

CHAPTER 5 MOBILITY AND STREETScape IMPROVEMENTS**A. Vehicular**

The North City Extended Specific Plan circulation system recommendations are proposed as an easterly extension of the original North City Specific Plan, which was based on the Circulation Element of Cathedral City's General Plan (2002). Potential transportation issues, land use and community design goals and policies set forth in this Specific Plan also help shape this circulation system design. This chapter identifies and delineates the transportation and circulation recommendations that are supportive of this Specific Plan's land uses, and also sets forth streetscape treatments for the existing and proposed rights-of-way within this Specific Plan.

North City Extended is currently served by the Interstate Highway 10 freeway and a limited network of major arterial roadways that support local circulation and through-traffic access. Figure 5-1 illustrates the system of Specific Plan Roadway Classifications that is proposed for this North City Extended Specific Plan and how it connects with the North City Specific Plan system. All of the existing roads in the North City Specific Plan are currently built to rural standards and the proposed Valley Center Boulevard has not been constructed at all. Descriptions of the existing roadways in this Specific Plan are as follows:

- **Interstate Highway 10 (I-10)** - Forms the southern boundary of the North City Extended Specific Plan 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 metro area to the west and the Phoenix, AZ metro area to the east. Within this Specific Plan, I-10 has four (4) travel lanes in each direction. A recently improved diamond interchange is located at Bob Hope Drive.
- **Varner Road** - Traverses the northern edge of most this Specific Plan and then intersects with Rio Del Sol/ Bob Hope Drive in the southeastern corner of the Specific Plan. Currently located within Riverside County, Varner Road provides an east-west connection across the Coachella Valley, serving the currently unincorporated community of Thousand Palms and the cities of Cathedral City, Palm Springs and Desert Hot Springs. Varner Road is a designated truck route.
- **Rio Del Sol Road** - Is a north-south roadway in unincorporated Riverside County which connects to Vista Chino Drive (extended) on the north to the Bob Hope/ Varner Road intersection on the south. It forms the eastern boundary of this Specific Plan north of Varner Road.

1. Planned Regional Roadway Improvements

In addition to the roadway network in the North City Extended Specific Plan, other regional capital improvements have been recently completed or are anticipated in its vicinity.

- **Bob Hope Drive/I-10 Interchange** - A new interchange on Interstate Highway 10 at Bob Hope Drive has recently been completed and includes four through lanes on the overcrossing plus turning lanes and on/off-ramps on the north side that help form a primary gateway to the North City Extended Specific Plan. The ramps on the south side of the interchange lead directly to the Ramon Road at Bob Hope Drive intersection which is the gateway to the Agua Caliente Casino Resort Spa. This new interchange provides the impetus for regional scale commercial uses at this location.
- **DaVall Drive/I-10 Interchange (Proposed)** - In the Cathedral City General Plan Circulation Element, DaVall Drive is shown to be extended north across I-10 to Varner Road, along with an interchange with Interstate Highway 10. A design has not yet been determined; however, the proposal would be to extend DaVall Drive in a north-south direction, forming the western boundary of the North City Extended Specific Plan. The estimated year of completion of the interchange is 2030.
- **Varner Road** - During Phase One (years 1 and 2) of the development program, Varner Road will be improved to two lanes in each direction with a landscaped median and parkways between Bob Hope/Rio Del Sol and the north west edge of PA1 and PA3; also Varner Road between the eastern edge of Retention Basin 1 and the eastern edge of PA4 will be improved with the 2 eastbound lanes and the central landscaped median and southern parkway.

Note: The North City Extended Specific Plan does not include a provision for the DaVall Drive/ I-10 interchange since it would primarily serve the North City Specific Plan to the west.

2. Vehicular Network

In order to support the future development of North City Extended Specific Plan, a backbone circulation network has been designed to provide adequate access to the interior of this Specific Plan, as well as to improve connectivity to the North City Specific Plan and existing residential and commercial within Cathedral City, Rancho Mirage, the Thousand Palms area and other communities within the Coachella Valley. The sizing of these roads has been determined based on traffic model forecasts from the RIVTAM traffic model.

The circulation network is designed to respond to existing topographical conditions and to minimize impacts on washes that cross the area.

A key element of the circulation network for North City Extended is the construction of a new Valley Center Boulevard as an arterial from a future extension of DaVall Drive on the west boundary of this Specific Plan to Varner Road in the southeast corner of this area. This boulevard would be an easterly extension of the Valley Center Boulevard planned in the North City Specific Plan. Valley Center Boulevard is to be located between and parallel to I-10 and Varner Road and will provide the major access connectivity to development in the North City and the North City Extended Specific Plans.

Valley Center Boulevard is already identified in the City's General Plan as a *Major Highway* and the two Specific Plans refine the alignment based upon proposed land uses. Further refinement of Valley Center Boulevard may occur during the roadway design phase as new development occurs.

The new roadway classifications included within the North City Extended Specific Plan are as follows:

- **Modified Major Highway** - The right-of-way of a Modified Major Highway will typically be 102' 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. Varner Road and Da Vall Drive are classified as a Modified Major Highway within this Specific Plan. A Multi-use Trail is provided at the property line.
- **Major Highway** - The right-of-way of a Major Highway will typically be 112' with two lanes in each direction and a 25-foot median. It will have a curb-to-curb width of 81 feet, with no on-street parking or bike lanes. Valley Center Boulevard is classified as Major Highway within this Specific Plan. A Multi-use Trail is provided at the property line.
- **North City Collector** - The right-of-way of a Collector will typically be 70 feet with one through lane in each direction and no median. It will have a curb-to curb width of 50 feet, with an on-street parking lane on each side of the street. It will include a 5-foot Class II bike lane in each direction.
- **Modified Industrial Collector** - This Specific Plan includes modified Industrial Collectors within "Light Industrial" land use areas. This is an existing roadway classification in the Cathedral City General Plan, and the cross section will comply with those standards. Typically, the right-of way for an Industrial Collector is 66 feet with a pavement width of 48 feet. It will have two 12 wide traffic lanes in each direction.

