

# Land Use Element

## PURPOSE

Of all the General Plan elements, the effects of Land Use are the most direct and consequential. The purpose of the Land Use Element is to reflect the City's vision of physical development and promote a thoughtful, equitable and accessible distribution of different land uses, including residential, commercial, industrial, agricultural, and open space. It is also intended to harmonize the City's land uses with other regional land use plans, including airport land use and resource conservation plans. It directly responds to the legal mandate for the regulation of land use, establishes and describes the designations for each land use category, and sets forth general and type-specific goals, policies and programs that guide land use in the community. The accompanying Land Use map shows the general allocation and distribution of land uses throughout the City.

The Land Use Element also serves as a statement of standards also elaborated elsewhere in the General Plan, and establishes expectations for residential population density and building intensity. The element also identifies areas planned for commercial, institutional, industrial and open space uses, and areas of existing and planned public and quasi-public uses. It is the broadest of the elements and is ideally the basis for and the product of coherent land use policy. The purpose of the Land Use Element is to provide sufficient land for all the needs of the community, while preserving the community's environment and quality of life.

## BACKGROUND

California Government Code Section 65300 requires cities and counties to prepare and adopt "a comprehensive, long-term general plan for the physical development" of the community. The General Plan must also designate lands for housing, business, industry, open space, as well as other uses deemed appropriate by the City (Government Code Sections 65302(a)). The Element also incorporates designations reflecting physical development and land use, consistent with Government Code Section 65303. It incorporates mapping of the General Plan land use distributions and provides statements relating to standards of development, intensity and population density. Policies and programs associated with each of the major land use categories are set forth in the Land Use Element and reflect the compatible and integrally planned distribution of land uses reflected in the Plan.

The location and intensity of the various land uses established by the General Plan have the direct consequence of generating traffic and affecting the capacity of local and regional roads. Resulting traffic also affects accessibility for pedestrians, bicyclers and other alternative modes of travel, and results in noise that can have an adverse impact on adjoining land uses. Therefore, the selection of the type, intensity and location of land uses has a profound effect on the movement along all forms of transportation.

Other elements with strong dependence or influence upon the Land Use Element and its land allocation model include Housing, Community Design, Economic and Fiscal, Environmental Justice, as well as those elements reflecting recognition of environmental hazards and resources of the community.

*California's land is an exhaustible resource, not just a commodity, and is essential to the economy, environment and general well-being of the people of California. It is the policy of the state...to protect California's land resource, to insure its preservation and use in ways which are economically and socially desirable in an attempt to improve the quality of life in California."*

Gov. Code 65030



### New Urbanism Principles

Closely aligned and as an extension of the Ahwahnee Principles, New Urbanism is a movement in urban planning and design that seeks to bring a focus to neighborhood-scale community development. It espouses neighborhoods that are diverse in use and population and are designed for pedestrian and transit as well as cars. These principles also are meant to help shape and physically define universally accessible public spaces and community institutions. From a design perspective, urban places should be framed in architecture and landscape design that celebrates local history, climate, ecology and building practice.

### Development Density and Intensity

Achieving land use efficiency in any community is a challenge but perhaps never more than today. If properly met, the challenge can strengthen the social fabric of the community and the local economy, while making development more cost-effective and (for the private sector) more profitable. An important consideration and one responsive to increased density is the provision of adequate and affordable housing that allows the City to meet its regional fair-share as established in the Regional Housing Needs Assessment (RHNA, also see the *Housing Element*). Parameters that have been evaluated include population growth and trends, City and regional demographics, the local mix of jobs, economic trends, and infrastructure needs.

The purpose of higher density development, especially when married with commercial and other services, is to allow a critical mass of people and activities that can be well-served by transit and multi-modal means. Several fundamental conditions are necessary for a successful mixed-use development, including connectivity and infrastructure (roads, sidewalks, bike/NEV paths, buses). Density adds to the housing choices the community can offer and fits the needs and desires of a variety of people in the community.

Intensity of development includes non-residential commercial/professional/medical needs that can be met close by, including everyday shopping and services that don't require a car to access. Density and intensity must be supported by quality design that creates places that feel and look attractive, are solid and soft (like home) at the same time, with well-designed transit, sidewalks, landscaping and architecture that contribute to a neighborhood that is up-to-date and dynamic.

### Land Use, Land Conservation and Quality of Life

As discussed in the *Community Design Element* and elsewhere in the General Plan, there is an intimate relationship between land use planning, land conservation and the quality of life enjoyed by a community. In consideration of land conservation values for purposes of preservation of open space and protection of important natural resources, the planning process is appropriately directed to the efficient planning of lands for urban uses. This implies the establishment and preservation of a logical, contiguous and efficient urban pattern that optimizes land use interactivity and the use of public infrastructure. Applying this principle results in increased land use efficiencies and the preservation of local and regional open space for public use and wildlife conservation. Within the City planning area, lands in the foothills and mountains constitute important conservation lands that benefit local residents and the local economies.



## AIRPORT LAND USE COMPATIBILITY

Most of the City is located within the boundaries of the Palm Springs International Airport (PSP) land use compatibility plan as set forth in the most recent airport master plan update (2005), which in 2019 is in revision and updating. The PSP is an important regional transportation facility located within the City of Palm Springs. However, its area of influence extends well beyond that city's corporate limits and also affects Cathedral City and Rancho Mirage. Airport influences include aircraft and other operational noise, and safety and airspace protection. An important goal of airport and community planning is to minimize conflicts and ensure that existing and future land use patterns do not adversely affect airport operations or the long-term viability of the airport.

At the same time, the airport compatibility analysis ensures that City land uses are compatible with existing and future airport operations. Airport-related noise can adversely impact City lands, is generally perceived to be the most significant concern generated by aircraft operations, and can be audible for miles from the airport. With regard to noise and overflight, the goal of airport compatibility planning is to reduce annoyance and minimize the number of people exposed to excessive levels of aircraft noise.

Airport safety issues are considered for both those living and working near an airport, as well as those using the airport. Safety compatibility is focused on evaluating "risk" and determining the locations around the airport that are at the greatest risk associated with potential aircraft accidents. Typically, accidents occur along the extended runway centerline but can also occur along take-off and landing flight paths. Proper safety and airspace protection minimize the number of people on and off of the airport that are exposed to the risks associated with potential aircraft accidents and avoids flight hazards that interfere with aircraft navigation.

### PSP Airport Land Use Compatibility Zones

The City of Palm Springs owns and operates the PSP airport. Airport land use compatibility is overseen and regulated by the Riverside County Airport Land Use Commission (ALUC), which is comprised of members appointed by various jurisdictions, including cities and the county. Land use compatibility zones are established for the airport and surrounding lands, and take into consideration the noise and safety risk factors mentioned above.

There are five compatibility zones, A through E, with B separated into B1 and B2 sub-zones. Zone A is the most restrictive and E the least restrictive. The PSP compatibility zones established by the ALUC are set forth in the *Riverside County Airport Land Use Compatibility Plan Policy Document (2005)*, which as noted is currently (2019) being updated. Both policies and quantitative thresholds are used to determine whether a specific land use at a specific location is compatible with airport noise and safety influences, now and in the future. Exhibit LU-1 shows the land use compatibility zones surrounding PSP airport.

The General Plan must be consistent with airport land use compatibility plans, unless overridden by a two-thirds vote of the local government (City Council), pursuant to Public Utility Code Section 21676 (also see Government Code Section 65302.4). The General Plan planning area includes lands primarily within compatibility zones C, D and E, with a very small portion east of Gene Autry drive also occurring in Zone B1. Based on the updated Land Use Map, there are no existing or planned land uses that are incompatible with the PSP airport compatibility zones map.

As shown in Exhibit LU-1, the Palm Springs International Airport Influence Area (AIA) extends into the City of Cathedral City. The City includes land within Compatibility Zones B1, C, D, and E. Land outside the AIA is not within ALUC's jurisdiction. Although ALUC has no jurisdiction over existing development, future development within the AIA is subject to land use density/intensity and other development criteria set forth in the Riverside County Airport Land Use Compatibility Plan Policy Document (RCALUCP), and Additional Policies established specifically for the Palm Springs International Airport in the Palm Springs Airport Land Use Compatibility Plan (PSALUCP). These criteria are to be used to assess whether a development proposal or land use plan is compatible with the PSALUCP.



