CHAPTER 5

CIRCULATION AND STREETSCAPE IMPROVEMENTS

CHAPTER 5

Circulation and Streetscape Improvements

A. Introduction

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

B. Existing Roadways

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

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

2. **Palm Drive** traverses the western boundary of the Specific Plan area in a north-south orientation with two travel lanes in each direction, except for the segment

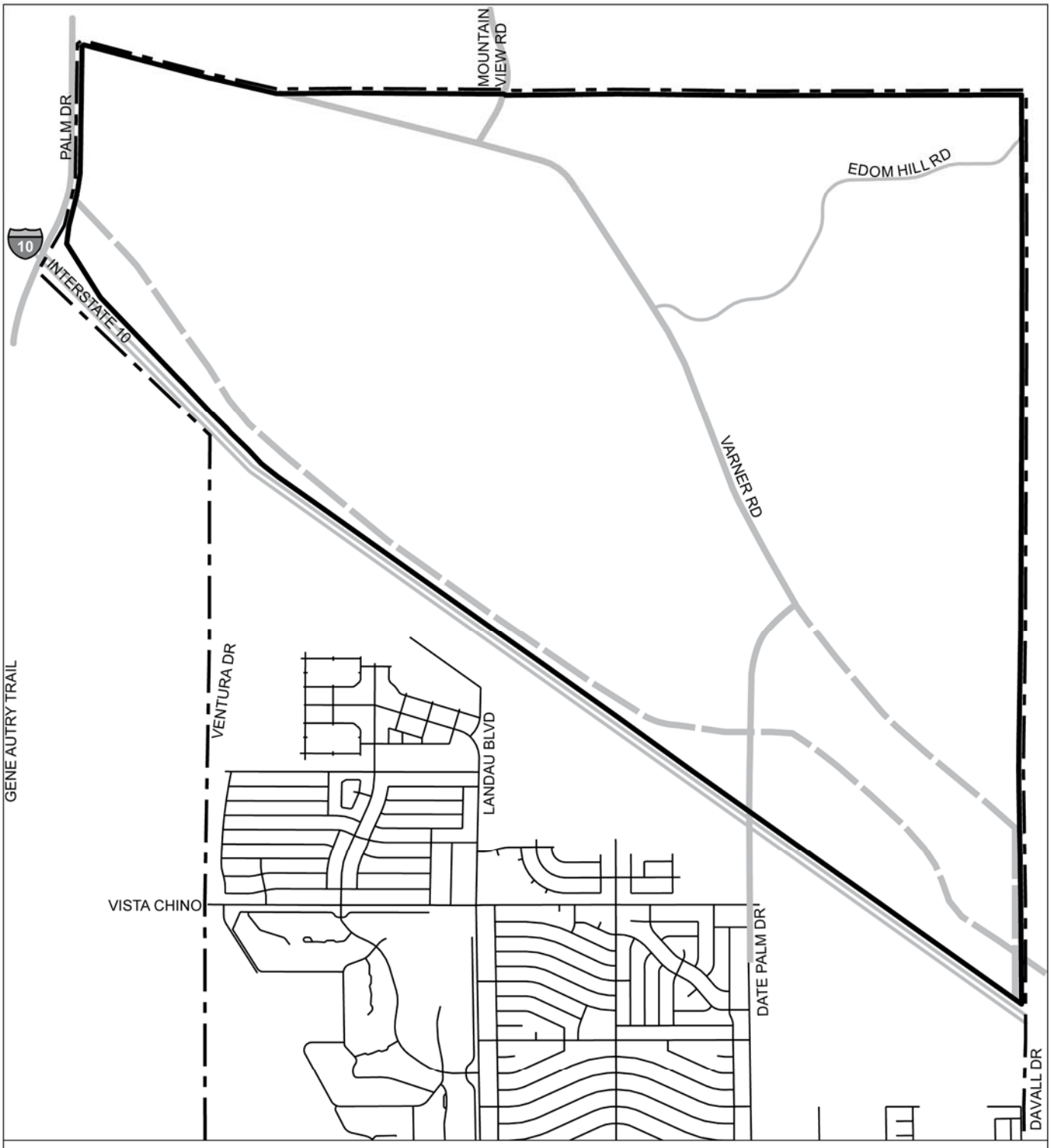

Figure 5-1: General Plan Roadway Classifications

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

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between Paul Road and the I-10 ramps, which has only one lane in each direction. Palm Drive is classified as an *Arterial Highway* in the City's General Plan and is a designated truck route. Palm Drive is a major roadway connecting downtown Cathedral City through Palm Springs to downtown Desert Hot Springs and has an existing diamond interchange with I-10.

3. **Date Palm Drive** traverses the Specific Plan area in a north-south orientation with one travel lane in each direction. It is classified as an *Arterial Highway* in the City's General Plan. Date Palm Drive is a major roadway connecting the downtown area of Cathedral City to Varner Road (within North City). It has an existing diamond interchange with I-10 and is a designated truck route.

4. **Varner Road** traverses the northern portion of the Specific Plan area in an east-west orientation with one travel lane in each direction. It is classified as an *Arterial Highway* west of Date Palm Drive and as a *Major Highway* east of Date Palm Drive in the City's General Plan and provides an east-west connection across the Coachella Valley, serving the unincorporated community of Thousand Palms and the cities of Cathedral City, Palm Springs and Desert Hot Springs. Varner Road is a designated truck route.

5. **Mountain View Road** connects Varner Road (within North City) to Desert Hot Springs to the north with one travel lane in each direction. It is classified as an *Arterial Highway* in the City's General Plan.

6. **Edom Hill Road** connects to Varner Road (within North City) and primarily provides access to the Edom Hill Transfer Station. Currently, it has one lane in each direction and is classified as a *Secondary Highway* in the City's General Plan.

C. Planned Regional Roadway Improvements

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

1. **Palm Drive/I-10 Interchange Improvements.** The existing interchange at Palm Drive on I-10 is proposed to be reconstructed to accommodate six through lanes on the overcrossing. In addition to the Palm Drive widening, the existing ramps will be relocated and loop on-ramps will be added for both the eastbound and westbound directions. The project is at the Plans, Specifications and Estimates (PS&E) stage and construction funding begins in 2009.