- **North City Local Street** - The right-of-way of a Local Street will typically be 56 feet with one 11-foot traffic lane in each direction with no median. It will have a curb-to-curb width of 36' with an on-street parking lane on each side of the street.

(Note: Table 5-1 "Specific Plan Roadway Classifications" which is included in the North City Specific Plan is considered redundant for the purposes of this Specific Plan and is not included within this document).

3. Recommended Street Improvements

This section describes and illustrates the recommended roadway alignments, widths and landscape treatments for the circulation system serving North City Extended, including existing and future roadways.

Within the North City Specific Plan, Table 5-2 “Street Tree Master Plan” on page 5-11 summarizes the street classification, parkway tree, and median landscape material and shrub / groundcover palette for medians and parkways for each street classification for that plan. Valley Center Boulevard and Varner Road are included in that table and apply to this Specific Plan as well. Reference should be made to this exhibit as parts of it apply to this document.

Descriptions and cross sections of roadways within the North City Extended Specific Plan are included within this document in Figures 5-2 (Varner Road), 5-3 (Valley Center Boulevard and DaVall Drive) and 5-4 (Collectors and Local Streets) that follow.

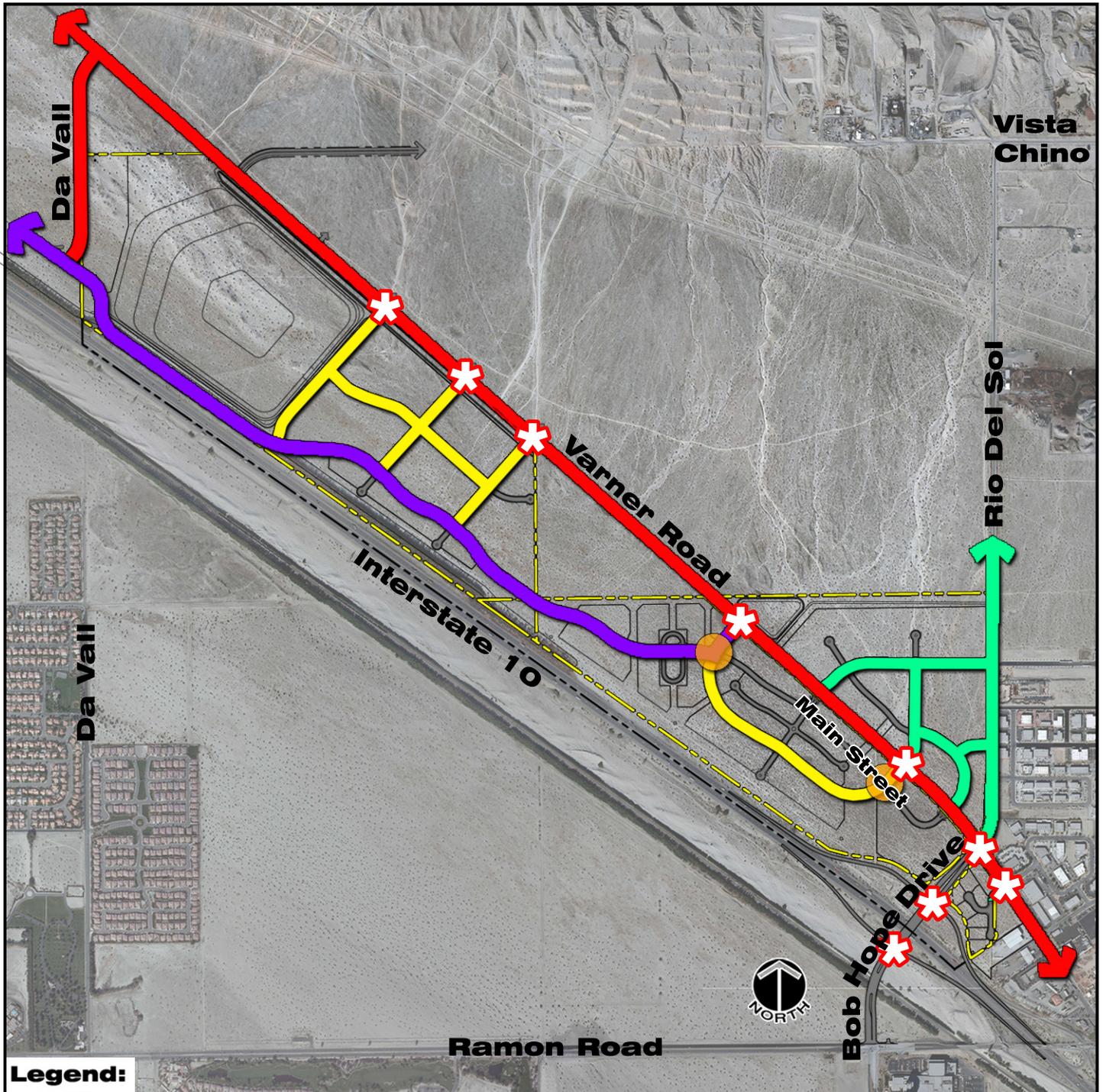
Note: Throughout the North City Extended Specific Plan, right turn-out lanes are to be provided at all major/ signalized intersections; and all pedestrian sidewalks within street right-of-way are to be non-contiguous to curbs and separated by a minimum of a four (4) foot wide parkway.

4. Traffic Impact Study Recommendations

A separate, detailed “Traffic Impact Study” has been prepared for the North City Extended Specific Plan, and its recommendations are incorporated by reference into this document. This analysis proposes locations and phasing for the following types of street improvements through the phased buildout of the project:

- existing and new signalized intersections;
- stop sign controlled intersections;
- existing and new through traffic lanes geometrics (number by phase);
- exclusive right-turn and left-turn lanes;
- through/ right and through/ left lanes; and
- free-flow right turns.

The following exhibits which summarize Specific Plan roadway classifications and corridor cross sections by classification type are consistent with the recommendations of the “Traffic Impact Study” as well as Cathedral City General Plan standards.