**Table LU-1**  
**Palm Springs International Airport Land Use Compatibility Criteria**

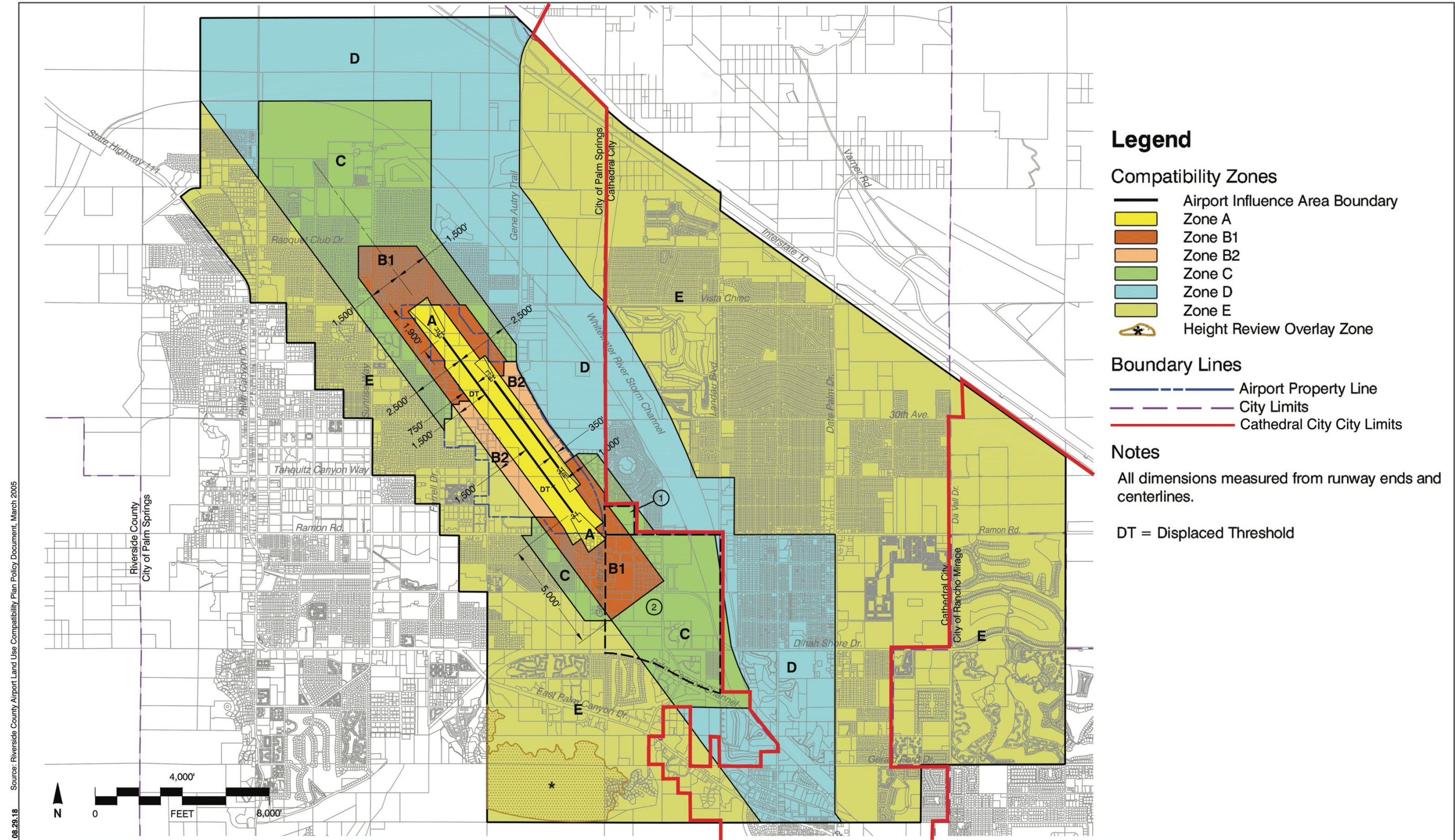
Zone	Locations	Maximum Densities/Intensities				Req'd Open Land <sup>3</sup>	Additional Criteria	
		Residential (du/ac) <sup>1</sup>	Other Uses (people/acre) <sup>2</sup>				Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	With Bonus <sup>8</sup>			
A	Runway Protection Zone and Within Building Restriction Line	0	0	0	0	All remain ing	<ul style="list-style-type: none"><li>• All structures except ones with location set by aeronautical function</li><li>• Assemblages of people</li><li>• Objects exceeding FAR Part 77 height limits</li><li>• Storage of hazardous materials</li><li>• Hazards to flight<sup>9</sup></li></ul>	<ul style="list-style-type: none"><li>• Avigation easement dedication</li><li>• Extended Buyer Awareness measures<sup>19</sup></li></ul>
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"><li>• Children’s schools, day care centers, libraries</li><li>• Hospitals, nursing homes</li><li>• Places of worship</li><li>• Bldgs with &gt;2 aboveground habitable floors</li><li>• Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li><li>• Aboveground bulk storage of hazardous materials<sup>11</sup></li><li>• Critical community infrastructure facilities<sup>12</sup></li><li>• Hazards to flight<sup>9</sup></li></ul>	<ul style="list-style-type: none"><li>• Locate structures maximum distance from extended runway centerline</li><li>• Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li><li>• Airspace review required for objects &gt;35 feet tall<sup>14</sup></li><li>• Avigation easement dedication</li><li>• Extended Buyer Awareness measures<sup>19</sup></li></ul>
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req’t	Same as Zone B1	<ul style="list-style-type: none"><li>• Locate structures maximum distance from runway</li><li>• Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li><li>• Airspace review required for objects &gt;35 feet tall<sup>14</sup></li><li>• Avigation easement dedication</li><li>• Extended Buyer Awareness measures<sup>19</sup></li></ul>
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"><li>• Children’s schools, day care centers, libraries</li><li>• Hospitals, nursing homes</li><li>• Bldgs with &gt;3 aboveground habitable floors</li><li>• Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li><li>• Hazards to flight<sup>9</sup></li></ul>	<ul style="list-style-type: none"><li>• Minimum NLR of 20 dB in residences (including mobile homes) and office buildings<sup>13</sup></li><li>• Airspace review required for objects &gt;70 feet tall<sup>15</sup></li><li>• Deed notice required</li><li>• Extended Buyer Awareness measures<sup>19</sup></li></ul>
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) Or <sup>16</sup> (2) ≥3du/ gross ac.	100	300	390	10%	<ul style="list-style-type: none"><li>• Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li><li>• Hazards to flight<sup>9</sup></li></ul>	<ul style="list-style-type: none"><li>• Airspace review required for objects &gt;70 feet tall<sup>15</sup></li><li>• Children’s schools, hospitals, nursing homes discouraged<sup>17</sup></li><li>• Deed notice required</li><li>• Extended Buyer Awareness measures<sup>19</sup></li></ul>
E	Other Airport Environs	No Limit	No Limit			No Req’t	<ul style="list-style-type: none"><li>• Hazards to flight<sup>9</sup></li></ul>	<ul style="list-style-type: none"><li>• Airspace review required for objects &gt;100 feet tall<sup>15</sup></li><li>• Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks<sup>18</sup></li></ul>
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"><li>• Airspace review required for objects &gt;35 feet tall<sup>14</sup></li></ul>

<sup>1</sup> Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See RCALUCP Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent,

**Table LU-1**  
**Palm Springs International Airport Land Use Compatibility Criteria**

<p>permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See RCALUCP Policy 3.1.3(d).</p> <p><sup>2</sup> Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.</p> <p><sup>3</sup> Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See RCALUCP Policy 4.2.4 for definition of open land.</p> <p><sup>4</sup> The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.</p> <p><sup>5</sup> As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See RCALUCP Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.</p> <p><sup>6</sup> The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.</p> <p><sup>7</sup> Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See RCALUCP Policy 4.2.5 for details.</p> <p><sup>8</sup> An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See RCALUCP Policy 4.2.6 for details.</p> <p><sup>9</sup> Hazards of flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See RCALUCP Policy 4.3.7.</p> <p><sup>10</sup> Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.</p> <p><sup>11</sup> Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of non-aviation flammable materials is also exempted. See RCALUCP Policy 4.2.3(c) for details.</p> <p><sup>12</sup> Critical community facilities include power plants, electrical substations, and public communications facilities. See RCALUCP Policy 4.2.3(d) for details.</p> <p><sup>13</sup> NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See RCALUCP Policy 4.1.6.</p> <p><sup>14</sup> Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting for certain objects. See RCALUCP Policy 4.3.6 for details.</p> <p><sup>15</sup> This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See RCALUCP Policies 4.3.3 and 4.3.4.</p> <p><sup>16</sup> Two options are provided for residential densities in Compatibility Zone D. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Per PSALUCP Additional Compatibility Policy 2.3, Option (2) allows residential densities as low as 3.0 dwelling units per gross acre to the extent that such densities are typical of existing (as of the adoption date of the PSALUCP) residential development in nearby areas of the community. The choice between these two options is at the discretion of the local land use jurisdiction. See RCALUCP Table 2.B for explanation of rationale. All other criteria for Zone D apply to both options.</p> <p><sup>17</sup> Discouraged uses should generally not be permitted unless no feasible alternative is available.</p> <p><sup>18</sup> Although no explicit upper limit on usage intensity is defined for Zone E, land uses of the types listed – uses that attract very high concentrations of people in confined areas – are discouraged in locations below of near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in Zone E if its usage intensity is such that it would be permitted in Zone D.</p> <p><sup>19</sup> Per PSALUCP Additional Compatibility Policy 2.4, in addition to the requirements for aviation easement dedication or deed notification as indicated in the table, any new single-family or multi-family residential development proposed for construction anywhere within the Palm Springs International Airport influence area, except for Compatibility Zone E, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.</p> <p>(a) During initial sales of properties within newly created subdivisions, large airport-related information signs shall be installed and regularly maintained by the developer. These signs shall be installed in conspicuous locations and shall clearly depict the proximity of the property to the airport and aircraft traffic patterns.</p> <p>(b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described.</p> <p>Source: Riverside County Airport Land Use Compatibility Plan Policy Document Table 2A, modified to reflect relevant Chapter 3 PS.2 “Additional Compatibility Policies” of the Palm Springs International Airport. Note: Additional Compatibility Policy 2.1 is addressed in the Cathedral City General Plan Noise Sub-Element, and Additional Compatibility Policies 2.2 and 2.4 do not apply to the City of Cathedral City.</p>
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08.29.18 Source: Riverside County Airport Land Use Compatibility Plan Policy Document, March 2005



## Land Use Capacity Analysis

The City's future is tied to the type and amount of new development it can accommodate at General Plan buildout. Projecting future buildout capacity requires consideration of several variables and is based on assumed densities (dwelling units per acre) and intensity factors that include allowed lot coverage and floor-to-area ratios (FAR), parking requirements, etc. While some of today's developed lands may change in use in the coming years, most of the assumed City buildout is on remaining vacant lands planned for residential and employment-generating uses. The consequences of the 2040 General Plan buildout are discussed below.

## LAND USE CATEGORIES

The Land Use Element and the official General Plan Land Use Map describe and designate the distribution of land uses by type, location, intensity and/or extent of use. Uses to be considered are diverse and include residential, commercial, industrial, open space, recreation, public buildings and facilities, and other categories of public and private land uses.

Prior to the adoption of the Cathedral City General Plan comprehensive update, the City utilized the land use designations and assignments adopted in the 1987 Plan. Land use categories and their assignment, as well as the City corporate limits, have evolved through two previous General Plan updates (2002 and 2009). The 2040 General Plan update includes a comprehensive assessment of land uses and their distribution in 2018 and was conducted using a computer-based geographic information system (GIS), aerial photo analysis, field surveys and extensive consultations with residents and property and business owners.

Table LU-1 provides a summary description of the City's updated General Plan land use designations, and Table LU-2 provides statistical summaries of these land uses. Overall land use goals, policies and programs then follow. A discussion of each major land use category is also presented, followed by related goals, policies and programs.

## Abbreviations and Symbols

Abbreviations of land use codes are comprised of letters that summarize the land use and its range of potential intensity. It also uses these codes to define individual sub-uses within a given land use category, such as Open Space and Public/Quasi-Public categories.