2. **Landau Boulevard/I-10 Interchange (Proposed).** The Southern California Association of Government's (SCAG) 2008 Draft Regional Transportation Plan (RTP) proposes a new

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

3. **Date Palm Drive/I-10 Interchange Improvements.** The existing interchange at Date Palm Drive on I-10 is proposed to be reconstructed to accommodate six through lanes on the overcrossing. In addition to the Date Palm Drive widening, the existing ramps will be relocated and loop on-ramps will be added for both the eastbound and westbound directions. The purpose of the project is to reduce congestion and accommodate the planned growth in the Coachella Valley. The Project Study Report was submitted on June 25, 2007 and construction funding begins in 2009/2010.

4. **DaVall Drive/I-10 Interchange (Proposed).** DaVall Drive is shown to be extended northerly to Varner Road, along with an interchange with Interstate 10, in the General Plan Circulation Element. Efforts are underway to initiate the Project Study Report (PSR) for the project. A design has not yet been determined; however, the proposal would be to extend DaVall Drive in a north-south orientation. The estimated year of completion of the interchange is 2030.

D. Circulation Network

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

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

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

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

- **Modified Major Highway** – The right-of-way of a Modified Major Highway will typically be 102 feet with two lanes in each direction and a 14-foot median. It will have a curb-to-curb width of 70 feet, with no on-street parking or bike lanes.

- **Modified Secondary Highway** – The right-of-way of a Modified Secondary Highway will typically be 92 feet with two lanes in each direction and a 14-foot median. It will have a curb-to-curb width of 72 feet, with no on-street parking. It will include a 5-foot Class II bike lane in each direction.

- **North City Collector** – The right-of-way of a North City Collector will typically be 70 feet with one lane in each direction and no median. It will have a curb-to-curb width of 50 feet, with on-street parking. It will include a 5-foot Class II bike lane in each direction.

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

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

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

Table 5-1: Specific Plan Roadway Classifications

Segment Description (within the Specific Plan area)	Classification
1. Palm Drive	
• between I-10 Ramps and Valley Center Blvd	Arterial Highway
• between Valley Center Blvd and Varner Road	Arterial Highway
2. Date Palm Drive	
• between I-10 Ramps and Valley Center Blvd	Arterial Highway
• between Varner Road and Valley Center Blvd	Arterial Highway
3. Valley Center Blvd	
• between Palm Drive and Date Palm Drive – within MSHCP Conservation Area	Modified Major Highway *
• between Palm Drive and Date Palm Drive – outside MSHCP Conservation Area	Major Highway
• between Date Palm Drive and Da Vall Drive	Major Highway
4. Varner Road between Palm Drive and Mountain View Road	
• between Palm Drive and Mountain View Road	Modified Major Highway *
• between Mountain View Road and Date Palm Drive	Arterial Highway
• east of Date Palm Drive	Modified Major Highway *
5. Mountain View Road	
• north of Varner Road	Arterial Highway
6. Edom Hill Road	Industrial Collector
7. Da Vall Drive	
• between Valley Center Blvd and Varner Road	Major Highway
• between Valley Center Blvd and I-10	Arterial Highway
8. Landau Blvd	
• between Valley Center Blvd and Vista Chino	Modified Secondary Highway *

** New classification*

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

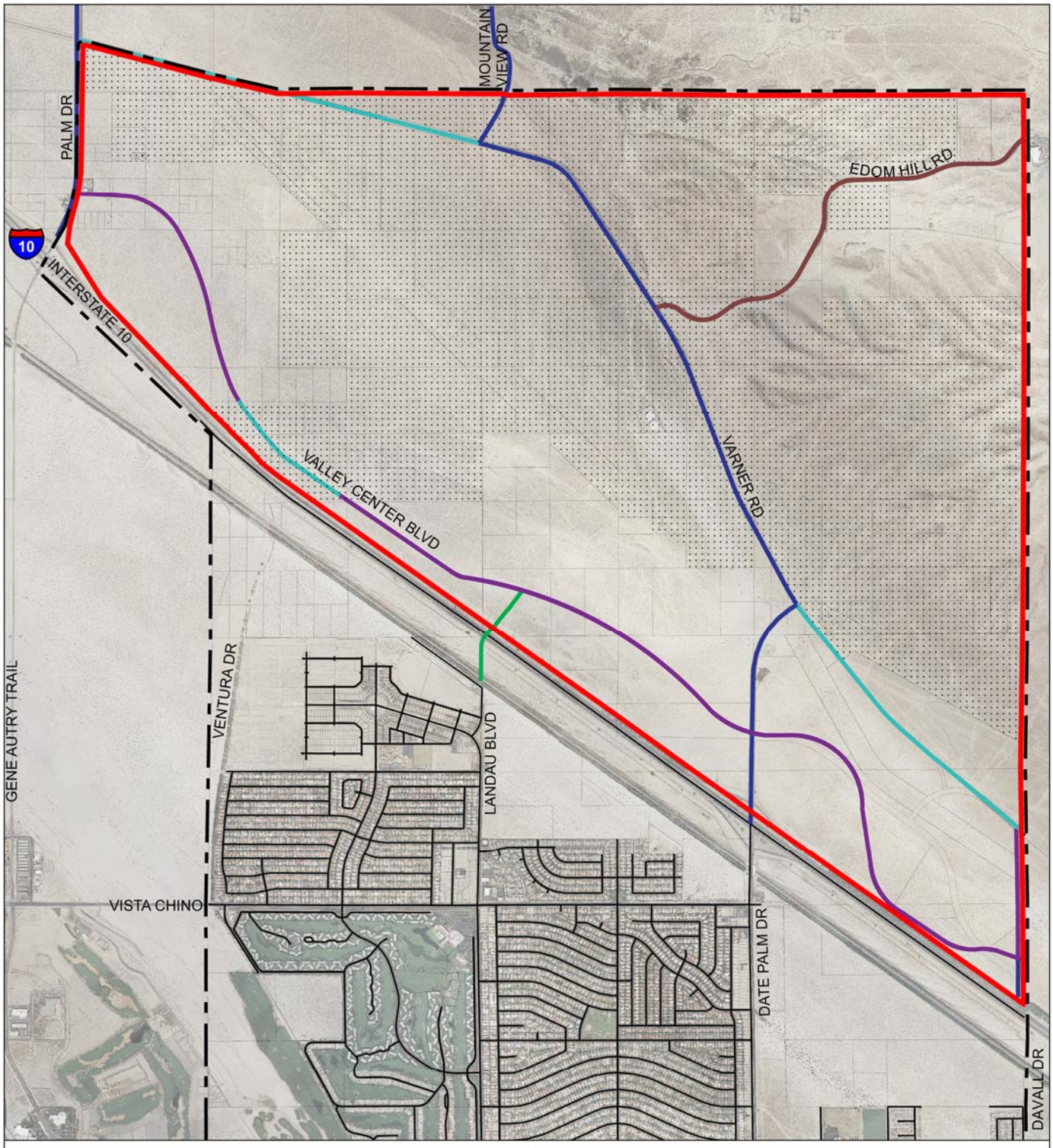

Figure 5-2: Specific Plan Roadway Classifications

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

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E. Recommended Street Improvements