Legend:

- Modified Major Highway**
- Major Highway (Valley Center Boulevard)**
- North City Collector**
- Modified Industrial Collector**
- Roundabout Intersection**
- Signalized Intersection**

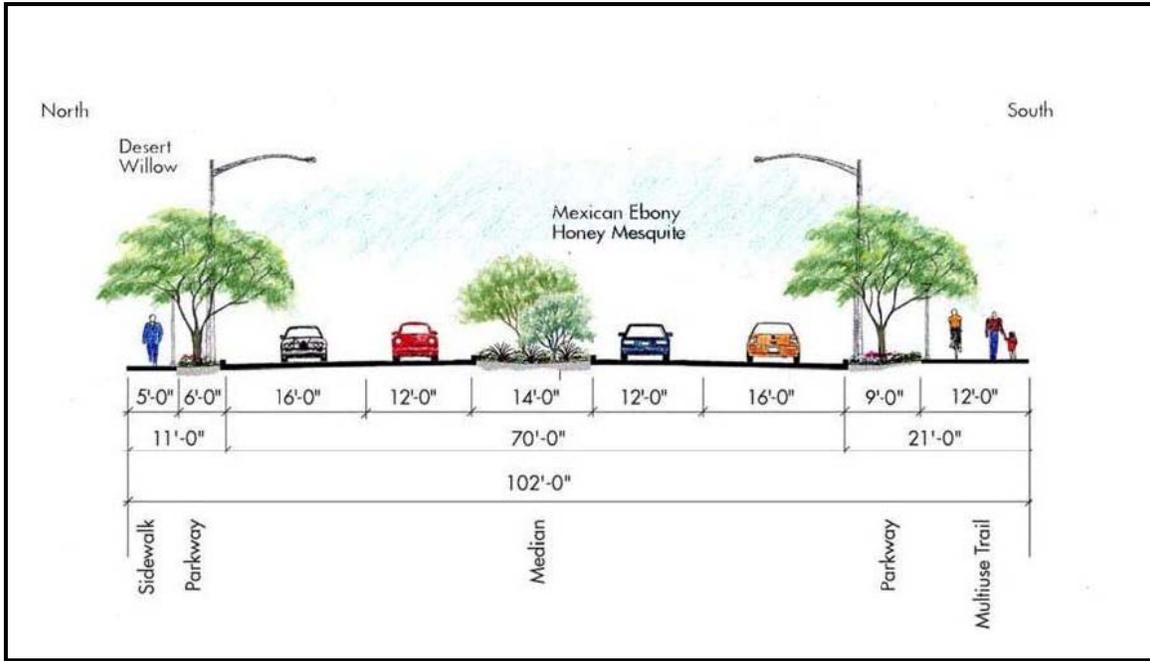
**Specific Plan
Roadway
Classifications**



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Figure 5-1



**Typical Corridor Cross Section
Modified Major Highway**

Varner Road is classified as a Modified Major Highway and serves as the primary regional transportation corridor paralleling Interstate-10 through the North City Extended Specific Plan. It is comprised of: two (2) through traffic-carrying lanes in each direction; a landscape central median to control and accommodate turning movements; a paved 12' multi-use path to be located along the south side of the right-of-way; and a paved 5' sidewalk located along the north side of Varner Road. Both pedestrian-ways are to be separated from the vehicle travel lanes by landscaped parkways. The proposed streetscape along Varner Road is intended to blend into the natural desert environment of the area, and will be comprised of boulders placed among clusters of native and adapted shrubs and cacti, with crushed stone as the primary groundcover.



Honey Mesquite

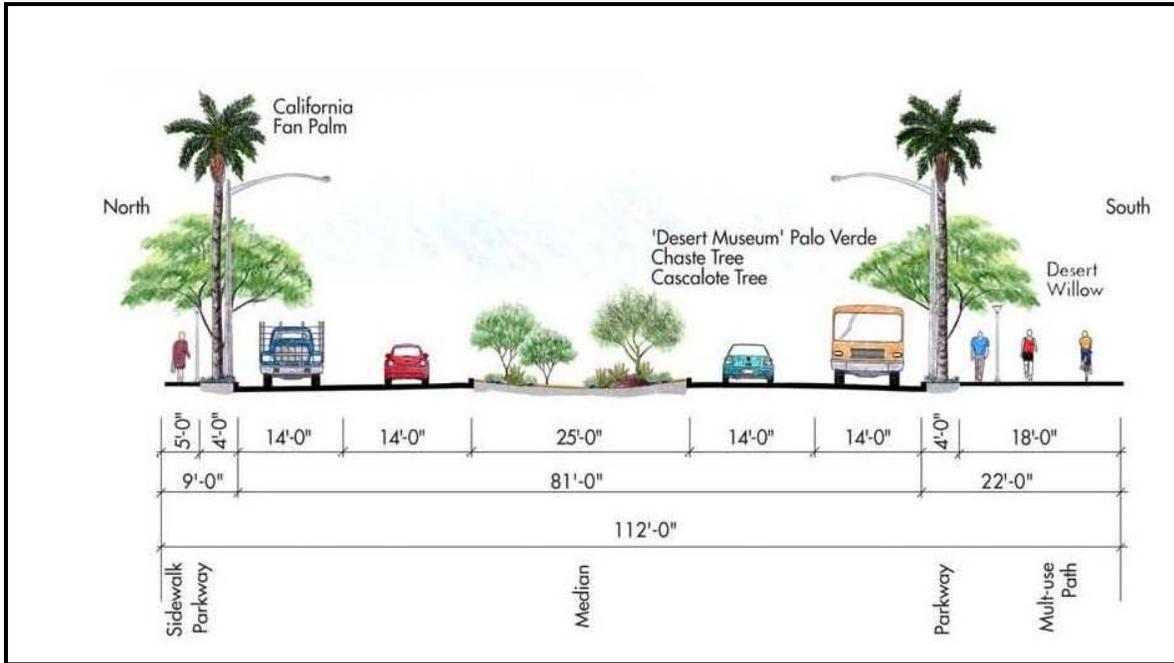


Mexican Ebony



Desert Willow

Figure 5-2: Varner Road



Typical Corridor Cross Section Major Highway



Roundabout Intersection

Roundabouts control and distribute traffic at key intersections without the use of traffic signals or stop signs.