## Specific Plans of Land Use

As described in Chapter II, Specific Plans are a valuable tool in implementing the General Plan, with objectives, policies and detailed design and analysis. They can provide precise land use locations and designs supported by maps, exhibits and diagrams indicating of land uses and public and private urban support systems, including streets, utilities and drainage facilities. A Specific Plan can also facilitate financing necessary to carry it out. It must also be consistent with all facets of the General Plan, including its development standards, subdivisions, and public works projects must be consistent with an existing Specific Plan (Government Code Section 65455).

The City currently (2018) has numerous Specific Plans ranging in size from a few to hundreds of acres. In some instances, these Specific Plans are no longer relevant or their purpose has already been achieved. Specific Plans are used in conjunction with other underlying land use designations and can be applied to any designation as an overlay on the General Plan Land Use Map. It is also appropriate as a means of planning and processing community-scale commercial and mixed-use development proposals. Specific Plan boundaries, objectives and regulations may be amended from time to time to adapt to changing circumstances and opportunities.

## Sustainable Land Use Planning

The Cathedral City sustainable community strategy is embodied in the City's *Sustainability Plan*, *Climate Action Plan* and *Energy Action Plan*, as well as its *Green for Life* program. The City was an early proponent of sustainable planning and development, and these values and strategies are incorporated throughout the 2040 General Plan. The Land Use Element is also coordinated with local and regional transportation planning and the expanded development of alternative transportation, including CV Link and other multi-modal facilities (also see Circulation and Mobility Element).

The Land Use and other elements support and encourage integrated mixed-use development and where appropriate will work to facilitate such opportunities for higher density development as a part of its overall sustainability strategy. The element identifies areas of development that are ripe for repurposing and in some cases replacement. Creative land planning and design is encouraged in areas with infill opportunities, and especially where circumstances require thoughtful innovation. These efforts not only serve to harmonize land use and transportation planning, but also help to insure a sustainable environment.



The General Plan and supporting sustainability planning promote urban development that is compact with more opportunity for greater residential density integrated with mixed-use, neighborhood-serving commercial and other “neighborhood” services. The Plan supports multi-modal mobility by enhancing existing and creating new walkable neighborhoods, and expanding the opportunity for safe and convenient biking and low-speed electric vehicles.



Sustainable land use also requires that open space lands are conserved and preserved both on a local and regional level. The City is a partner with other valley cities in the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) that is designed to conserve approximately 750,000 acres for permanent protection. The *Conservation Areas* established by this plan include City lands in the Santa Rosa Mountains and in the west Indio Hills and Edom Hill Conservation Areas (also see the *Open Space and Conservation Element*).



In urbanized areas and throughout the City, the General Plan promotes the use of native and non-invasive plants in landscaping to protect the surround desert and mountain habitats. City parks are also using more desert and other drought-tolerant landscaping as part of park design and management.

### Land Use Intensities

Residential land use designations establish both minimum and maximum densities ranging from 1 unit per 20 acres to 45 units per acre. The average household size in 2018 was 3.16 persons. In general, the City has increased residential densities as part of its sustainability strategy and is supported by its *Community Design Element* standards and guidelines.

Industrial and commercial development has also been intensified in an effort to increase land use efficiencies and to achieve a greater return on the City’s investment in infrastructure and services. In this regard, the General Plan also encourages mixed-use development and a reduction in parking requirements commensurate with achieved land use synergies. While commercial development in the City has generally averaged a floor : area ratio (FAR) of 0.22 in predominantly single story development, multi-story development is supported and encouraged consistent with the standards and guidance set forth in the Community Design Element. Mixed-use development with commercial components may achieve FARs as high as 1.0 with an appropriate complimentary mix of uses.

Industrial development in the desert has traditionally been single story with an FAR of 0.33; however, cannabis and other emerging industrial uses may be able to take cost-effective advantage of multi-story buildings. The *Community Design Element* supports higher FARs for all development, including industrial uses that are compatible with that elements design standards and guidelines.



**Table LU-2 City of Cathedral City 2040 General Plan  
Land Use Designations**

<b>Land Use Designation (Density)</b>	<b>Purpose of Land Use</b>
<b>Residential</b>	
(HR) Hillside Reserve (0-1 du/20 ac)	This designation provides for development densities of one dwelling unit per 20 acres. Development could be precluded on these lands due to topographic, hydrologic, aesthetic or other constraints. In such cases, it may be possible for development rights to be preserved by density transfer or similar mechanism.
(RE) Estate Residential (0-2 du/ac)	The residential estate designation provides for larger lot subdivisions with single-family residential development. This designation is envisioned for rural areas, as well as lands which may also be constrained by topography or other natural restrictions. This type of development may also incorporate a “greenbelt” buffer to help define the City’s urban boundary.
(RL) Low Density Residential (2-4.5 du/ac)	The Low-Density Residential designation provides for single-family residential development on individual lots typically ranging from about 7,500 to 20,000 square feet. These lands serve to buffer more dense residential development from estate residential uses and may be appropriate in areas with some site constraints.
(RR) Resort Residential (3-6.5 du/ac)	This low-density designation is intended to accommodate single-family and attached residential development in a master planned resort setting. On-site amenities typically include golf courses, tennis and swimming facilities, as well as tourist/resort-serving commercial uses. This designation also allows hotels/motels and ancillary visitor and tourist-serving commercial uses.
(RM) Medium Density Res. (4.5-10 du/ac)	This designation provides for moderately low to medium density subdivisions and Planned Unit Developments (PUDs). It serves to transition between lower and more moderate (medium) residential densities. Product types typically range from single-family to multi-family development, with much of existing development being duplex units on 8,000 square foot lots.
(RMH) Medium-High Density Res. (11-20 du/ac)	This designation allows for a range of attached housing, including apartments and condominiums. It is also suitable for planned communities and affordable and senior housing, where smaller units and higher densities may be appropriate. Multi-family development provides for PUDs comprised of a varying range of residential types and on-site amenities. These lands are typically located in proximity to neighborhood commercial uses, thereby maximizing pedestrian and other multi-modal access to these essential services. Mobile home parks or subdivisions with PUD-type development may also be allowed.

(RH) High Density Res. (20-24 du/ac)

This designation allows for the greatest diversity and highest density of residential development, providing for a full range of multi-family dwellings, including apartments and condominiums. It is also suitable for planned communities and affordable and senior housing, where smaller units and higher densities may be appropriate. Multi-family development provides for PUDs comprised of a varying range of residential types and on-site amenities. These lands are typically located in proximity to neighborhood commercial uses, thereby maximizing pedestrian and other non-motorized access to these essential services.

(PUD) Planned Unit Developments

While not a land use designation, Planned Unit Developments (PUDs) consolidate areas for structures, common open space and recreation areas, and integrate access onto private internal roadways. PUDs permit the transfer of densities from open space/recreation areas provided within a development, thus consolidating open space.

The purpose of the PUD is to promote planned residential development and amenities beyond those typically provided within conventional subdivisions. PUDs are also intended to achieve greater flexibility in design, varying ranges of densities, and to encourage well planned neighborhoods through creative and imaginative planning. The PUD also allows an appropriate mix of housing types, which are unique in their physical characteristics to warrant special methods of residential development. A full range of residential development is permitted, consistent with the underlying land use designation.

## Commercial

(CG) General Commercial (FAR: 0.35)

These lands include a wide variety of commercial centers, ranging from general merchandising and strip commercial centers, to community and regional scale centers. Office development is also appropriate in areas with this designation. Development may range from free-standing retail buildings and restaurants to planned commercial centers. Hotels and motels may also be appropriate on these lands, which are located primarily along major corridors and take advantage of convenient access to tourist and business amenities. This designation also allows the cultivation and sale of cannabis and related products with approval of a discretionary permit.

This designation also provides for the development of commercial centers that serve the entire community and the larger regional market, including supermarket anchors and big box retailers. Community-scale development should take advantage of regional transportation networks and be designed to accommodate transit facilities. Such centers may also host ancillary office components, as well as regional institutions and services.



- (CN) Neighborhood Commercial (FAR: 0.35) This designation is assigned to existing neighborhood centers and vacant lands appropriate for this use. It provides for neighborhood-scale shopping integrated with, and conveniently located as a part of, residential areas. A mix of land uses may also be considered appropriate within this category. Neighborhood commercial uses are also employment centers and should facilitate pedestrian, bicycle and public transit access to the greatest extent practicable.
- Neighborhood Commercial centers may be anchored by supermarkets and super drugstores and provide a wide variety of supporting commercial services, including banking and similar financial services, businesses and offices, dry cleaners, restaurants, barber shops/beauty salons, and similar commercial outlets serving day-to-day neighborhood needs. These centers typically range in size from 8 to 10 acres and provide about 40,000 to 100,000 square feet of gross leasable floor area.
- (DTC) Downtown Commercial (FAR: 0.80) This designation is assigned to a limited area in the Downtown core (as defined by the Downtown Precise Plan) and takes advantage of the convenient access of the East Palm Canyon Drive corridor. Land use, zoning policies and design criteria for the area are established by the Downtown Precise Plan. Permitted land uses include Downtown Residential Neighborhood and Mixed-Use Commercial. This designation provides for a variety of commercial centers, ranging from storefront scale buildings and office space, to lodging and entertainment establishments. The Civic Center and associated civic facilities are also appropriately located within this area, providing venues for community events and festivals that complement the entertainment retail theme of the downtown.
- (MU-N) Mixed-Use Neighborhood (FAR: 1.0) This designation is assigned to limited areas in North City (as defined in the North City and Extended Specific Plans) and takes advantage of proximity to the Interstate 10 freeway, while acknowledging adjacency to *Conservation Area* lands established by the Multiple Species Habitat Conservation Plan area. Land use, zoning policies and design criteria for the area are contained in the North City Specific Plans. Permitted land uses include a mix of residential, up to 25 dwelling units per acre, commercial retail, office and public gathering spaces. Uses may be mixed either horizontally or vertically, with an emphasis on residential with neighborhood-serving commercial.
- (MU-U) Mixed-Use Urban (FAR: 1.0) This designation is assigned to limited areas in North City (as defined in the North City and Extended Specific Plans) and takes advantage of proximity to the Interstate 10 freeway. Land use, zoning policies and design criteria for the area are contained in the North City Specific Plans. Permitted land uses include a mix of residential, up to 45 dwelling units per acre, commercial retail, office and public gathering spaces. Uses may be mixed either horizontally or vertically, with an emphasis on commercial and allowing “big box” development.