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

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

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

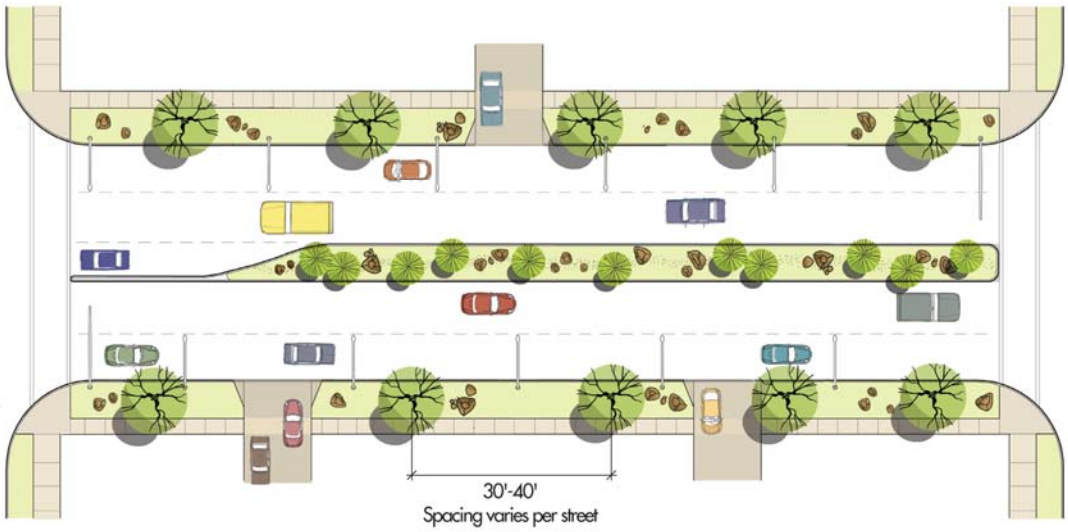


Figure 5-3: Typical Streetscape Plan View

Table 5-2: Street Tree Master Plan

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

1. Palm Drive

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

Date Palm
(Phoenix dactylifera)

Recycled crushed glass

Rockscape treatment

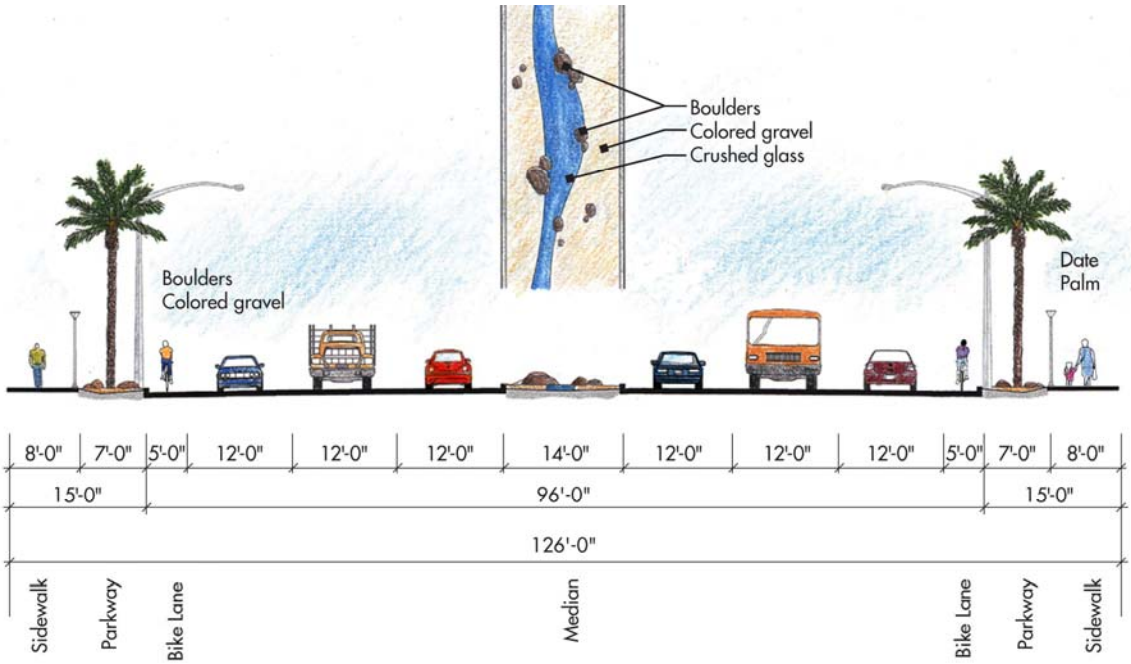


Figure 5-4: Palm Drive
Arterial Highway

2. Date Palm Drive

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

Velvet Mesquite
(Prosopis velutina)

Blue Palo Verde
(Chilopsis floridum)

Desert Smoke Tree
(Dalea spinosa)