Valley Center Boulevard is classified as a Major Highway, and serves as the central circulation and visual “spine” of the planned community development. California Fan Palms are to be used as a theme tree in its parkways, and will function as “skyline trees” visible from I-10. Alternating Desert Willows will provide shade to the multi-use path. Medians will feature a variety of colorful trees, shrubs and groundcovers.



California Fan Palm



Desert Willow



Desert Museum Palo Verde

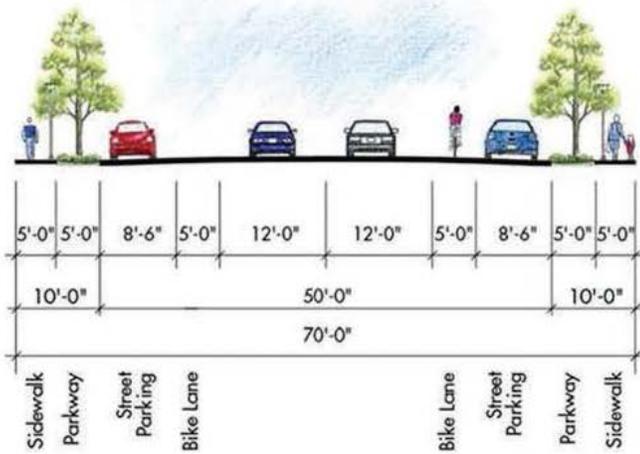


Chaste Tree

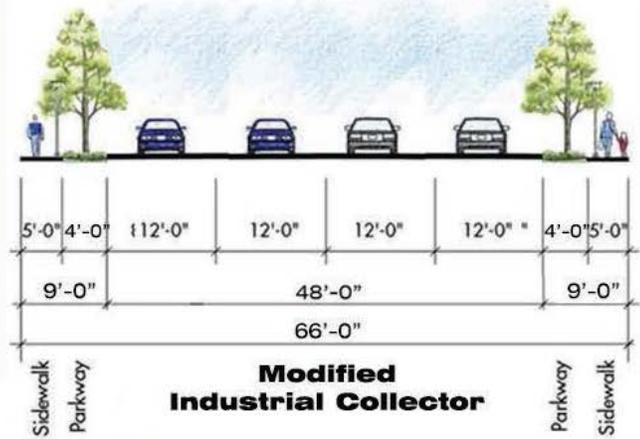


Cascalote Tree

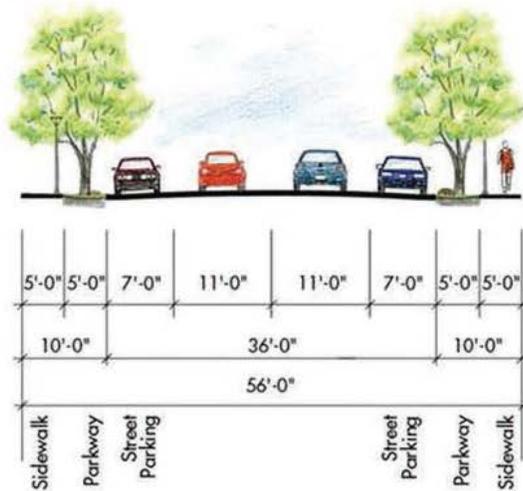
Figure 5-3: Valley Center Boulevard



Typical North City Collector



Modified Industrial Collector



Typical North City Local Street



Velvet Mesquite



Blue Palo Verde



Texas Mountain Laurel



African Sumac



Smoke Tree

Figure 5-4: Collectors and Local Streets

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

The North City Specific Plan included a presentation of “General Design Guidelines for Public Right-of-Way” on pages 5-24 through 5-27. This Specific Plan incorporates these guidelines by reference and does not replicate them in this document. Reference should be made to these pages in the North City Specific Plan. The following features of new streets in North City Extended shall be designed accordingly:

- Street Design
- Street Trees and Planting
- Streetscape Amenities
 - a) street furniture
 - b) lighting
 - c) paving
 - d) signage and graphics

B. Bikeway and Trail Network

In coordination with the Bike and Trail Network proposed in the North City Specific Plan, Figure 5-6 establishes an integrated bikeway and trail network for the North City Extended Specific Plan Area as follows:

- A regional 18’ wide, off-street multi-use trail is proposed in the Valley Center Boulevard (Figure 5-3) and Varner Road (Figure 5-2) right-of-way. A multi-use trail includes both a Class I bikeway and a pedestrian path. The Varner Road multi-use trail is also proposed as a linkage within the Western Coachella Valley Regional Trail System and will link North City and North City Extended to the regional trail network. The Valley Center multi-use trail should range between 12’ and 14’ in width and should also be linked to the regional trail network.
- As illustrated in Figure 5-6, a multi-use trail is also proposed along the parkway along Interstate Highway 10 and the “Freeway Buffer/ Open Space” designated within the North City Extended Specific Plan. This trail will provide an uninterrupted path for bicycles and pedestrians along the length of this Specific Plan and will be an easterly extension of the trail proposed in the original North City Specific Plan.
- Class II Bikeways, striped on-street bike lanes providing one-way bicycle travel on a street or highway, are proposed on DaVall Drive and on collectors within this SP. They will connect with the multi-use trail in the freeway frontage parkway. All paving, striping and other means of designating bike lanes should be consistent throughout the Specific Plan.

- Property owners will be required to provide additional trail and bikeway easements within their developments that connect to the overall bikeway system as well as to the parkway along Interstate Highway 10.
- Funding for trails are obtainable through Quimby Act exactions and set-aside as a condition 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



Bikeway and Trail Segment adjacent to Thoroughfare

Bikeways and trails provide the focus and connectivity that bring increased recreational and ecological value to the site. Pathways and bikeways need to have landscape elements that provide rest stations, seating and wayfinding elements, as appropriate in this desert environment.

Figure 5-5 illustrates desirable visual qualities of the bikeway and trail system to serve this Specific Plan.