## Industrial

### (BP) Business Park (FAR: 0.50)

This designation is intended for light industrial and related uses which are compatible with one another, as well as with neighboring residential and commercial uses. Other potentially appropriate uses include professional offices, including administrative, corporate, institutional, legal, medical, financial, insurance, real estate, and government offices. This designation also allows the cultivation, sale and in some cases manufacture of cannabis and related products with approval of a discretionary permit.

### (I) Industrial (FAR: 0.50)

This designation provides for the development of any and all industrial uses operating entirely in enclosed buildings, and those requiring limited and screenable outdoor storage. Examples include clean manufacturing operations, warehousing and distribution facilities, mini-warehouse storage, and a variety of light manufacturing businesses. This designation also allows the cultivation, sale and in some cases manufacture of cannabis and related products. Siting industrial lands in close proximity to major regional highway and railroad facilities is desirable. Preferred development includes master planned industrial parks with integrated access and internal circulation. Business parks may also be permitted, provided their compatibility with other industrial uses is assured.

This designation may also allow conditional and/or discretionary development of more intense industrial uses with the potential to generate substantial levels of noise, smoke or odor, dust, glare, traffic, vibration, or other nuisances. Examples include the manufacturing of durable goods, such as appliances, furniture, fabricated metal products, and light electrical and transportation equipment. These uses may also have a potential for greater dependence on outdoor storage. Proponents will be required to mitigate any adverse impacts to acceptable or insignificant levels, demonstrate conformance with all community environmental standards, and be compatible with existing and planned land uses.

## Institutional Services and Facilities

### (P) Public/Quasi-Public

This designation serves as a prefix for a variety of quasi-public and public uses delineated on the Land Use map. It is used to recognize such uses as the Civic Center and other governmental offices, libraries, schools, hospitals, police and fire stations, utility substations, and other public and quasi-public facilities.

## Institutional Symbols

(P/CC) Civic Center

Civic Center and related facilities

(P/FS) Fire Station

Fire Station

(P/PS) Police Station

Police Station



(P/M) Medical Facility	Hospitals and similar in/out patient medical facilities. Also may be assigned to convalescent and skilled nursing facilities.
(P/L) Library	Library
(P/S) School	Educational facilities such as daycare, elementary, intermediate, high, special, and technical schools.
(P/PO) Post Office	Post Office
(P/C) Cemetery	Cemetery
(P/T) Transportation	Interstate-10 and Union Pacific Railroad transportation corridors.
(P/U) Utilities	Utility substations, including wells and water tanks, electric, telephone, gas, water and similar facilities.

### Open Space

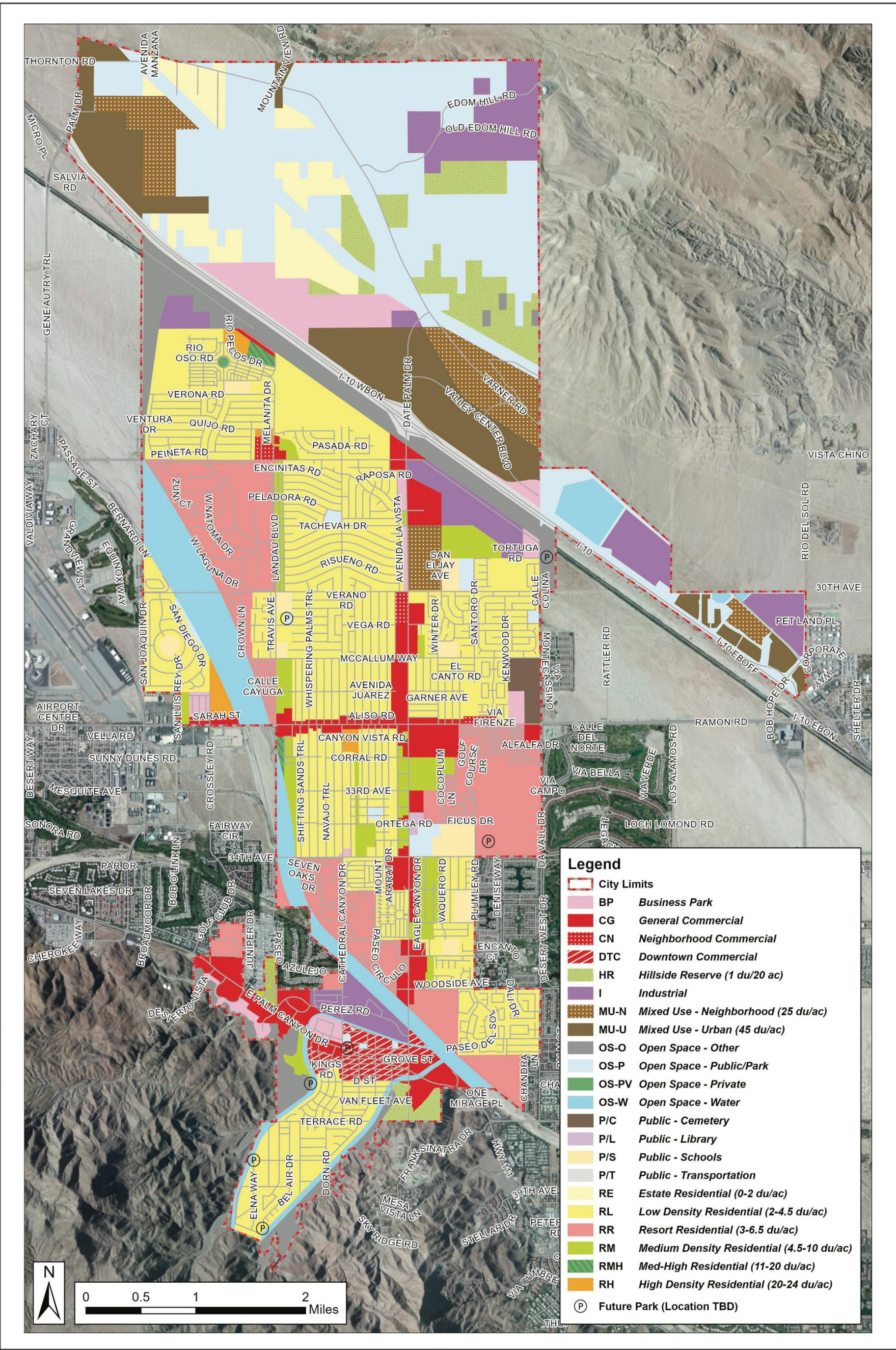
(OS-P) Parks and Public Open Space	Public parks and open space lands determined to be special, important or valuable natural resources which warrant protection. This designation is assigned to park lands and other recreational amenities.
(OS-PV) Open Space - Private	This designation may be assigned to private open space areas that are preserved for this use. These lands include private golf courses, lakes, tennis facilities, pools and other open space/recreation facilities, which are typically located within planned residential communities.
(OS-O) Open Space - Other	This designation may be used to define a variety of open spaces and special resource areas, or those that may pose threats or hazards to development. Examples include large habitat areas preserved for biological purposes, as well as geologic hazard areas, detention or retention basins, trails, etc.
(OS-W) Open Space-Watercourse	This designation is used to delineate floodways, including natural and man-made floodway and drainage channels.

### Specific or Precise Plans

In the past, Specific Plans have been used extensive as development tools for projects or locations which have special development needs or opportunities, including the Downtown and other master-planned areas. Specific Plans are most appropriately applied to projects which propose a mix of uses, or projects which have either environmental or geophysical issues associated with the property. Specific (and Precise Plans) will provide detailed design guidelines and analyses of the projects to which they apply, including the distribution, location, and intensity of proposed land uses.

Specific and Precise Plans also examine and address the required level of public facilities and services and their availability, and they should help establish the economic viability of proposed developments. Standards and requirements for Specific Plans are to be included in the Zoning Ordinance. Specific Plans must be consistent with the City General Plan, and must be developed in conformance with Government Code Section 65451. Also see Chapter II of the General Plan.