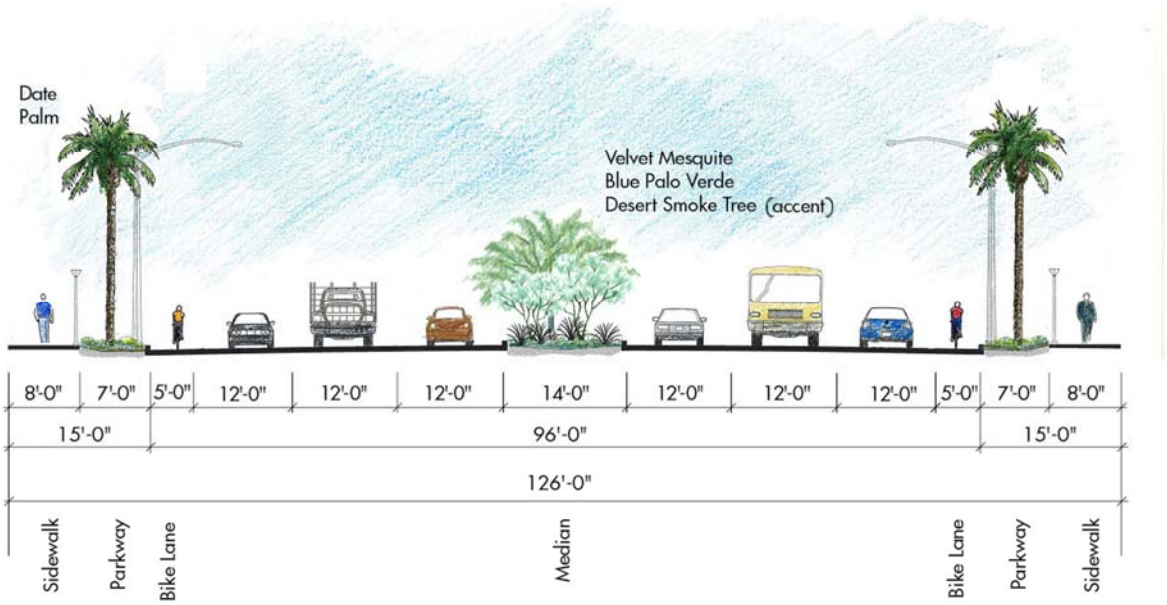


Figure 5-5: Date Palm Drive
Arterial Highway

3. Valley Center Boulevard

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

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

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

California Fan Palm
(Washingtonia filifera)

Desert Willow
(Chilopsis linearis)

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

Chaste Tree
(Vitex agnus-castus)

Cascalote Tree
(Caesalpinia cacalaco)

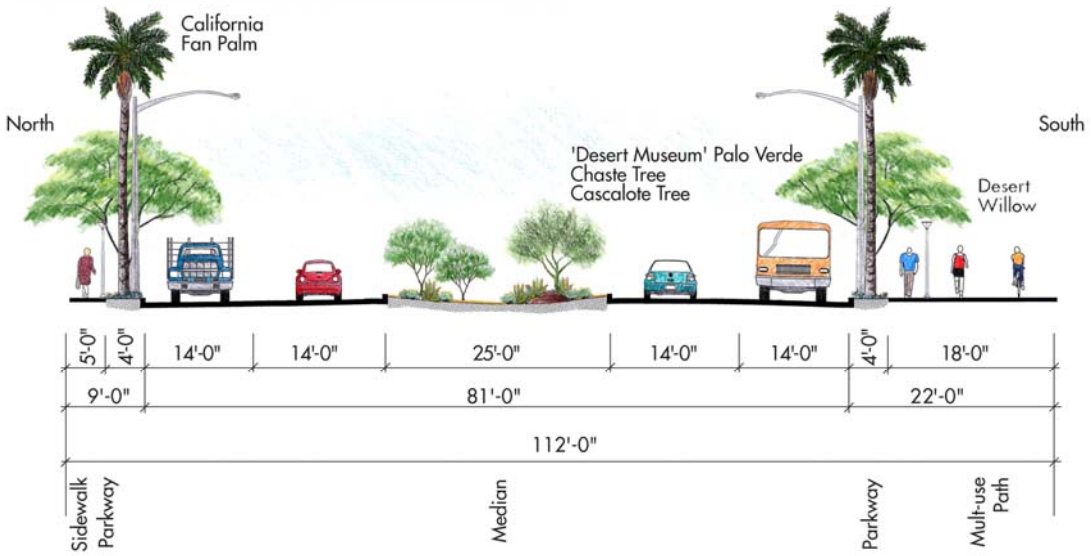


Figure 5-6: Valley Center Boulevard
(outside MSHCP Conservation Area)
Major Highway

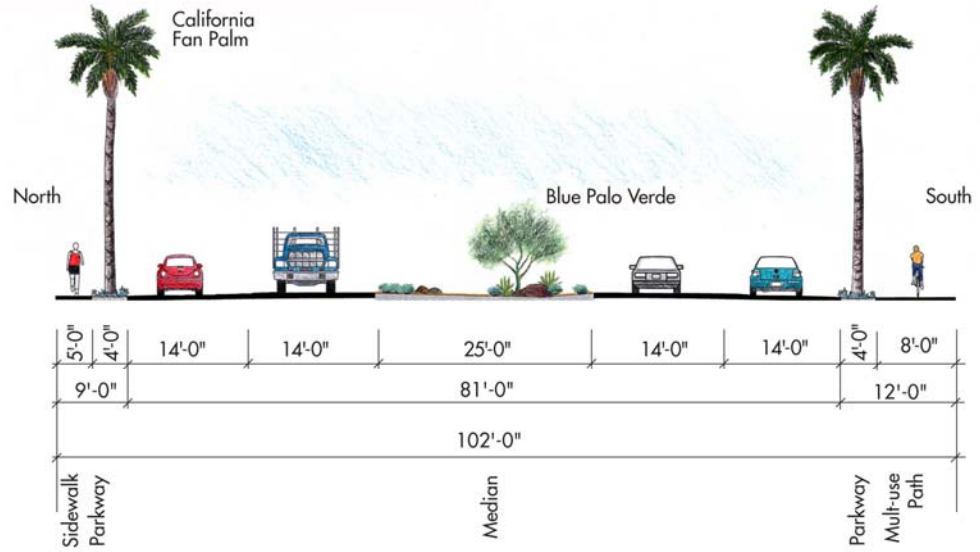


Figure 5-7: Valley Center Boulevard
(within MSHCP Conservation Area)
Modified Major Highway

4. Varner Road

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

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

Desert Willow
(Chilopsis linearis)

Mexican Ebony
(Pithecellobium mexicanum)

Honey Mesquite
(Prosopis glandulosa)

