner of the transferee site, by retailing the market value of the additional development potential that the rights represent.

A TDR program is also a technique that can be viewed as a means to balance the burdens and benefits of land-use regulation in the context of a comprehensive plan in which areas containing agricultural land, open space, and environmentally sensitive lands are designated for preservation, while other areas are designated for growth and development.

¹ “Transfer of Development Rights Program: Using the Market for Compensation and Preservation” by Jason Hanly-Forde, George Homsy, Katherine Lieberknecht, Remington Stone

² “21st Century Land Development Code” by Robert H. Freilich, S. Mark White, with Kate Murray

By providing compensation and mitigation to owners of restricted lands designated for preservation because of their agricultural, historical, environmental, or even aesthetic values, and by providing incentives of increased densities to owners of land in areas designated for redevelopment or growth, a TDR program facilitates traditional growth management goals and objectives. The result is a better urban form through preservation of open space and the shifting of growth into areas targeted for higher density. The improved urban form achieves efficiencies in the utilization and development of infrastructure, promotes energy savings by reducing sprawl, concentrates mixed use development in centers creating enhanced employment opportunities, and stimulates infill in underdeveloped areas.

C. Steps to Establish a TDR Program

Establishing a TDR^{3,4} program would generally include the following steps:

1. Designation of sending areas

All properties that fully or partially fall within the MSHCP boundaries would be designated as sending areas.

2. Designation of receiving areas

The receiving areas would be designated both within and outside the Specific Plan area where there is pressure for development and where infrastructure and services can be efficiently provided. More receiving opportunities than there are rights available for transfer could be provided. Infrastructure investments could be targeted in receiving areas.

3. Establishment of TDR credits

In a TDR program, the rights become the currency of development. The development value (not price) of a TDR credit is set so that one equals another. Credits can be bought and sold at any time, not just when a particular development in the receiving site is pending. Also, a TDR should be a general investment available to anyone, not just possible developers. Local citizens, land trusts and investors may all have an interest in the market for development.

4. Public Education

Public education is essential so that everyone remembers the program goals and learns the operation of the market. The program should be aggressively marketed in both the sending and receiving areas. Mailings to and public meetings for landowners in sending areas, potential developers and residents and owners of receiving areas are an integral part of the education effort.

5. Establishment of a TDR Program

In order to establish a TDR Program, the City would need to adopt a TDR ordinance. A sample TDR ordinance from the American Planning Association's Smart Land Development Regulations Model Codes (<http://www.planning.org/research/smartgrowth/>) is included in this appendix.

³ "Transfer of Development Rights Program: Using the Market for Compensation and Preservation" by Jason Hanly-Forde, George Homsy, Katherine Lieberknecht, Remington Stone

⁴ The New Jersey Pinelands Development Credit Program, The New Jersey Pinelands Commission

MODEL TRANSFER OF DEVELOPMENT RIGHTS (TDR) ORDINANCE

The model ordinance below establishes a general framework for severing development rights involving net density and intensity (through FARs) from a sending parcel and transferring them to a receiving parcel. Section 101 of the ordinance authorizes a transfer of development rights (TDR) for a variety of purposes, including environmental protection, open space preservation, and historic preservation, which are the most typical.

Under Section 104, the local government has two options in setting up the TDR program. The first involves the use of overlay districts, which would zone specific areas as sending and receiving parcels. The second involves identifying which zoning districts would be sending and receiving districts in the text of the ordinance itself, rather than through a separate amendment to the zoning ordinance. In both cases, the designations must be consistent with the comprehensive plan. Section 105 of the ordinance contains a table that shows, by use district, the permitted maximum increases in density and FAR that can be brought about through TDR.

Section 106 outlines a process by which the zoning administrator would determine the specific number of development rights for a sending parcel in terms of dwelling units per net acre or square feet of nonresidential floor area (for commercial and industrial parcels) and issue a certificate to the transferor. Sections 107 and 108 describe the instruments by which the development rights are legally severed from the sending parcel through instruments of transfer and attached to the receiving parcel. Section 107 describes how the applicant for a subdivision or other type of development permit would formally seek the use of development rights in a development project (e.g., a subdivision). Note that the transfer would not apply to rezonings, but only to specific projects where a development permit is going to be issued in order that development may commence.