**Table LU-3 Cathedral City General Plan (2040) Land Use**

Land Use Category	ROW Acres	Land Use Acres	Total Acres	Vacant	Percentage of Vacant Lands	Developed	Percentage Developed Lands	Total	Percentage	Existing SF/Units	Potential SF/Units*	Buildout SF/Units*
<b>Residential</b>												
Hillside Reserve (1du/20ac)	1.77	457.28	459.05	451.22	98.67%	6.06	1.33%	457.28	3.52%	0	23	23
Estate Residential (0-2du/ac)	8.09	420.69	428.78	420.10	99.86%	0.59	0.14%	420.69	3.24%	1	630	631
Low Density Residential (2-4.5du/ac)	791.59	3144.12	3935.71	762.77	24.26%	2381.35	75.74%	3144.12	24.19%	11,841	2,574	14,415
Resort Residential (3-6.5du/ac)	46.62	1337.54	1384.16	942.80	70.49%	394.74	29.51%	1337.54	10.29%	5,153	4,596	9,749
Medium Density Res (4.5-10du/ac)	47.21	415.26	462.47	166.65	40.13%	248.61	59.87%	415.26	3.19%	4,224	1,250	5,474
Medium-High Density Res (11-20du/ac)	0.53	21.53	22.06	21.53	100.00%	0.00	0.00%	21.53	0.17%	-	323	323
High Density Residential (20-24du/ac)	2.01	38.43	40.44	38.43	100.00%	0.00	0.00%	38.43	0.30%	-	692	692
Mixed Use - Neighborhood	9.25	240.64	249.89	240.64	100.00%	0.00	0.00%	240.64	1.85%	-	5,114	5,114
Mixed Use - Urban	29.86	482.49	512.35	475.67	98.59%	6.82	1.41%	482.49	3.71%		18,194	18,194
<b>Total Residential Acreage</b>	<b>936.93</b>	<b>6557.98</b>	<b>7494.91</b>	<b>3519.81</b>	<b>53.67%</b>	<b>3038.17</b>	<b>46.33%</b>	<b>6557.98</b>	<b>50.45%</b>	<b>21,219</b>	<b>33,396</b>	<b>54,615</b>
<b>Commercial</b>												
Neighborhood Commercial	6.55	32.42	38.97	20.63	63.63%	11.79	36.37%	32.42	0.25%	112,986	197,701	310,687
General Commercial	129.27	559.73	689.00	193.24	34.52%	366.49	65.48%	559.73	4.31%	3,516,986	1,851,858	5,368,844
Downtown Commercial	37.54	93.39	130.93	40.70	43.58%	52.69	56.42%	93.39	0.72%	504,939	390,036	894,975
Mixed Use - Neighborhood	13.87	360.98	374.85	360.98	100.00%	0.00	0.00%	360.98	2.78%	-	3,459,344	3,459,344
Mixed Use - Urban	19.91	321.66	341.57	317.11	98.59%	4.55	1.41%	321.66	2.47%	43,604	3,038,929	3,082,532
<b>Total Commercial Acreage</b>	<b>207.14</b>	<b>1368.18</b>	<b>1575.32</b>	<b>932.66</b>	<b>68.17%</b>	<b>435.52</b>	<b>31.83%</b>	<b>1368.18</b>	<b>10.53%</b>	<b>4,178,508</b>	<b>8,937,867</b>	<b>13,116,382</b>
<b>Industrial</b>												
Industrial	26.20	761.38	787.58	688.40	90.41%	72.98	9.59%	761.38	5.86%	1,080,863	10,195,479	11,276,342
Business Park	24.54	439.26	463.80	362.52	82.53%	76.74	17.47%	439.26	3.38%	1,136,550	5,369,066	6,505,616
<b>Total Industrial Acreage</b>	<b>50.74</b>	<b>1200.64</b>	<b>1251.38</b>	<b>1050.92</b>	<b>87.53%</b>	<b>149.72</b>	<b>12.47%</b>	<b>1200.64</b>	<b>9.24%</b>	<b>2,217,413</b>	<b>15,564,546</b>	<b>17,781,959</b>
<b>Open Space</b>												
Open Space - Other	10.73	528.61	539.34	499.69	94.53%	28.92	5.47%	528.61	4.07%	N/A	N/A	N/A
Open Space - Public	150.08	2303.85	2453.93	2303.85	100.00%	0.00	0.00%	2303.85	17.72%	N/A	N/A	N/A
Open Space - Water	8.56	772.77	781.33	477.32	61.77%	295.45	38.23%	772.77	5.94%	N/A	N/A	N/A
<b>Total Open Space Acreage</b>	<b>169.37</b>	<b>3605.23</b>	<b>3774.60</b>	<b>3280.86</b>	<b>91.00%</b>	<b>324.37</b>	<b>9.00%</b>	<b>3605.23</b>	<b>27.73%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Public</b>												
Cemetery	4.64	55.74	60.38	0.00	0.00%	55.74	100.00%	55.74	0.43%	N/A	N/A	N/A
Library	0.77	2.80	3.57	0.00	0.00%	2.80	100.00%	2.80	0.02%	N/A	N/A	N/A
Schools	7.29	149.38	156.67	0.00	0.00%	149.38	100.00%	149.38	1.15%	N/A	N/A	N/A
Transportation	181.20	58.97	240.17	0.00	0.00%	58.97	100.00%	58.97	0.45%	N/A	N/A	N/A
<b>Total Public Acreage</b>	<b>193.90</b>	<b>266.89</b>	<b>460.79</b>	<b>0.00</b>	<b>0.00%</b>	<b>266.89</b>	<b>100.00%</b>	<b>266.89</b>	<b>2.05%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Totals</b>	<b>1558.08</b>	<b>12998.92</b>	<b>14557.00</b>	<b>8784.25</b>	<b>67.58%</b>	<b>4214.67</b>	<b>32.42%</b>	<b>12998.92</b>	<b>100.00%</b>			

\*Existing and future conditions of Mixed-Use, Commercial, and Industrial land uses are calculated using the following assumptions: residential development is assumed to occur at 75% of the maximum density permitted, 22% lot coverage for commercial and mixed-use development, and 34% lot coverage for industrial development. Mixed-use Neighborhood is developed as 60% commercial and 40% residential. Mixed-use Urban is developed as 60% residential and 40% commercial. Updated 5.30.19

## LAND USE PLAN: THE CONSEQUENCES

Implementation of the Land Use Element will have concrete consequences for the community. It will determine the number and type of dwelling units that may be built and the level of demand for public services, facilities and infrastructure needed to support future residents. Planned land uses will also affect the level and extent of commercial and other services the City will be able to provide, as well as the potential for job-creating development in the commercial and industrial sectors. In this regard, the data from the Land Use Plan have been used to make projections of future residential units and square footages of commercial and industrial development, and lands dedicated to public facilities and open space.

### Residential Land Use and Population Projections

Existing and planned residential land uses have been broken down into nine (9) separate categories as set forth in Tables LU-1 and LU-2, above. The General Plan provides approximately 7,495± acres for residential development. with 3,519± acres of vacant residential lands that could accommodate an additional 33,396± dwelling units. Buildout of the General Plan study area could generate approximately a total of 54,615 dwelling units. Based on 100 percent occupancy and an average household size of 3.16 persons, the City's buildout population could reach about 159,998. This represents a 194% increase over the City's existing (2018) population. Most new residents would live north of I-10, where new residential units would be developed consistent with the North City Specific Plan and North City Extended Specific Plan and would be comprised of multi-family units. Therefore, the average household population in the City may be reduced over time and the City's buildout population could be substantially less than that projected.

**Table LU-4**  
**Projected Population**  
**at General Plan Buildout**

Existing Population <sup>1</sup> :	54,466
Projected Additional Population: 33,019 potential new dwelling units x 3.16 persons/occupied household <sup>1</sup>	104,340
<b>Total Population at Buildout:</b>	<b>158,806</b>
<sup>1</sup> City/County Population and Housing Estimates (Report E-5), January 1, 2018, California Department of Finance. Current (2018) average HH size for all existing units = 2.56 persons.	

### Commercial Land Uses and Employment Potential<sup>1</sup>

The General Plan provides for a total of 1,575± acres of commercial land across five categories, with approximately 435.52± acres currently developed and providing about 4,178,508 square feet of commercial space. The General Plan buildout could potentially result in an additional 8,937,867± square feet with a total of up to 13,116,382± square feet of commercial space. It is difficult to estimate the potential number of jobs that could be created due to the wide range of employment associated with different commercial uses. For instance, average employment for commercial space ranges from about 4.17 employees per 1,000 square feet of office space and 4.3 employees per 1,000 square feet of medical office space, to about 2.5 employees per 1,000 square feet of retail space.

### Industrial Land Uses<sup>2</sup>

The General Plan provides 1,222± acres of designated industrial land in two use designations, "Industrial" and "Business Park" (see Table LU-1). These industrial land uses are located north and south of the East Palm Canyon corridor and especially on lands north and south of the Union Pacific Railroad corridor. Approximately 149 acres of industrial land has been developed (2018) and the General Plan provides for an additional 1,023± acres of industrial lands for future development. The General Plan buildout could result in an additional 15,156,223± square feet with a total of up to 17,355,567± square feet of industrial space.

<sup>1</sup> "Draft Master EIR-Corbin & Nordhoff Redevelopment Project" City of Los Angeles, SH 2002051125. 2002.

<sup>2</sup> Ibid.

It is difficult to estimate the potential number of jobs that could be created due to the wide range of employment associated with different industrial and business parks uses. For purposes of providing a rough estimate of the employment potential associated with industrial development, it is assumed that average employment generation will be at the rate of about 1.5 employees per 1,000 square feet of industrial space. Up to 26,670 total industrial jobs could be generated upon General Plan buildout.

### Open Space Land Uses

Open space land use designations represent lands that are preserved for outdoor recreation, including parks and golf courses, floodways and watercourses, and areas with outstanding scenic, biological, historical and cultural value. The General Plan provides a total of 3,775 ± acres of open space lands in three categories. Although not counted with Open Space lands, lands designated as Hillside Reserve (HR) allow development at a density of no more than one dwelling unit per 20 acres. The General Plan includes 459± acres designated as HR. These lands are generally constrained by topography and other conditions, and disturbed areas associated with their development would be expected to be limited.

### Public Lands

Other land use designations pertain to lands allotted for community and public facilities and are categorized as cemetery, library, schools, and transportation lands. Transportation lands comprise the majority of the public lands designated in the General Plan and are associated with US Interstate-10 and Union Pacific Railroad rights-of-way. The General Plan designates 461± acres as Public.

In summary, the General Plan provides for an additional 33,396± dwelling units with a greater mix of multi-family than currently is found in the community. It also provides for almost 9 million additional square feet of commercial development and up to 15.5 million additional square feet of industrial development. Overall, the General Plan allocation model provides a good balance between housing and employment, which is also designed to better support alternative modes of travel. The Plan also will improve opportunities for local employment and affordable housing, as well as convenient access to commercial, professional and other services.

## FUTURE DIRECTIONS

The Land Use Element is a critical but not the only important element that shapes the community. It works directly with the *Circulation and Mobility Element* (and the *Active Transportation Plan*) to increase opportunities for City residents to access places of employment and services, as well as parks and other open space, by walking, bicycling, use of LSEVs (Low Speed Electric Vehicles) and via transit. In conjunction with the Community Design Element, the Land Use Element provides a land use pattern that allows the City to more fully implement the principles of *New Urbanism* and provide more opportunities for live/work/play development, and for a generally better and more equitably connected City of neighborhoods and urban villages.

## GENERAL LAND USE GOALS, POLICIES AND PROGRAMS

**Goal 1:** A complete, balanced and integrated pattern of land uses appropriately scaled and designed to meet the domestic, productive and social needs of all members of the community, while providing a varied and cohesive fabric that is sustainable, empowering and humanizing.

**Goal 2:** A land use plan and pattern that preserves and enhances the integrity of neighborhoods, districts and corridors, while optimizing the community's natural assets, local and regional transportation systems and accessibility, and opportunities for housing, employment and economic base-building.

**Policy 1:** Land use categories and zoning districts shall reflect the Ahwahnee (neo-traditional or new urbanism) Principles by providing land planning and development standards that encourage the creation of integrated and well-served neighborhoods, districts and corridors.



**Policy 2:** All land use planning shall be directed toward the creation of internally integrated neighborhoods and development districts, which also enhance and optimize their connections to surrounding neighborhoods and districts through enhanced multi-modal access.