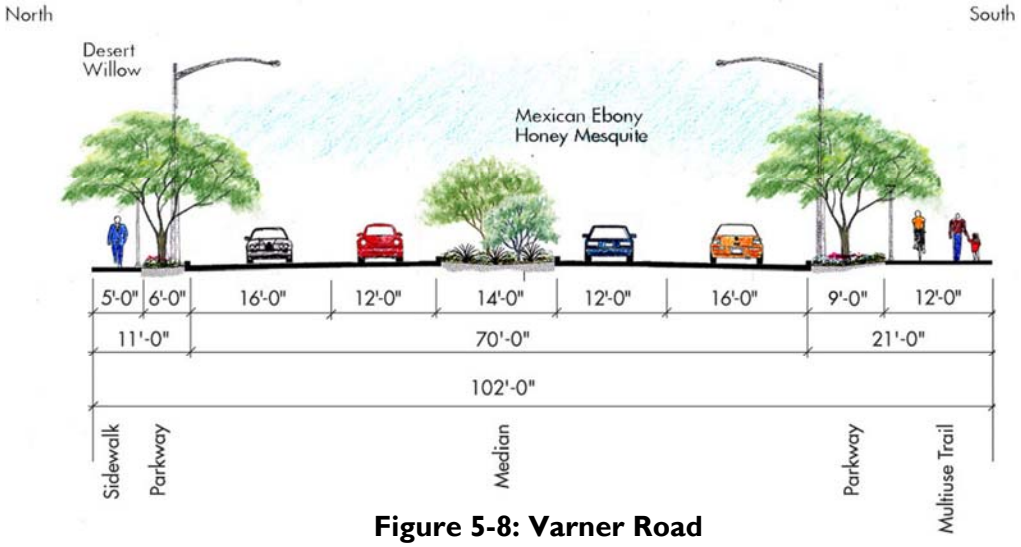


Figure 5-8: Varner Road
(East of Date Palm Drive - outside MSHCP Conservation Area)
Modified Major Highway

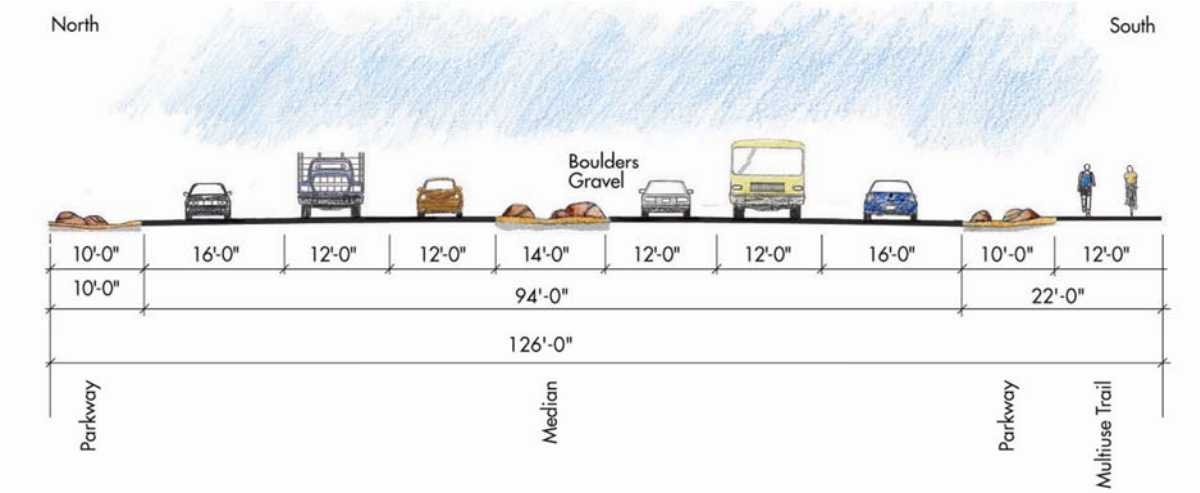


Figure 5-9: Varner Road
(between Mountain View Road and Date Palm Drive - within MSHCP Conservation Area)
Arterial Highway

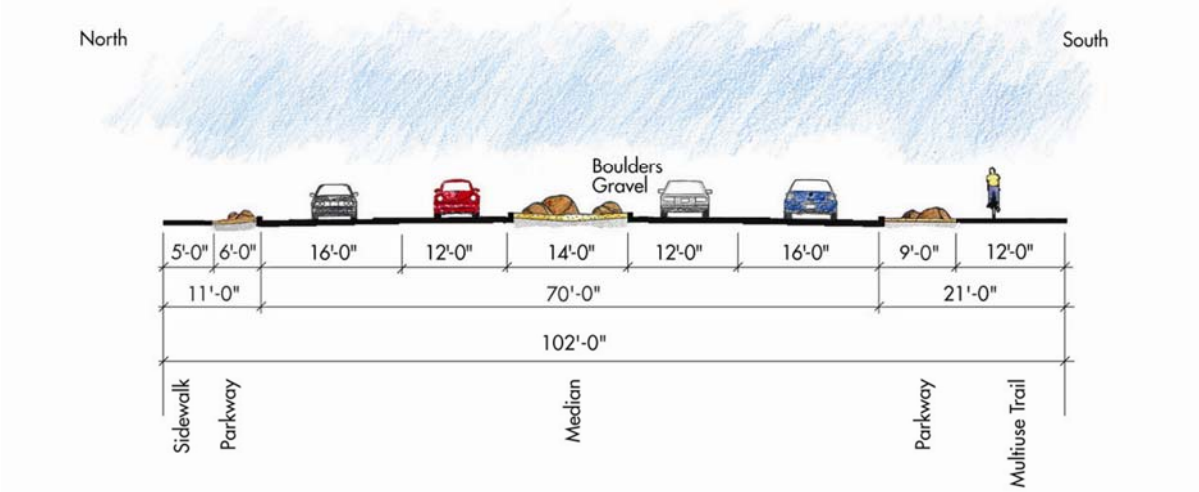


Figure 5-10: Varner Road
(between Palm Drive and Mountain View Road - within MSHCP Conservation Area)
Modified Major Highway

5. Mountain View Road

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

Blue Palo Verde
(Chilopsis floridum)