Commentary to the ordinance describes, in Section 109, a development rights bank, a mechanism by which the local government purchases development rights before they are applied to receiving parcels, retains them permanently in order to prevent development, or sells them as appropriate in order to make a profit or direct development of a certain character to a specific area. Whether this is an appropriate role for local government or should be left to nonprofit organizations (e.g., land trusts) is matter for local discussion and debate. No ordinance language is provided, although the description in the commentary should be sufficient for local government officials to draft language establishing the bank.

Primary Smart Growth Principle Addressed: Preserve open space and farmland

Secondary Smart Growth Principle Addressed: Direct development towards existing communities

101. Purposes

The purposes of this ordinance are to:

- (a) preserve open space, scenic views, critical and sensitive areas, and natural hazard areas;

- (b) conserve agriculture and forestry uses of land;
- (c) protect lands and structures of aesthetic, architectural, and historic significance;
- (d) retain open areas in which healthful outdoor recreation can occur;
- (e) implement the comprehensive plan;
- (f) ensure that the owners of preserved, conserved, or protected land may make reasonable use of their property rights by transferring their right to develop to eligible zones;
- (g) provide a mechanism whereby development rights may be reliably transferred; and
- (h) ensure that development rights are transferred to properties in areas or districts that have adequate community facilities, including transportation, to accommodate additional development.

Comment: *The local government may tailor this list of purposes to its particular planning goals and objectives or leave it with a wide range of purposes and implement the ordinance to achieve specific goals and objectives.*

102. Authority

This ordinance is enacted pursuant to the authority granted by [cite to state statute or local government charter or similar law].

Comment: *It is important to determine whether the local government has legal authority to enact a TDR program because not all local governments in all states have identical powers. In addition, enabling legislation for TDR may require that the transfers be done in a certain manner other than is described in this model.*

103. Definitions

As used in this ordinance, the following words and terms shall have the meanings specified herein:

“Development Rights” mean the rights of the owner of a parcel of land, under land development regulations, to configure that parcel and the structures thereon to a particular density for residential uses or floor area ratio for nonresidential uses. Development rights exclude the rights to the area of or height of a sign.

Comment: *Unless sign area and height are excluded from the definition of “development rights,” it is possible to transfer them to another parcel, resulting in larger or taller signs. In*

some cases, development rights might extend to impervious surface coverage, and a transfer of such rights would allow more extensive lot coverage.

“Density” or **“Net Density”** means the result of multiplying the net area in acres times 43,560 square feet per acre and then dividing the product by the required minimum number of square feet per dwelling unit required by the zoning ordinance for a specific use district.

“Density” or “Net Density” is expressed as dwelling units per acre or per net acre

“Floor Area” means the gross horizontal area of a floor of a building or structure measured from the exterior walls or from the centerline of party walls. “Floor Area” includes the floor area of accessory buildings and structures.

“Floor Area Ratio” means the maximum amount of floor area on a lot or parcel expressed as a proportion of the net area of the lot or parcel.

“Net Area” means the total area of a site for residential or nonresidential development, excluding street rights-of-way and other publicly dedicated improvements, such as parks, open space, and stormwater detention and retention facilities, and easements, covenants, or deed restrictions, that prohibit the construction of building on any part of the site. “Net area” is expressed in either acres or square feet.

[**“Overlay District”** means a district superimposed over one or more zoning districts or parts of districts that imposes additional requirements to those applicable for the underlying zone.]

Comment: *This definition is only necessary if the TDR designation is accomplished via an overlay district.*

“Receiving District” means one or more districts in which the development rights of parcels in the sending district may be used.

“Receiving Parcel” means a parcel of land in the receiving district that is the subject of a transfer of development rights, where the owner of the parcel is receiving development rights, directly or by intermediate transfers, from a sending parcel, and on which increased density and/or intensity is allowed by reason of the transfer of development rights;

“Sending District” means one or more districts in which the development rights of parcels in the district may be designated for use in one or more receiving districts;

“Sending Parcel” means a parcel of land in the sending district that is the subject of a transfer of development rights, where the owner of the parcel is conveying development rights of the parcel, and on which those rights so conveyed are extinguished and may not be used by reason of the transfer of development rights; and

“Transfer of Development Rights” means the procedure prescribed by this ordinance whereby the owner of a parcel in the sending district may convey development rights to the

owner of a parcel in the receiving district or other person or entity, whereby the development rights so conveyed are extinguished on the sending parcel and may be exercised on the receiving parcel in addition to the development rights already existing regarding that parcel or may be held by the receiving person or entity.