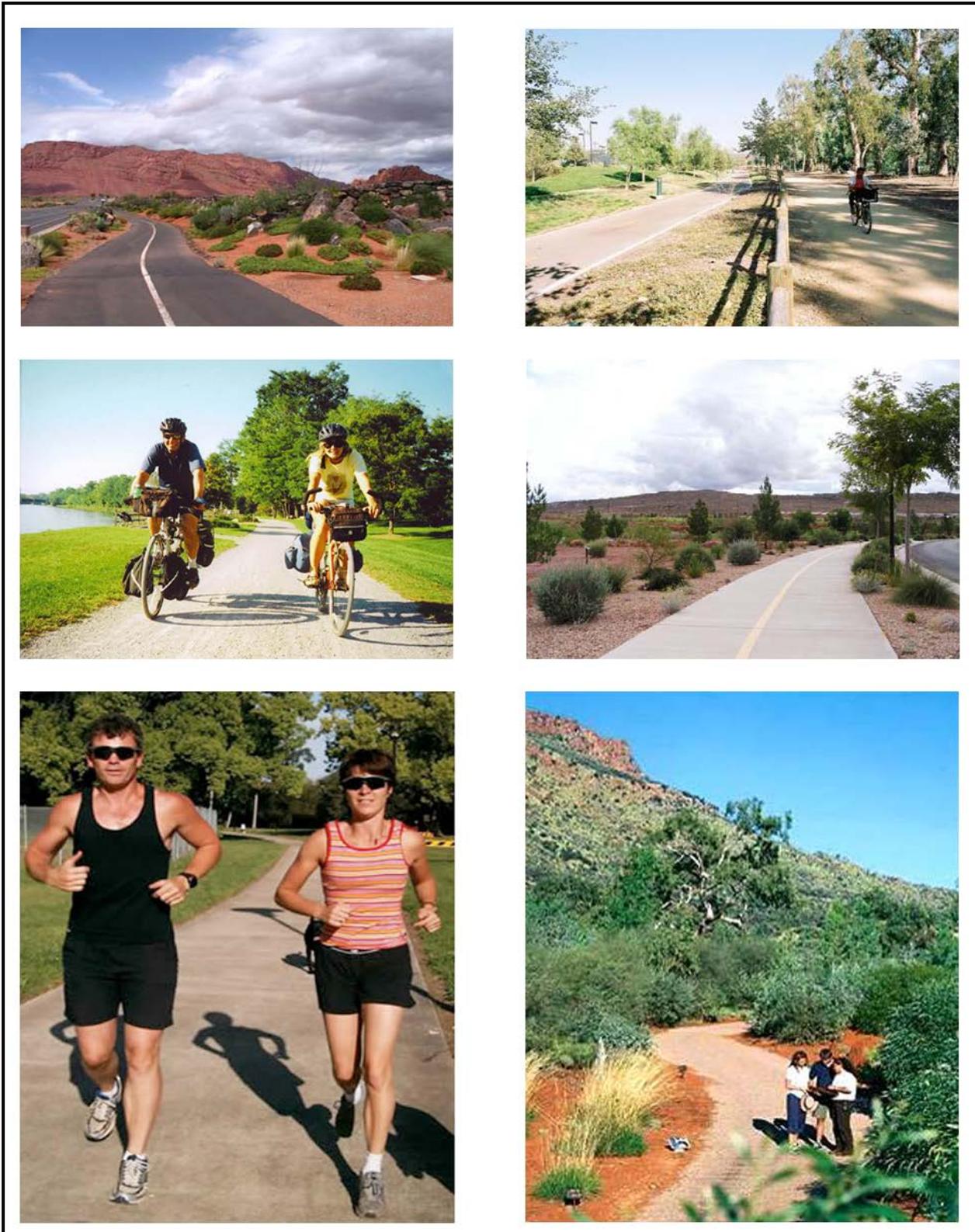
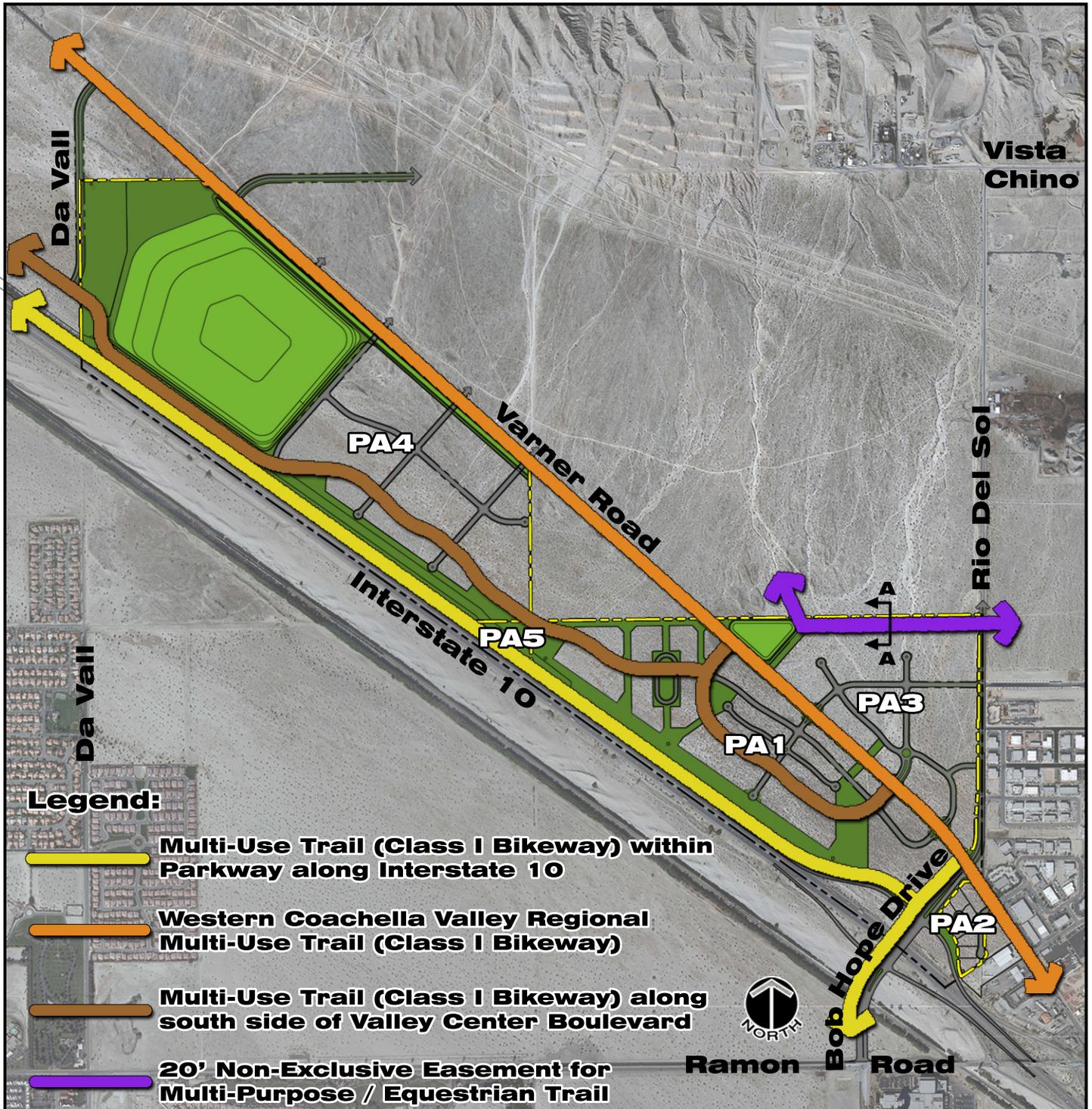
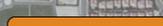
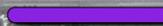
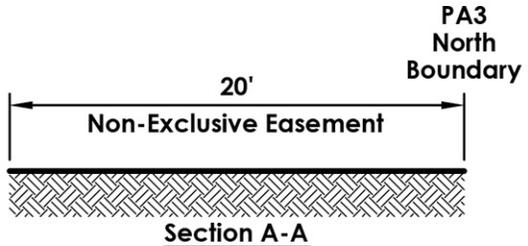