Rockscape Treatment

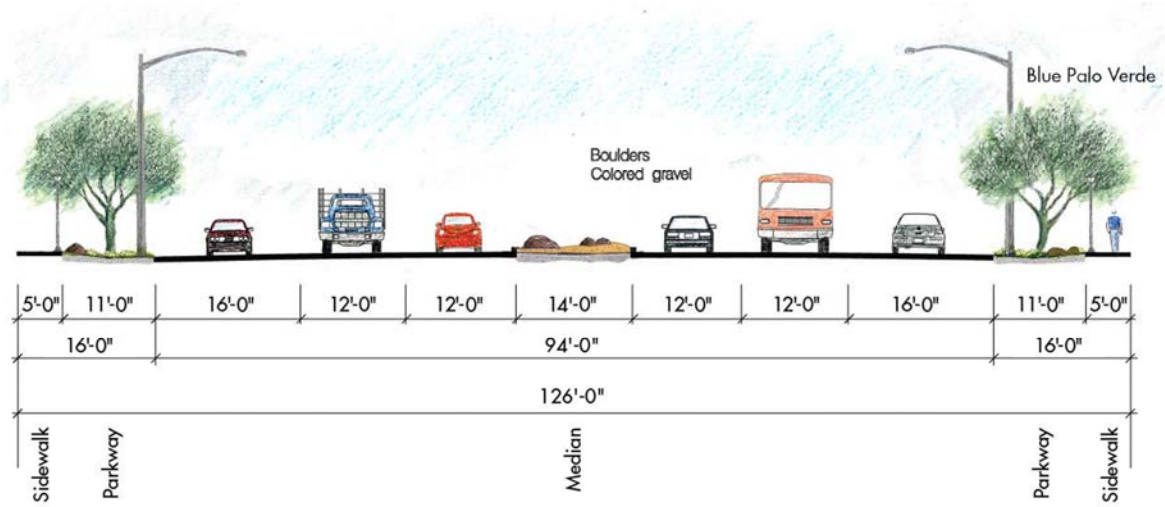


Figure 5-11: Mountain View Road
(falls entirely within MSHCP Conservation Area)
Arterial Highway

6. Edom Hill Road

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

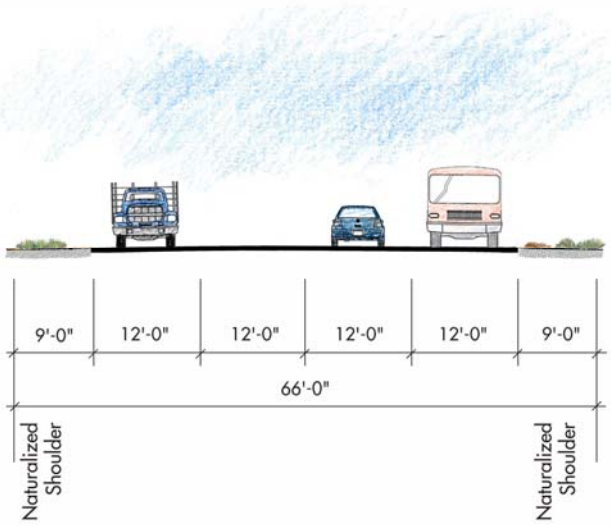


Figure 5-12: Edom Hill Road
Industrial Collector

7. DaVall Drive

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

Indian Rosewood
(Dalbergia sissoo)

Desert Willow
(Chilopsis linearis)

Smoke Tree
(Cotinus coggygria purpureus)

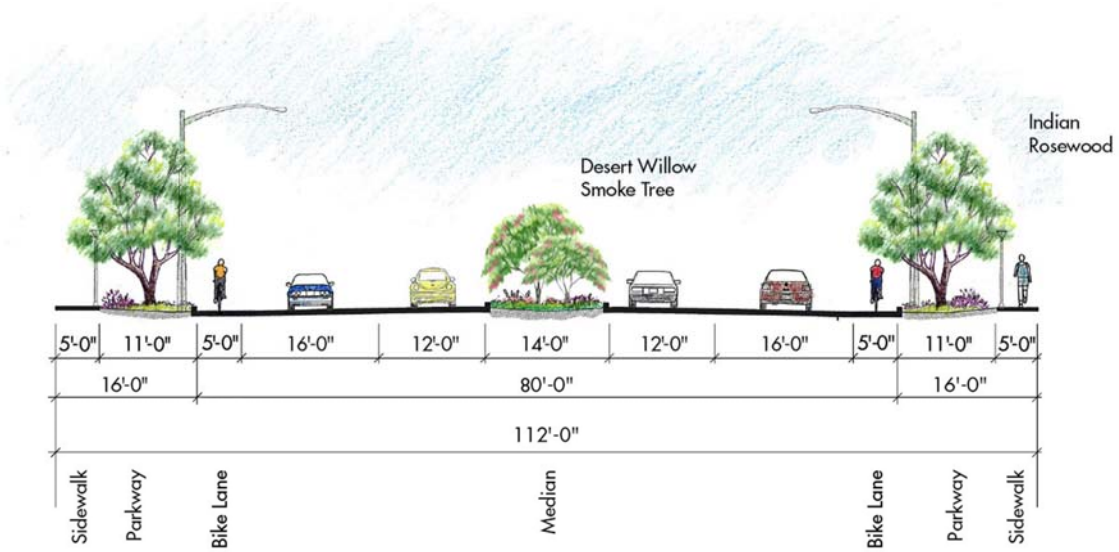


Figure 5-13: DaVall Drive
(between Varner Road and Valley Center Boulevard)
Major Highway

8. Landau Boulevard

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

African Sumac
(Rhus lancea)

Feather Tree
(Lysiloma watsonii)

Texas Mountain Laurel
(Sophora secondiflora)

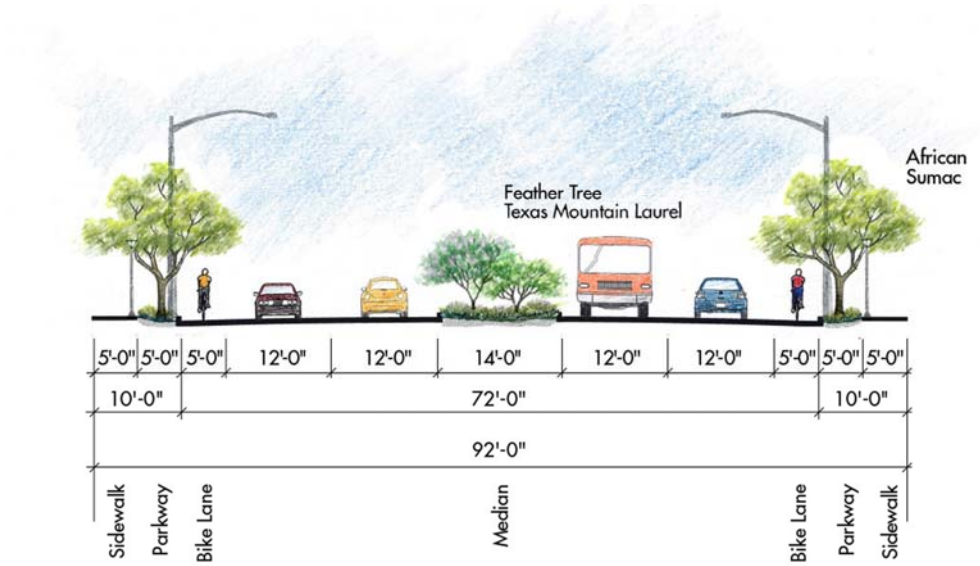


Figure 5-14: Landau Boulevard
(between Valley Center Boulevard and I-10)
Modified Secondary Highway