Comment: *This definition recognizes that development rights may be sold to an entity (e.g., the local government or a nonprofit organization) that will hold them indefinitely.*

“Transferee” means the person or legal entity, including a person or legal entity that owns property in a receiving district, who purchases the development rights.

“Transferor” means the landowner of a parcel in a sending district.

104. Establishment of Sending and Receiving Districts.

[Alternative 1: Amend the zoning map using overlays]

(1) The [local legislative body] may establish sending and receiving districts as overlays to the zoning district map by ordinance in the manner of zoning district amendments. The [planning director] shall cause the official zoning district map to be amended by overlay districts to the affected properties. The designation “TDR-S” shall be the title of the overlay for a sending district, and the designation “TDR-R” shall be the title of the overlay for a receiving district.

Comment: *When a zoning map is amended, one practice is to list the ordinance number and the enactment date in a box on the map, along with the signatures of the planning director and the clerk of the local legislative body (e.g., the clerk of council). This allows for an easy reference if there should be any later questions about whether the map amendment accurately reflects the legal description in the ordinance.*

(2) Sending and receiving districts established pursuant to Paragraph (1) shall be consistent with the local comprehensive plan.

[Alternative 2—Specify zoning districts that can serve as sending and receiving districts]

(1) The following zoning districts shall be sending districts for the purposes of the transfer of development rights program:

[list names of districts]

(2) The following zoning districts shall be receiving districts for the purposes of the transfer of development rights program:

[list names of districts]

Comment: *Since the sending and receiving districts are being established as part of the ordinance rather than through separate overlays, the local government would need to make a declaration of consistency with the comprehensive plan for such districts as part of the enactment of these two paragraphs.*

105. Right to Transfer Development Rights

- (1) Each transferor shall have the right to sever all or a portion of the rights to develop from the parcel in a sending district and to sell, trade, or barter all or a portion of those rights to a transferee consistent with the purposes of Section 101 above .
- (2) The transferee may retire the rights, resell them, or apply them to property in a receiving district in order to obtain approval for development at a density or intensity of use greater than would otherwise be allowed on the land, up to the maximum density or intensity indicated in Table 1.

Table 1
Maximum Density and Intensity Allowed in Zoning Districts through Transfer of Development Rights (TDR)

Note: District names, densities, and intensities are hypothetical examples only.

Zoning District Title	Maximum Density in Dwelling Units Per Net Acre	Maximum Intensity in Floor Area Ratio	Maximum Density with TDR	Maximum Intensity in Floor Area Ratio with TDR
R-1	4		8	
R-2	8		16	
R-3	16		32	
C-1		0.2		0.4
C-2		1.0		2.0
C-3		2.0		4.0
C-4		4.0		8.0
I-1		0.75		1.5

(3) Any transfer of development rights pursuant to this ordinance authorizes only an increase in maximum density or maximum floor area ratio and shall not alter or waive the development standards of the receiving district, including standards for floodplains, wetlands, and [other environmentally sensitive areas]. Nor shall it allow a use otherwise prohibited in a receiving district.

Comment: *In some cases, it may be desirable to allow the transfer of the right to additional impervious surface coverage on a site. For example, if a certain zoning district limits the amount of surface parking by a maximum impervious surface parking ratio and additional parking is needed, Table 1 should be amended to authorize this.*

106. Determination of Development Rights; Issuance of Certificate

(1) The [zoning administrator] shall be responsible for:

- (a) determining, upon application by a transferor, the development rights that may be transferred from a property in a sending district to a property in a receiving district and issuing a transfer of development rights certificate upon application by the transferor.
- (b) maintaining permanent records of all certificates issued, deed restrictions and covenants recorded, and development rights retired or otherwise extinguished, and transferred to specific properties; and
- (c) making available forms on which to apply for a transfer of development rights certificate.