**Program 2.A:** The City shall ensure that development plans are responsive to the wishes and aspirations of the neighborhood or district in which they are located, and shall require that land uses provide an appropriate interface with adjoining neighborhoods and districts.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** On-going

**Program 2.B:** The Zoning Ordinance shall be amended to include standards and requirements for the preparation of Specific Plans as set forth in Government Code Section 65451 and the OPR Specific Plan Guidelines.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** 2020

**Policy 3:** The City shall encourage mixed-use development that integrates a mix of residential product, commercial services, recreational areas and open space, and convenient access to alternative transportation, including transit.

**Program 3.A:** The City shall implement and periodically review and update the City Design Guidelines, and ensure that they are responsive to the guiding Ahwahnee principles to provide a vibrant and dynamically integrated mixed-use neighborhoods throughout the community.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** On-going, Update 2020

**Policy 4:** In-fill development and lot consolidation shall be encouraged as means of enhancing existing development and as a means of optimizing the use of existing roadways and utility infrastructure.

**Program 4.A:** Where appropriate, the City shall identify areas where in-fill development and lot consolidation are best suited for efficient and timely development. The City shall consider such incentives as density/use intensity bonuses, City participation and other approaches that encourage in-fill and lot consolidation and development. An ongoing program shall be developed, implemented and regularly monitored and reported upon.

**Responsible Agency:** Economic Development, Planning, Planning Commission, City Council

**Schedule:** 2020, On-going monitoring, Annual reporting.

**Policy 5:** Land use planning and development proposals north of Interstate-10 shall take into consideration and address physical constraints, including geotechnical and flooding hazards, sensitive biological resources and MSHCP Conservation Areas, and limited infrastructure of the area. Development proposals shall conform to approved Specific Plans in this part of the City.

**Policy 6:** Land use planning and development in the vicinity of the City's mountains and hillsides shall be consistent with MSHCP Conservation Area lands, the City's Hillside Protection Program and inherent physical constraints, and shall be applied to City lands as well as those located in adjoining jurisdictions.

**Policy 7:** The goals, policies and programs of the Land Use Element and other related elements, including but not limited to the Circulation/Mobility and Environmental Hazards Elements, shall be periodically reviewed in the context of land development activities.

**Program 7.A:** The City shall annually review the progress made in implementing the Land Use Element of the General Plan, including evaluating land use trends and their correspondence to the Plan's goals and policies. Applicable goals, policies and programs shall be updated and revised, as appropriate, in response to this evaluation.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** On-going, annual reporting

**Policy 8:** The development districts and standards of the City Zoning Ordinance/Development Code shall correspond to the goals, policies and programs of the General Plan and the guidance provided by its Environmental Impact Report.

**Program 8.A:** The City shall periodically review and maintain the consistency of the Zoning Ordinance/Development Code and the General Plan, and shall amend or revise the ordinance/code to ensure compatibility and consistency, and to optimize the function of the ordinance/code as the primary implementing tool of the General Plan.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** 2020; Annual review & report

**Policy 9:** The consideration of major development proposals shall include an assessment of their economic viability, and community fiscal costs and benefits associated with such proposals.

**Program 9.A:** The City shall consider and, as deemed appropriate, shall require the preparation of market feasibility studies and/or fiscal impact analyses for major development projects, including but not limited to those involving General Plan Amendments.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** On-going

**Goal 3:** A land use plan that is consistent with the Riverside County Airport Land Use Compatibility Plan Policy Document and the Palm Springs International Airport Land Use Compatibility Plan, as amended.

**Policy 1:** All legislative land use proposals (i.e. General Plan amendments, zone changes, Specific Plans and amendments, and ordinance amendments) that are citywide or located within the Airport Influence Area (AIA) shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted Airport Land Use Compatibility Plan (ALUCP). All non-legislative land use proposals within the AIA shall be reviewed by City staff as to consistency with the ALUCP, and considered by the City's approving body.

**Policy 2:** As part of the development review process for land use proposals within the AIA, ensure land use compatibility by utilizing the Riverside County Airport Land Use Compatibility Plan and Palm Springs International Airport Land Use Compatibility Plan, as amended, and the latest Department of Aeronautics Handbook developed by the State of California. An Airport Compatibility Study may be warranted for projects within the AIA.

**Policy 3:** The City shall continue to work closely and coordinate with the Palm Springs International Airport and City of Palm Springs to assure that implementation of the Palm Springs International Airport Master Plan is consistent with the City of Cathedral City's General Plan goals and policies and provides a safe and functioning airport that serves the needs of the community.

**Policy 4:** Subdivision of residentially designated parcels in Airport Compatibility Zone B1 shall be prohibited, where necessary, to maintain consistency with density criteria set forth in the PSALUCP.

**Policy 5:** Subdivision of residentially designated parcels within or partially within Airport Compatibility Zone C shall be prohibited unless and until the PSALUCP is amended to allow greater density than one dwelling unit per five acres in Compatibility Zone C.

## RESIDENTIAL LAND USES BACKGROUND

As noted in the *Economic and Fiscal Element*, the City's broad and balanced mix of housing types and values and its geographic location have made it a preferred residential address in the Coachella Valley. Its housing affordability is second only to Desert Hot Springs and it provides a diversity of residential product. At the same time, the City has the lowest percentage of owner-occupied housing. Since incorporation in the early 1980s, the City has evolved to provide residents with a wide range of residential opportunities, ranging from neighborhood and resort single-family development, to quality high-density affordable and senior housing.

In 1990, the City had approximately 15,229 housing units, of which about 56% were single-family (attached and detached), 24% were multi-family, and 20% were mobile homes. By the Year 2000, the City had a total of 17,916 dwelling units. In 1990, the City's population was approximately 30,085, and the City had an average household size of 2.75 persons. By 2000, the City population had risen to 42,647 (a 42% increase over 1990) and the average household size had risen to 3.03 persons.

The City population increased 25%, from 42,467 to 53,842, between 2000 and 2016. In 2016, the total number of housing units in the City was approximately 21,080 (Ca Dept. of Finance, E-5 Data). Based on a DOF-estimated vacancy rate of 16.7%, the average household size in the City in 2016 was approximately 3.07 persons, with owner-occupied housing having smaller average household size than renter-occupied units. By January of 2018, the Department of Finance had revised the City's average household size upward to 3.16 person.

The City's 2000 average household size was comparable to that of the Riverside County average of 2.98 persons per household, but was substantially larger than that of neighboring Palm Springs (2.05) and Rancho Mirage (1.92). By 2016, the DOF estimates that the County average household size was 3.2 persons, while Palms Springs' had dropped to 1.98, while Rancho Mirage had modestly increased to 1.99 persons per household. In general, Cathedral City households are 50% larger than those in Palm Springs and Rancho Mirage. Also see the *Economic and Fiscal Element*.

### Residential Development: Looking Forward

The General Plan provides for a wide range of residential unit types and densities ranging up to twenty-four (24) dwelling units per acre within seven basic residential land use categories, including Hillside Reserve (1 du/20 ac) and High Density (20-24 du/ac). Two additional land use designations, the *Mixed-Use Urban* (MU-U) and *Mixed-Use Neighborhood* (MU-N), provide residential densities ranging from 25 to 45 dwelling units per acre. Upon buildout of the General Plan planning area, the currently (2018) incorporated City could have a total of up to 54,615 dwelling units and a permanent population of up to 159,998 (assumes 100% occupancy). This projected population assumes the Department of Finance estimated 2018 household size of 3.16 persons, but this number is expected to go down somewhat as more multi-family units are developed.

The City and all other jurisdictions in California are required by law to ensure the provision and availability of decent housing and a suitable living environment for all economic segments of the community, with special attention to very low, low and moderate-income groups. The elderly, those paying too much for rent/mortgages and those living in overcrowded conditions are identified special groups that require special attention when providing for the community's housing needs. Each of these groups has found acceptable housing opportunities in Cathedral City and the General Plan serves to expand those opportunities.



As noted above, the General Plan includes and encompasses the North City Specific Plan planning area, which provides residential densities of from 25 to 45 dwelling units per acre within a master-planned, mixed-use development context. These designations, MU-U and MU-N, have also been applied to lands south of US I-10 and provide the City an important tool to further mixed-use, high density residential development elsewhere in the community. For additional information addressing these and other related issues associated with community housing stock, please see the *Housing Element*.



## RESIDENTIAL LAND USE GOALS, POLICIES AND PROGRAMS

**Goal 1:** Residential neighborhoods and developments that provide safe, wholesome and enhancing environments for living, enjoyment, growth and development of all residents, including the community's children and seniors.

**Goal 2:** Residential developments of distinctive character that provide a full range of housing types, products and costs to accommodate the needs of the City's existing and future residents of the community.

**Policy 1:** Existing residential neighborhoods and vacant residential lands shall be managed and regulated to enhance the distinct character of each, while assuring compatibility between existing and future development.

**Policy 2:** In-fill development shall be encouraged on partially built-out subdivided lands, where major investments in streets and infrastructure have already been made, while maintaining and enhancing the integrity of the neighborhood.

**Policy 3:** Development proposals on non-contiguous or isolated lands shall be discouraged to avoid the creation of irregular, disruptive and inefficient development patterns.

**Policy 4:** Require that all development provide the full range of urban services and facilities found in the urban core areas of the community.

**Policy 5:** Vest existing and future residents in their neighborhoods by prioritizing efforts to improve and enhance neighborhoods and actively addressing core issues, including absentee and negligent property owners, encouraging and facilitating home ownership, and through effective code compliance.

**Program 5.A:** The City shall pursue an active program of code compliance and owner education to ensure that absentee owners are responsive to the needs of their tenants and neighborhoods, and the codes and regulations of the City.

**Responsible Agency:** Building, Planning, Fire

**Schedule:** On-going

**Program 5.B:** The City shall develop a program that enhances opportunities for affordable home ownership in single-family and multi-family development by encouraging such development through the City's affordable housing program, coordination and cooperation with financial institutions and other entities including Habitat for Humanity and others.

**Responsible Agency:** Planning, Economic Development, Planning Commission, City Council

**Schedule:** 2020, On-going

**Policy 6:** The General Plan shall be reviewed every five years to ensure that the City provides a balanced mix of moderate and high-income housing that addresses the City’s potential to meet the needs of high-end residents within the corporate limits.