9. North City Collector

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

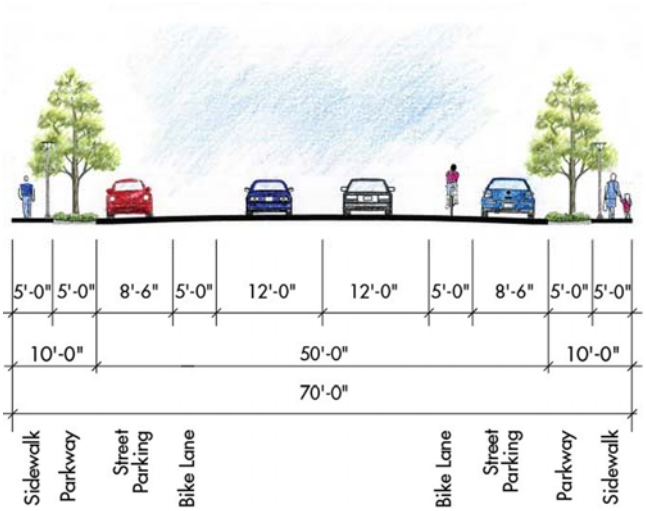


Figure 5-15: North City Collector
(outside MSHCP Conservation Area)

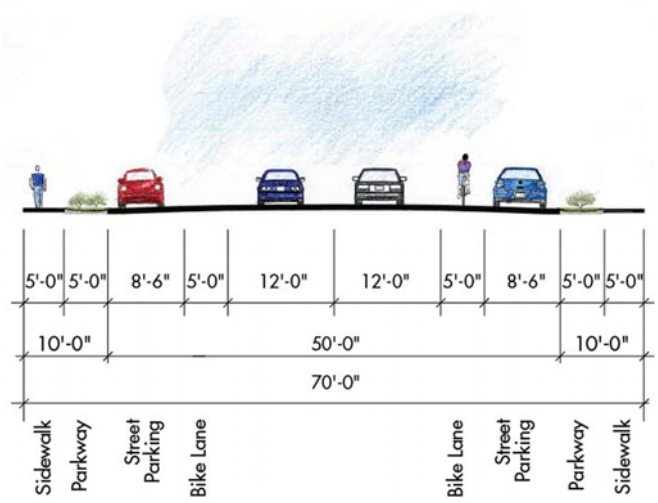


Figure 5-16: North City Collector
(within MSHCP Conservation Area)

10. North City Local Street

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

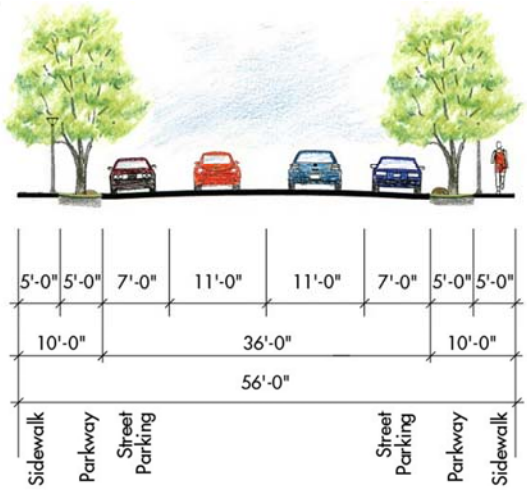


Figure 5-17: North City Local Street
(outside MSHCP Conservation Area)

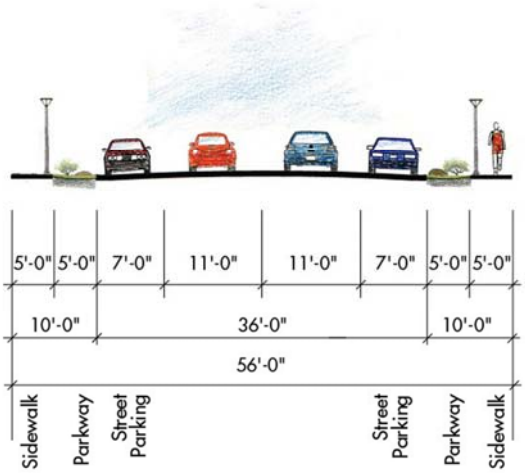


Figure 5-18: North City Local Street
(within MSHCP Conservation Area)

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

1. Street Design

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

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

2. Street Trees and Planting

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

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

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

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

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

(b) All plant material shall meet the minimum standard of the American Nurserymen and Landscape Association and California State Department of Agriculture Regulations, and be local container or field grown material.

(c) All trees shall be planted in accordance with established City planting standards.

(d) Street and median trees shall be planted between October 1 and April 30.

(e) The minimum planting size for a tree in parkways and medians is a 24-inch boxed container. Required California Fan Palms *(Washingtonia filifera)* shall have a minimum 12-foot brown trunk height.

(f) Median and parkway trees shall be trimmed to retain a trunk space clear of branches of at least 6 feet from grade at maturity.

(g) Shrubs selected for planting in medians and parkways shall be 30-inch or less at mature height to allow for safe visibility for drivers and overall signage and streetscape visibility. Plants with tall narrow spikes, such as Desert Cholla and Yucca species, are allowed to exceed the height standard, as visibility is not impeded through their tall narrow forms.

3. Streetscape Amenities

(a) Street Furniture

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

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

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

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

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

(b) Lighting

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

Examples of appropriate street lighting.