(2) An application for a transfer of development rights certificate shall contain:

- (a) a certificate of title for the sending parcel prepared by an attorney licensed to practice law in the state of [*name of state*];
- (b) [five] copies of a plat of the proposed sending parcel and a legal description of the sending parcel prepared by [licensed *or* registered] land surveyor;
- (c) a statement of the type and number of development rights in terms of density or FAR being transferred from the sending parcel, and calculations showing their determination.
- (d) applicable fees; and
- (e) such additional information required by the [zoning administrator] as necessary to determine the number of development rights that qualify for transfer

Comment: *A local government should consult with its law director or other legal counsel to determine the requirements for an application for a TDR. Consequently, this paragraph as well as other Sections of the ordinance may need to be revised to reflect state-specific issues concerning real property law and local conditions.*

(3) A transfer of development rights certificate shall identify:

- (a) the transferor;
- (b) the transferee, if known;
- (c) a legal description of the sending parcel on which the calculation of development rights is based;
- (d) a statement of the number of development rights in either dwelling units per net acre or square feet of nonresidential floor area eligible for transfer;
- (e) if only a portion of the total development rights are being transferred from the sending property, a statement of the number of remaining development rights in either dwelling units per net acre or square feet of nonresidential floor space remaining on the sending property;
- (f) the date of issuance;
- (g) the signature of the [zoning administrator]; and
- (h) a serial number assigned by the [zoning administrator].

(4) No transfer of development rights under this ordinance shall be recognized by the [local government] as valid unless the instrument of original transfer contains the [zoning administrator's] certification.

107. Instruments of Transfer

(1) An instrument of transfer shall conform to the requirements of this Section. An instrument of transfer, other than an instrument of original transfer, need not contain a legal description or plat of the sending parcel.

(2) Any instrument of transfer shall contain:

(a) the names of the transferor and the transferee;

(b) a certificate of title for the rights to be transferred prepared by an attorney licensed to practice law in the state of [name of state];

(c) a covenant the transferor grants and assigns to the transferee and the transferee's heirs, assigns, and successors, and assigns a specific number of development rights from the sending parcel to the receiving parcel;

(d) a covenant by which the transferor acknowledges that he has no further use or right of use with respect to the development rights being transferred; and

(e) [*any other relevant information or covenants*].

(3) An instrument of original transfer is required when a development right is initially separated from a sending parcel. It shall contain the information set forth in paragraph (2) above and the following information:

(a) a legal description and plat of the sending parcel prepared by a licensed surveyor named in the instrument;

(b) the transfer of development rights certificate described in Section 106 (4) above.

(c) a covenant indicating the number of development rights remaining on the sending parcel and stating the sending parcel may not be subdivided or developed to a greater density or intensity than permitted by the remaining development rights;

(d) a covenant that all provisions of the instrument of original transfer shall run with and bind the sending parcel and may be enforced by the [*local government*] and [*list other parties, such as nonprofit conservation organizations*]; and

(e) [*indicate topics of other covenants, as appropriate*].

(4) If the instrument is not an instrument of original transfer, it shall include information set forth in paragraph (2) above and the following information :

- (a) a statement that the transfer is an intermediate transfer of rights derived from a sending parcel described in an instrument of original transfer identified by its date, names of the original transferor and transferee, and the book and the page where it is recorded in the [land records of the county].
- (b) copies and a listing of all previous intermediate instruments of transfer identified by its date, names of the original transferor and transferee, and the book and the page where it is recorded in the [land records of the county].

(5) The local government's [law director] shall review and approve as to the form and legal sufficiency of the following instruments in order to affect a transfer of development rights to a receiving parcel:

- (a) An instrument of original transfer
- (b) An instrument of transfer to the owner of the receiving parcel
- (c) Instrument(s) of transfer between any intervening transferees

Upon such approval, the [law director] shall notify the transferor or his or her agent, who shall record the instruments with the [name of county official responsible for deeds and land records] and shall provide a copy to the [county assessor]. Such instruments shall be recorded prior to release of development permits, including building permits, for the receiving parcel.