Figure 5-5: Bikeway and Trail System



Legend:

-  **Multi-Use Trail (Class I Bikeway) within Parkway along Interstate 10**
-  **Western Coachella Valley Regional Multi-Use Trail (Class I Bikeway)**
-  **Multi-Use Trail (Class I Bikeway) along south side of Valley Center Boulevard**
-  **20' Non-Exclusive Easement for Multi-Purpose / Equestrian Trail**



Trail and Bikeway Network



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Figure 5-6

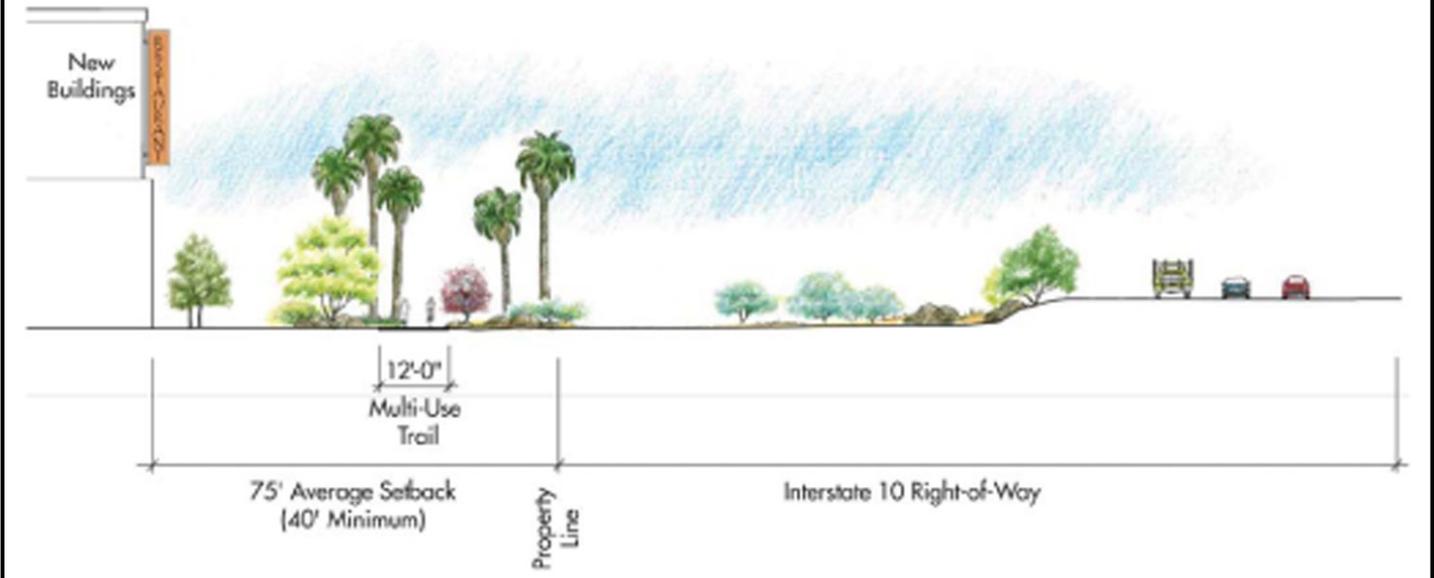
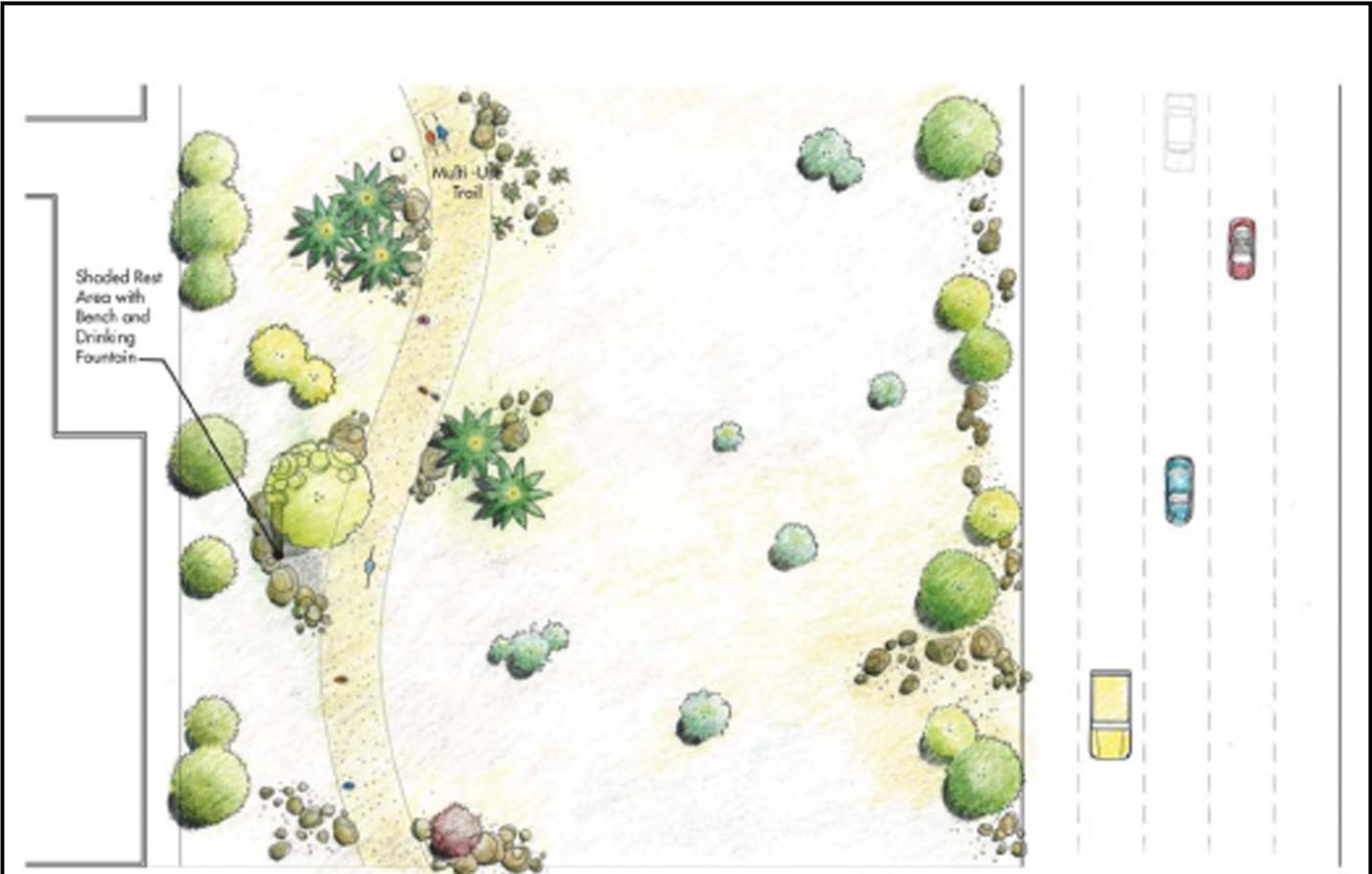
1. Parkway along Interstate 10