**Program 6.A:** The General Plan and its Land Use Map shall be periodically updated to ensure the provision of adequate lands designated for low density, high value development, including single family subdivisions on larger lots, estate residential ranchette-type lands and development.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** 2024, Min. every 5 years

**Policy 7:** In areas undergoing redevelopment and other locations where integrated planning is possible the City shall encourage the thoughtful integration of a mix of residential and commercial uses, including high-density residential development that can take advantage of close and pedestrian-accessible employment and commercial centers, and alternative modes of transportation.

**Program 7.A:** The City shall require the preparation of Specific and/or Precise Plans in areas where the integration of a mix of land uses is desirable or is to be encouraged, and where development plans can integrate the Ahwahnee and New Urbanism Principles to enhance land use efficiencies and quality of life.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** On-going

**Policy 8:** Development densities set forth in the General Plan represent a range of development densities that may be approved by the City, based upon the carrying capacity of lands, the availability of services and infrastructure, and the compatibility of proposed development with existing land uses.

**Program 8.A:** Development proposals shall be analyzed by City staff to determine the appropriate density for each development, independent of the proposed development density. Criteria to be considered shall include land carrying capacity, the quality of proposed development, the availability of services and infrastructure, the compatibility of proposed development with existing land uses, and other appropriate criteria.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** On-going

**Policy 9:** The City shall encourage the use of Specific Plans and Precise Plans to master plan complex mixes of land uses, to ensure the appropriate mix and distribution of uses, support facilities and open space areas, and for projects which have environmental or geophysical issues associated with them.

**Policy 10:** All residential development shall be subject to review by the City Architectural Review Committee and/or the City Planning staff for compliance with City architectural standards and guidelines.

**Program 10.A:** Residential subdivision applications, which include models of residential product to be developed, shall be reviewed and approved by the Architectural Review Committee. All other residential development applications shall be reviewed by Planning staff for compliance with applicable architectural design standards and guidelines.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** On-going

## COMMERCIAL LAND USE BACKGROUND

From the time of its incorporation, Cathedral City has innovated and executed major plans, including a very successful auto center, a well-activated and attractive Civic Center, community space and related downtown development, and other steps that have enhanced the City's local and regional competitiveness. While the City has continued to add homes and their associated demand for commercial services, "brick and mortar" and other conventional retail outlets has been undergoing a major sea-change.

The advent, growth and scale of on-line retail and marketing has made it difficult for many commercial businesses to compete. The geographical requirements of big-box retail have also changed, leaving vacant in its wake once highly successful and function buildings. As this shift continues, the City sees the need to continue to innovate, repurpose and broaden the commercial vision for Cathedral City.

The health of the City's commercial sector is of critical importance to the economic and fiscal health of the community. As an essential part of the City's mix of land uses and the local economic base, commercial lands and development generate important tax revenues and employment opportunities.

The City's success has been due part to its central location and excellent access from major intra-regional arterial roadways. Increasing household incomes, both in Cathedral City and surrounding communities, are also enhancing the City's retail environment and creating new or expanded commercial markets in such areas as entertainment retailing, dining, and specialty and niche shopping. One of the City's commercial and economic foundation has been the implementation of the Downtown Precise Plan, which is revitalizing the downtown core area along the East Palm Canyon Drive corridor.

New development stimulated by the civic center complex, CVRep Theater, Mary Pickford Theaters, the Event Lawn, the Cathedral City Community Amphitheater and the growing arts district next door are providing the foundation for growth in local-serving and tourist commercial development, as well as mixed use residential and hotel projects. The City's growth in taxable sales, from about \$399 million in 1995 to almost \$610 million in 1999, and over \$790 million by 2016, is testament to the effective effort the City continues to make in building an economically vital community.

The commercial retail market continues to change with the legalization of cannabis cultivation, sales and use. The cannabis industry has emerged as a new business sector comprised of cultivators, manufacturers, and dispensaries. The City introduced new ordinances and started accepting development applications for cannabis facilities in 2016 almost immediately generating revenue for the City. The market for cannabis cultivation, related manufacturing and sales is steadily growing and is posed to be a major component of City economic activity in the coming years.





It is still in its infancy, and the relationship of state and federal cannabis laws and regulations is still evolving. Presently, cannabis represents a major new opportunity for the City's economy.

## COMMERCIAL GOALS, POLICIES AND PROGRAMS

**Goal 1:** A balanced mix of commercial lands and services serving neighborhood, community, regional and visitor needs of all sectors of the community, which are appropriately distributed to take advantage of pedestrian/bikes/NEVs and vehicle access, which maximize the City's comparative advantages.



**Policy 1:** Ensure that neighborhood-serving commercial development is strategically sited within or in proximity of residents and complementary businesses to maximize multi-modal access and minimize the need for vehicle travel to meet daily shopping and other commercial needs.

**Program 1.A:** The City shall encourage the development of integrated neighborhoods that include residential and neighborhood-serving commercial in a convenient and compatible manner, consistent with appropriate development standards set forth in the City Zoning/Development Code.

**Responsible Agency:** Planning, Economic Development, Planning Commission, City Council

**Schedule:** On-going

**Policy 2:** Community and regional-scale commercial development shall be located to take advantage of major roadways and highways, such as Interstate-10 and East Palm Canyon Drive, maximizing the capture of the drive-by market along such arterials and minimizing impacts on residential neighborhoods.

**Policy 3:** Through implementation of the General Plan and by other means, the City shall enhance opportunities for the development of additional tourist/visitor-oriented commercial development, including business and resort hotels, theaters, golf courses and other recreational facilities.

**Policy 4:** Planning and capital improvement projects shall be developed to improve and enhance access, safety and appearance of commercial corridors, including neighborhood retail and service commercial areas of the City serving a wide range of consumers.

**Program 4.A:** The City shall continue and expand its corridor improvement program through the holding of public workshops and the development of corridor improvement plans that address the full range of traffic, multi-modal access and safety, and appearance issues on commercial corridors. The City shall continue to expand and implement its program of staged improvements to optimize these important commercial corridors.

**Responsible Agency:** Planning, Public Works, Planning Commission, City Council

**Schedule:** On-going

**Policy 5:** The City General Plan and Zoning Ordinance/Development Code shall establish policies, programs and development standards that limit isolated and stand-alone commercial development and enhance the functional synergies and appearance of existing centers.

**Program 5.A:** The City Zoning Ordinance/Development Code shall be reviewed and, as appropriate, revised to ensure that development standards and guidelines address the development issues inherent in strip commercial development, including but not limited to access and other site constraints, building heights, and compatibility with surrounding land uses.

**Responsible Agency:** Planning, Public Works, Planning Commission, City Council

**Schedule:** 2020-22

**Policy 6:** The City shall encourage lot consolidation and the submission and processing of integrated development plans along major arterials and other roadways where strip commercial may develop, including East Palm Canyon Drive, Date Palm Drive, East Ramon Road, and other locations.

## INDUSTRIAL LAND USE BACKGROUND

The City is home to a wide range of service-oriented businesses, industrial and commercial, and most located on City industrial lands. Existing businesses and residences, in the City and beyond, generate a significant ongoing demand for capital improvements and services. Since the last General Plan update, less light industry and more business park development has occurred within the City's "industrial" areas.

Customers for industrial space are also changing. For instance, Perez Road is emerging as a venue for an ad hoc arts district within a multi-tenant industrial park. At the same time, demand for industrial lands is also being generated by the rapidly expanding cannabis industry, including cannabis product manufacturers some of which use processes most appropriate to industrial lands.

Cathedral City and the Coachella Valley are benefitting from the continuing expansion of College of the Desert campus and the valley's California State University campus. Both schools are focusing on curricula that support sustainable technologies and services, as well as the hospitality and allied health industries, which are major employers in the valley. These synergies have been key to diversifying economies in many communities, and the Coachella Valley provides many natural advantages for a wide range of industrial development. The type of industrial development envisioned generates limited demand for public services and facilities, including low traffic generation and limited impacts on other public and environmental resources.



The Land Use Element and map address the need for additional industrial lands by taking advantage of existing physical constraints and opportunities, including the proximity of the US Interstate-10/Union Pacific Railroad transportation corridor. Other lands assigned industrial uses include those adjoining the Edom Hill Landfill and along Rio del Sol north of I-10. The Plan also designates lands partially developed lands west of the cemetery for business park development, building upon existing development along Ramon Road.

The Land Use Element provides two industrial categories, a general “Industrial” designation and a “Business Park” designation. As discussed above, the Industrial land use category provides for a wide range of uses that are expected to be readily permissible with the caveat that they do not generate meaningful environmental impacts and operate entirely in enclosed buildings. The designation also provides for “discretionary” uses, the suitability of which is determined on a case-by-case basis. Alternative energy projects and associated manufacturing development are also important opportunities the City may wish to consider in these areas.



The Business Park designation is meant to provide for a wide variety of mutually compatible uses, ranging from light industrial to professional office development. Land uses under this designation are expected to be compatible with neighboring residential and commercial uses. Other potentially appropriate office uses include administrative, corporate, institutional, legal, medical, financial, insurance, real estate, and government uses. Limited and primarily business-park-serving commercial, including restaurants, printing and copying services, can also be compatible within this environment.



### Planning Future Industrial Land

For the past several decades there has been a limited demand for industrial lands in Cathedral City and the Coachella Valley. The agri-business industry in the east valley, construction and utility industries, and the many service businesses that support the broader economy have been the prime users of industrial and business park space. Demand for industrial lands has also been limited by the valley's relative isolation from the much larger markets to the west. Nonetheless, major and diverse industrial land users, including and especially regional distribution centers, have pushed farther east into Moreno Valley and San Geronimo Pass communities. Whether and when this ongoing geographic shift will reach the Coachella Valley is uncertain.

Meanwhile, there are new economic development opportunities, including the emerging cannabis industry, sustainable technologies, allied health and the hospitality industries, that are placing a substantial demand on the City's limited industrial lands. Therefore, the 2040 General Plan update has evaluated areas of the City where additional industrial/business park lands could be compatible with environmental conditions and surrounding lands, and are economically viable. These include the addition of industrial lands along the south side of the UPRR corridor and in the cove areas of the community where there are few land use compatibility issues. These new land use assignments add to the industrial/business park lands that have recently been assigned north of US-10 and within the *North City Specific Plan* (NCSP) and *North City Extended Specific Plan* (NCSP Extended) planning areas.