Comment: *The procedures in paragraph (5) may need to be modified based on the structure of local government in a particular state and the responsibilities of governmental officials for land records and assessments. The important point is that the TDRs must be permanently recorded, and the property of the owner of the sending parcel, the value of which is reduced because of the transfer, should be assessed only on the basis of its remaining value.*

108. Application of Development Rights to a Receiving Parcel

(1) A person who wants to use development rights on a property in a receiving district up to the maximums specified in Table 1 in Section 105 above shall submit an application for the use of such rights on a receiving parcel. The application shall be part of an application for a development permit. In addition to any other information required for the development permit, the application shall be accompanied by:

- (a) an affidavit of intent to transfer development rights to the property; and
- (b) either of the following:

1. a certified copy of a recorded instrument of the original transfer of the development rights proposed to be used and any intermediate instruments of transfer through which the applicant became a transferee of those rights; or
 2. a signed written agreement between the applicant and a proposed original transferor, which contains information required by Section 106(2) above and in which the proposed transferor agrees to execute an instrument of such rights on the proposed receiving parcel when the use of those rights, as determined by the issuance of a development permit, is finally approved.
- (2) The [local government] may grant preliminary subdivision approval of a proposed development incorporating additional development rights upon proof of ownership of development rights and covenants on the sending parcel being presented to the [local government] as a condition precedent to final subdivision approval.
- (3) No final plat of subdivision, including minor subdivisions, shall be approved and no development permits shall be issued for development involving the use of development rights unless the applicant has demonstrated that:
- (a) the applicant will be the bona fide owner of all transferred development rights that will be used for the construction of additional dwellings, the creation of additional lots, or the creation of additional nonresidential floor area;
 - (b) a deed of transfer for each transferred development right has been recorded in the chain of title of the sending parcel and such instrument restricts the use of the parcel in accordance with this ordinance; and
 - (c) the development rights proposed for the subdivision or development have not been previously used. The applicant shall submit proof in the form of a current title search prepared by an attorney licensed to practice law in the state of [name of state] .

109. Development Rights Bank [optional]

Comment: *This section should establish a development rights bank, otherwise referred to as a “TDR Bank.” The local government or any other existing or designated entity may operate the bank. The TDR Bank should:*

- *have the power to purchase and sell or convey development rights, subject to the local legislative body’s approval;*
- *have the power to recommend to the local legislative body property where the local government should acquire development rights by condemnation;*
- *have the power, to hold indefinitely any development rights it possesses for conservation or other purposes;*
- *receive donations of development rights from any person or entity; and*
- *receive funding from the local government, the proceeds from the sale of development rights, or grants or donations from any source.*

No model ordinance language for the creation of the TDR bank is provided here because the specifics of such must be determined by the operating entity.

References

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www.fruita.org/pdf/LUC_4_2004/Chapter17_comp.pdf

Howard County, Maryland. Zoning Ordinance, Section 106, Density Exchange Option Overlay District [accessed December 14, 2004]:
<http://www.co.ho.md.us/DPZ/DPZDocs/ClusterDEO070104.pdf>

Redmond, Washington, City of. Community Development Guide, Section 20D.200, Transfer of Development Rights/Purchase of Development Rights Program [accessed December 14, 2004]:
[http://search.mrsc.org/nxt/gateway.dll/rdcdg?f=templates&fn=rdcdgpage.htm\\$vid=municodes:RedmondCDG](http://search.mrsc.org/nxt/gateway.dll/rdcdg?f=templates&fn=rdcdgpage.htm$vid=municodes:RedmondCDG)

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<http://www.scgov.net/Frame/ScgWebPresence.aspx?AAA498=AFC1BAAFC0A89CB7B9BBBAA7C0A4B273C8B5B3B5C86FBBAAC981B0ABB8A2C2B1C980ADB9C2B9>

St. Mary's County, Maryland. Zoning Ordinance, Chapter 26, Transferable Development Rights [accessed December 14, 2004] <http://www.co.saint-marys.md.us/planzone/docs/TDRammendment.pdf>

APPENDIX D

PROGRAM ENVIRONMENTAL IMPACT REPORT



APPENDIX D

Program Environmental Impact Report

The Final Program Environmental Impact Report (Prepared by HDR, Inc., July 2009) is available at the City of Cathedral City Planning Department.