As previously described a public parkway will be located along the length of I-10 within the North City Extended Specific Plan Area. This is noted as “Freeway Buffer/ Open Space” within this document. Portions of this parkway will be achieved by park land dedications by the master developer; and this will be augmented by a requirement of development of land near the freeway (75-foot average setback per Chapter 8 of this Specific Plan to allow for public improvements. Also, Cathedral City will coordinate with Caltrans to improve the land within its I-10 right-of-way for the length of this Specific Plan.

The parkway will enhance and distinguish Cathedral City’s section of the I-10 corridor, creating a visually attractive environment along the freeway frontage and providing a noise and visual buffer between new development and I-10 traffic. This parkway 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 permeable asphalt and be well-lit for nighttime use;
- Shaded rest areas for trail users;
- Naturalistic drainage channels and swales;
- Use of native desert plants;
- Preservation of views and provision of screening as necessary;
- Creation of a protective barrier from freeway traffic for trail users by appropriately arranging trees and stones;
- Provision for a “trail adoption” program featuring commercial sponsorships in exchange for trailside signage in order to generate revenue for maintenance;
- This system should feature signage kiosks featuring tall, brightly colored vertical metal flags located where local streets with Class II bike lanes connect to the multi-use trail. Each kiosk should 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 should be located at strategic entry points to the multi-use recreation trail.

Refer to Figure 5-7 which follows.



Parkway along Interstate 10

Figure 5-7



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C. Public Transit

- **Existing Services** - Cathedral City, including the North City Specific Plan, is presently served by SunLine Transit Agency (STA). Five transit lines serve Cathedral City, of which only one passes through the North City Specific Plan Area (Route 14) and operates between downtown Palm Springs and downtown Desert Hot Springs along Gene Autry Trail/ Palm Drive. This route currently provides 50-minute service headways during weekdays and one-hour fifteen minute service headways on weekends.
- **Proposed Improvements** - Within this Specific Plan, mixed use areas are designated along portions of Varner Road and Valley Center Boulevard. The City and STA should work together to develop a bus route that serves the North City Extended area, in coordination with one that serves the North City Specific Plan. Development projects could be required to provide on-street bus turnouts located outside of the flow of traffic, if located along an existing or planned STA line, along with transit amenities such as bus shelters, trash receptacles and bus route/ schedule information.

D. Transportation Demand Management & Transportation System Management

- **Transportation Demand Management (TDM)** - *This community management program requires the development and implementation of policies, plans and programs that encourage and result in the use of a wide range of transportation alternatives, including public transit and the application of employee flextime work schedules.* The Riverside County Transportation Commission (RCTC) has prepared a regional Congestion Management Program which requires Cathedral City and other cities to prepare TDM ordinances. Cathedral City has adopted a TDM ordinance.