An area worthy of further consideration and analysis involves lands located between the UPRR corridor and the US Interstate-10 rights of way. These lands are constrained in terms of primary and secondary access, existing and long-term flooding hazards, and other concerns that require further consideration and analysis. Nonetheless, given the growing importance of industrial and business park lands in the City and valley, it would be appropriate for the City to explore the potential of these lands with owners and other parties of interest.

## INDUSTRIAL GOALS, POLICIES AND PROGRAMS

**Goal 1:** A balanced mix of business park and industrial uses and lands that are clean and non-polluting, and are developed in a manner compatible with non-industrial uses.



**Goal 2:** Sufficient and well-located mix of industrial and business park lands that provides a diversity of employment opportunities in the community and broadens the economic base of the City.

**Policy 1:** To the greatest extent practicable, the City shall host and support development of safe and non-polluting businesses on industrial and business park lands.

**Policy 2:** The City shall encourage the development of industrial uses that provide a diversity of employment opportunities in such clean technologies as renewable energy and alternative transportation, allied health and hospitality industries.

**Policy 3:** Protect and enhance the broadly-based business park nature of industrial development in the Perez Road corridor and other industrial areas of the City by preventing the development of particularly sensitive or otherwise incompatible land uses in the vicinity.

**Policy 4:** Recognize and preserve appropriate lands north of Interstate-10 for future business park and industrial development by precluding land uses that are inconsistent or incompatible with physical constraints of the area, and which may create land use compatibility issues with business park/industrial development.

**Policy 5:** Limit business park and industrial development to those uses which complement the overall economic development goals of the community by enhancing the type and value of new jobs for the community, while assuring that the City's high environmental quality standards are not compromised.

**Program 5.A:** The City shall develop and initiate a program of business park and industrial recruitment, which focuses on users with moderate to high employment potential and salaries that provide a standard of living consistent with the City's economic development goals.

**Responsible Agency:** Economic Development, Planning, Planning Commission, City Council

**Schedule:** On-going

**Program 5.B:** Business park and industrial development proposals shall be carefully reviewed in the course of conducting the CEQA Initial Study and through subsequent analysis, as necessary, to ensure that the proposed land use(s) will not contribute to the degradation of the community's air, water or other environmental resource, including the City's aesthetic values.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** On-going

**Policy 6:** The City encourages the exploration of assigning additional industrial/business park lands between the UPRR and I-10 corridors, and will consider property owner-sponsored research, analysis and design that could make such uses viable at these locations.

**Program 6.A:** The City shall continue to explore the potential and viability of reassigning lands located between the UPRR and I-10 corridor for future industrial/business park uses. The City will cooperate and, as appropriate, facilitate this analysis and alternative land use assignment.

**Responsible Agency:** Economic Development, Planning, Planning Commission, City Council

**Schedule:** On-going

**Policy 7:** The City shall encourage the preparation of Specific and/or Precise Plans for major business park and industrial developments on 10 acres or more, to ensure the efficient use of these lands and the roadways, drainage facilities and utilities to serve these developments.

**Program 7.A:** As a means of properly controlling and optimizing the development of business parks and industrial projects, the City may require the preparation of Specific and/or Precise Plans, which address circulation, infrastructure, drainage and development standards and design guidelines to ensure compatible development that reflects the values and standards set forth in the General Plan.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** On-going

**Policy 8:** All proposals for development of business and/or industrial parks shall be considered within the context of the City's aesthetic and health and safety concerns and goals.

**Program 8.A:** Business park and/or industrial park development proposals shall demonstrate a thoughtful consideration for surrounding land uses and the appearance of these developments from adjoining lands and public rights of way by integrating generous landscape areas, walls and other appropriate visual enhancements and screening.

**Responsible Agency:** Planning, Police, Fire, Riverside County Environmental Health, Planning Commission, City Council

**Schedule:** On-going

**Program 8.B:** Industrial and business park development proposals shall be reviewed with a special consideration for their potential to generate public health or safety issues. The issues shall be taken into consideration when assessing the appropriateness of proposed development and surrounding existing and planned land uses.

**Responsible Agency:** Planning, Police, Fire, Riverside County Environmental Health, Planning Commission, City Council

**Schedule:** On-going

## PUBLIC SERVICES AND FACILITIES BACKGROUND

One of the primary functions of municipal government is to provide or ensure adequate levels of public facilities and services. Land uses for public facilities and services include such governmental functions as the Civic Center, fire and police stations, and the City's corporate yard. Other public and quasi-public services and facilities include those associated with schools and libraries, hospitals and other medical facilities, and utility infrastructure. (Also please see the *Public Services and Facilities Element*).

The level of public services and facilities needed to support residential, commercial and industrial development, and community needs in general, is directly related to the scale and intensity of development and the socio-economic structure of the community. The planned logical extension of the City's urbanizing areas cannot occur without the careful and timely planning for and coordination of the extension of public services and facilities.



The viability and nurturing of the development environment, and the economic life and future of the City, are directly tied to the level and cost of services and facilities, the types and intensity of land use, and the level of demand generated for public services and facilities. The economic health of the City is also dependent upon a balance between service costs and revenues generated by current and future development.

While the extension of many urban services and facilities is provided by various public agencies and regulated private companies, some of these service providers are not under the City's regulatory jurisdiction. Nonetheless, the City has the essential responsibility to cooperate with the appropriate agencies, public districts and private companies, to facilitate the timely availability of services, but to also ensure that premature and inappropriate land uses are not encouraged.

## PUBLIC SERVICES AND FACILITIES GOALS, POLICIES AND PROGRAMS

**Goal 1:** Municipal services and facilities that are of adequate capacity and sufficiently well served and staffed to meet the service and safety needs of all sectors of the community now and in the future, while being compatible with the full range of community land uses.

**Goal 2:** Municipal services and facilities that are consistent with and facilitate the goals of the Ahwahnee Principles and New Urbanism through the provision of convenient access to public transit and multi-modal transportation systems, provide convenient and cost-effective water and wastewater treatment facilities, other infrastructure, and public safety services and facilities.

**Policy 1:** Ensure the planning, development and provision of public facilities and services through City programs and requirements placed on development, which results in adequate levels of service and staffing requirements, while continuing to be compatible with surrounding land uses.

**Policy 2:** All proposals and plans for development of public buildings shall be assessed and approved through the same review process established for private sector development. The review process shall ensure project compliance with City land use regulatory documents, compatibility with surrounding land use, and adherence to applicable design standards and guidelines.

**Policy 3:** The City shall pro-actively cooperate and coordinate with all providers of utility and public safety services in the community.

**Program 3.A:** Establish and/or maintain protocol and procedures to regularly consult, coordinate and cooperate with providers responsible for public utilities, police, fire, health, and other service, protection and care services in the community.

**Responsible Agency:** Planning, Building

**Schedule:** Ongoing

## OPEN SPACE AND CONSERVATION BACKGROUND

Cathedral City has been a leader in local and regional open space and conservation planning, including its role in the development and implementation of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP), of which the City is a "permittee". The City and the Coachella Valley are host to a wide variety of open space and conservation lands and resources, which are important assets for all of the valley's communities. The open space and conservation spaces in the City are important areas of aesthetic, recreational and natural resource value, which also give the community its essential character. Also see the *Open Space and Conservation Element*.





Open space and conservation areas within the City include rugged and imposing elevated terrain of the foothills and mountains, major drainages and waterways, and lands serving as utility corridors. These lands are also designated for the preservation of natural resources (plant and animal communities), washes and their banks, mineral deposits, parks and recreation facilities, multi-use trails, and areas where the presence of hazardous conditions limits or precludes development.

Parks and Public Open Space lands include special, important or valuable natural resources that warrant protection. Open Space-Private designations may be assigned to private open space areas which are preserved for this use. Open Space-Other lands define a variety of open spaces and special resource areas, or those that may pose threats or hazards to development, and Open Space-Watercourse lands delineate floodways, including natural and man-made floodway and drainage channels.

The General Plan recognizes the need for and desirability of more and a broader variety of open spaces in community parks in residential areas and general locations have been identified but without designating a precise location. Accordingly, the plan Land Use Map (Exhibit LU-2) provides a generalized location for possible future parks, including enhanced trailheads, pocket parks, tot-lots and neighborhood and community-scale parklands.

## OPEN SPACE AND CONSERVATION GOALS, POLICIES AND PROGRAMS

**Goal 1:** Environmental resources that are protected through the establishment and preservation of managed and conserved open space areas, which also protect residents and property from environmental hazards while providing recreational opportunities and enhancing the beauty and attractiveness of the community.

**Goal 2:** Preservation and enhancement of the City as a balanced mix of built and natural environments that contribute to the overall quality of life for its citizens and visitors, while preserving scenic resources of the desert and mountains.

**Policy 1:** The preservation of open-space land as necessary for the maintenance of the economy of the City and region, and for the assurance of the continued availability of land for the enjoyment of scenic beauty, for recreation and for the use of natural resources.

**Policy 2:** The General Plan and supporting documents shall provide comprehensive descriptions and mapping of open space and conservation areas that are valued for their community-wide asset value, including the Multiple Species Habitat Conservation Plan areas, and/or areas identified as constituting environmental hazards such as flood plains, high voltage electric transmission corridors, earthquake fault zones and blowsand hazard areas.

**Policy 3:** All development proposals shall be reviewed for the degree or extent to which they encroach upon sensitive resource areas or may subject people and/or improvements to damage from environmental hazards. Mitigation measures shall be promulgated, to the extent practicable, to avoid significant impacts and determine the feasibility of development proposals.

**Policy 4:** The City shall explore and exploit all legitimate and appropriate opportunities to secure and protect valuable open space and conservation lands for the benefit of the entire community.

**Program 4.A:** Through all available contacts and opportunities, including those associated with the granting of development permits, the City shall provide opportunities and mechanisms for public and/or private donations of open space lands to the City or appropriate conservation land management entity for the benefit of its residents and the entire community.

**Responsible Agency:** Planning, Planning Commission, City Council

**Schedule:** On-going

**Policy 5:** Allow for appropriate public access to open space lands for recreation activities while protecting and restoring the natural ecosystem and minimizing environmental damage, as appropriate.