Cathedral City Municipal Code (CCMC) Chapter 9.102 (TDM) establishes trip reduction and travel demand regulations per the California Government Code (Section 65089.3(a)(2)), which requires adoption and implementation of TDM 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 persons or more.

All uses within the North City Extended Specific Plan 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)** - *This program emphasizes strategies that focus on enhancing the efficiency and capacity of existing transportation systems through improvements such as facility design treatments, access management systems, high occupancy vehicle (HOV) lanes, incident response plans and intelligent transportation systems (ITS).*

Cathedral City does not currently have any provisions for implementing TSM requirements. However, the City and Caltrans should work together to synchronize traffic signals along Valley Center Boulevard, Varner Road and at the I-10 interchange at Bob Hope Drive. Also, it is recommended that Cathedral City, Caltrans, CVAG and other regional agencies consider establishing programs, such as Freeway Service Patrol, to respond quickly to incidents on I-10 that may result in diversions of traffic through the North City Extended Specific Plan.

E. Trucking and Goods Movement

Within the North City Extended Specific Plan Area, Varner Road and Bob Hope Drive between Varner and the I-10 interchange are designated as truck routes. Within the Light Industrial area of this Specific Plan, a system of Industrial Collectors linking with Varner Road will provide direct truck access to these areas. *Trucking and goods movement needs to be restricted on Valley Center Boulevard, except within Light Industrial areas.*

F. Parking Management

- **Private Parking Provisions** - Cathedral City Municipal Code (CCMC) Chapter 9.58 (Off-Street Parking) sets forth the required number of parking spaces for each permitted land use. The code includes six (6) broad categories of use:
 - Commercial;
 - Industrial;
 - Assembly and Recreation;
 - Visitors;
 - Institutional; and
 - Residential.

All the permitted and conditional land uses in the North City Extended Specific Plan fall within one of these categories. In mixed use projects, the commercial portion of the project shall follow the Commercial Parking Requirements, and 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 “Shared Parking” section.

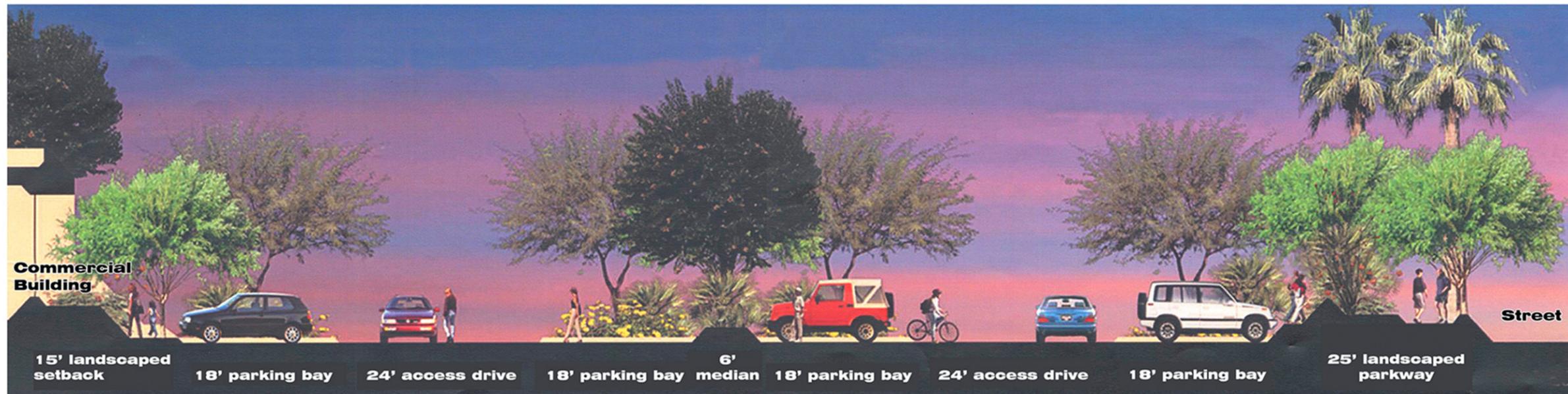
All provisions of CCMC Chapter 9.58 are applicable to the North City Extended Specific Plan Area, including those provisions that relate to handicap parking, parking stall dimensions and loading zones. In addition, the Specific Plan requires double striping between parking spaces (reference Chapters 8-11).

- **Shared Parking** - The provisions for applying Shared Parking criteria are included in CCMC Chapter 9.58 (Off-Street Parking). The Code states that the Cathedral City Planning Commission may allow shared parking for up to 50 percent of the number of required spaces where it can be shown 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 may be permitted subject to a Conditional Use Permit pursuant to Section 9.58 of the CCMC. Shared parking analysis, based upon the most current Urban Land Institute’s (ULI) Shared Parking methodology or other methodology approved by the City Engineer shall be provided to support a parking reduction.*
- **Other Parking Strategies** - *The Mixed Use Area located at the intersection of Bob Hope Drive at Varner Road, directly accessible by the on/off-ramps to Interstate-10, presents a good opportunity for the City to consider forming a North City Extended Parking District that better manages the supply of parking. A suitable Parking District could be established by the City of Cathedral City as a special assessment district with the cooperation of property owner(s) included within the delineated district for the purpose of securing funding and constructing defined “common area” parking lots for shared parking to meet City parking standards as defined within this Specific Plan. Refer to Figure 8-1 on page 135.*

This would involve discouraging the development of small parking lots with private ownership and replacing that approach with a system of larger, publicly-owned parking lots perhaps under the control of the Parking District, to be established by the City and/or the developer. This would also enhance the promotion of a Shared Parking approach to the reduction of the total number of parking spaces and associated paving.

Parallel or diagonal on-street parking spaces along selected “Main Street” frontages serving specialty retail and mixed use village centers may be considered. A 50% credit could be given for on-street parking

spaces directly adjacent to a ground floor commercial use in order to help reduce the off-street parking space requirement. Where applied to development projects, the Traffic Analysis prepared for this Specific Plan needs to be referenced and a site specific traffic study needs to be conducted.



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**Sections through
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Off-Street Parking
Court**

Figure 5-8

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