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

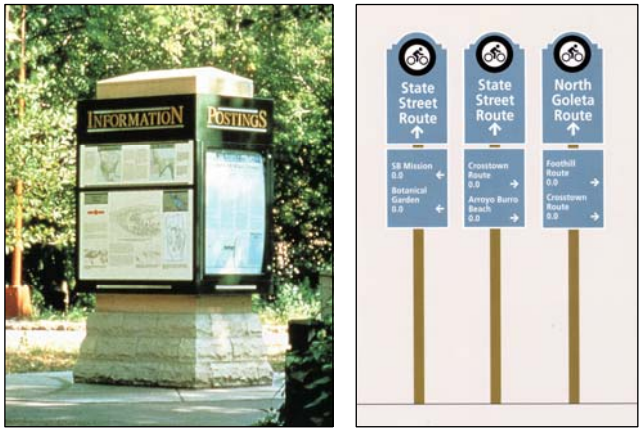
(c) Paving

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

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

(d) Signage and Graphics

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



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

G. Bikeway and Trail Network

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

1. A regional multi-use trail is proposed in the Valley Center Boulevard (Figures 5-6 and 5-7) and Varner Road (Figures 5-8, 5-9 and 5-10) rights-of-way. A multi-use trail includes both a Class I Bikeway[1] and a pedestrian path. The Varner Road multi-use trail is also proposed as part of the Western Coachella Valley Regional Trail System and will link North City to the regional trail network. The Valley Center Boulevard multi-use trail should also be linked to the regional trail network.

2. A multi-use trail is proposed within the parkway along I-10 (Figure 5-20), providing an uninterrupted path for bicycles and pedestrians along the length of the Specific Plan area. Section H describes this multi-use trail in detail.

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

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

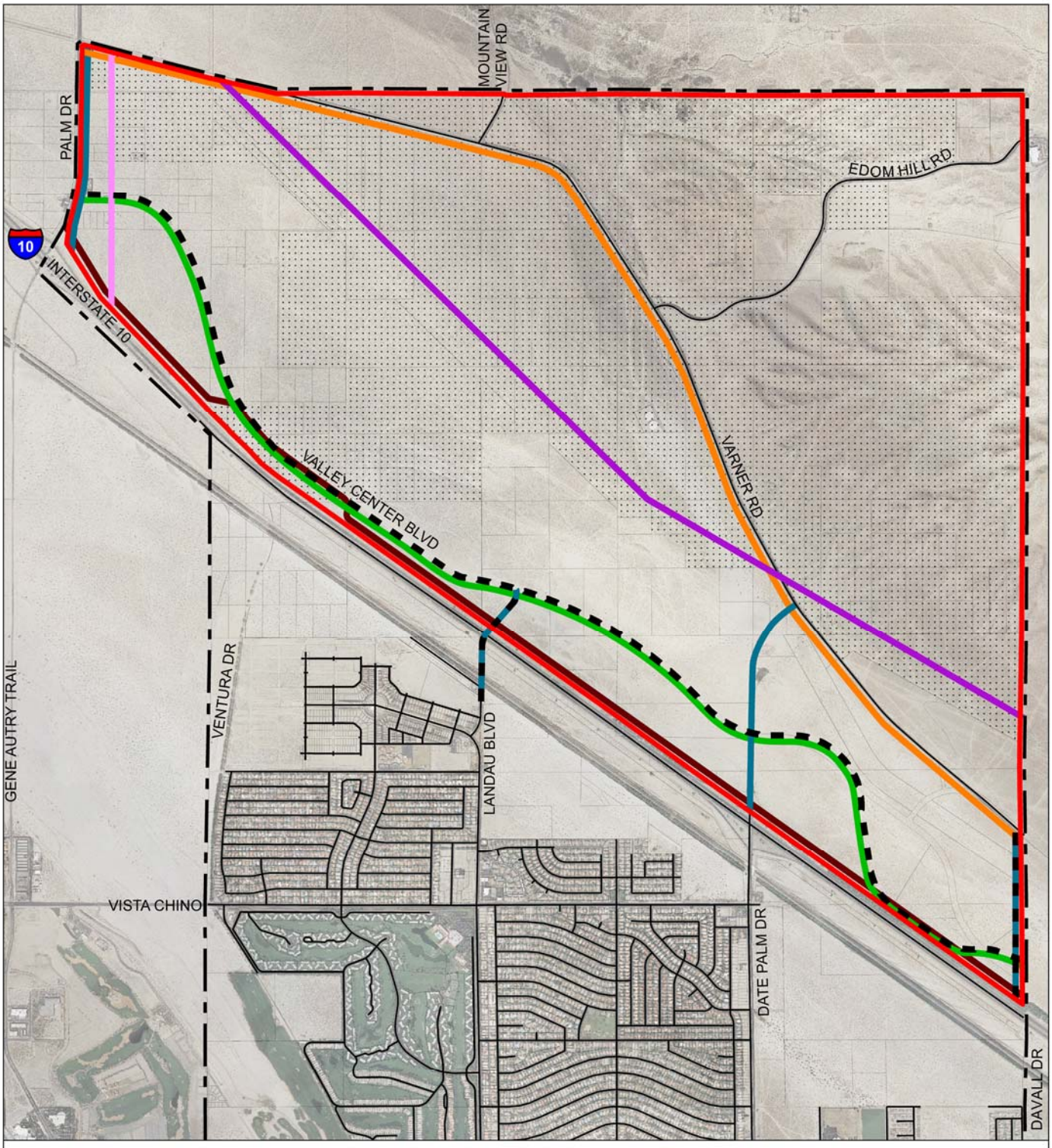


Figure 5-19: Trail and Bikeway Network

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

Cathedral City

North City Specific Plan

0 500 1,000 2,000 3,000 4,000 5,000 Feet

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

Pathways along the drainage corridors can add visual interest.

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

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

5. The Southern California Edison (SCE) easement traverses the Specific Plan area roughly parallel to Varner Road. Located away from paved streets and vehicular traffic, a trail adjacent to this easement would provide an enjoyable recreational experience in a natural setting.

6. Property owners will be required, as appropriate, to provide additional trail and bikeway easements within their developments that connect to the overall bikeway system and, to the parkway along I-10.

7. Funding for trails may also be obtained through Quimby Act exactions and set-asides as a requirement of development. Federal and local grants, donations and funding from local and regional trails organizations should also be pursued for acquisition and maintenance of trail systems.

H. Parkway along Interstate 10

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

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

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

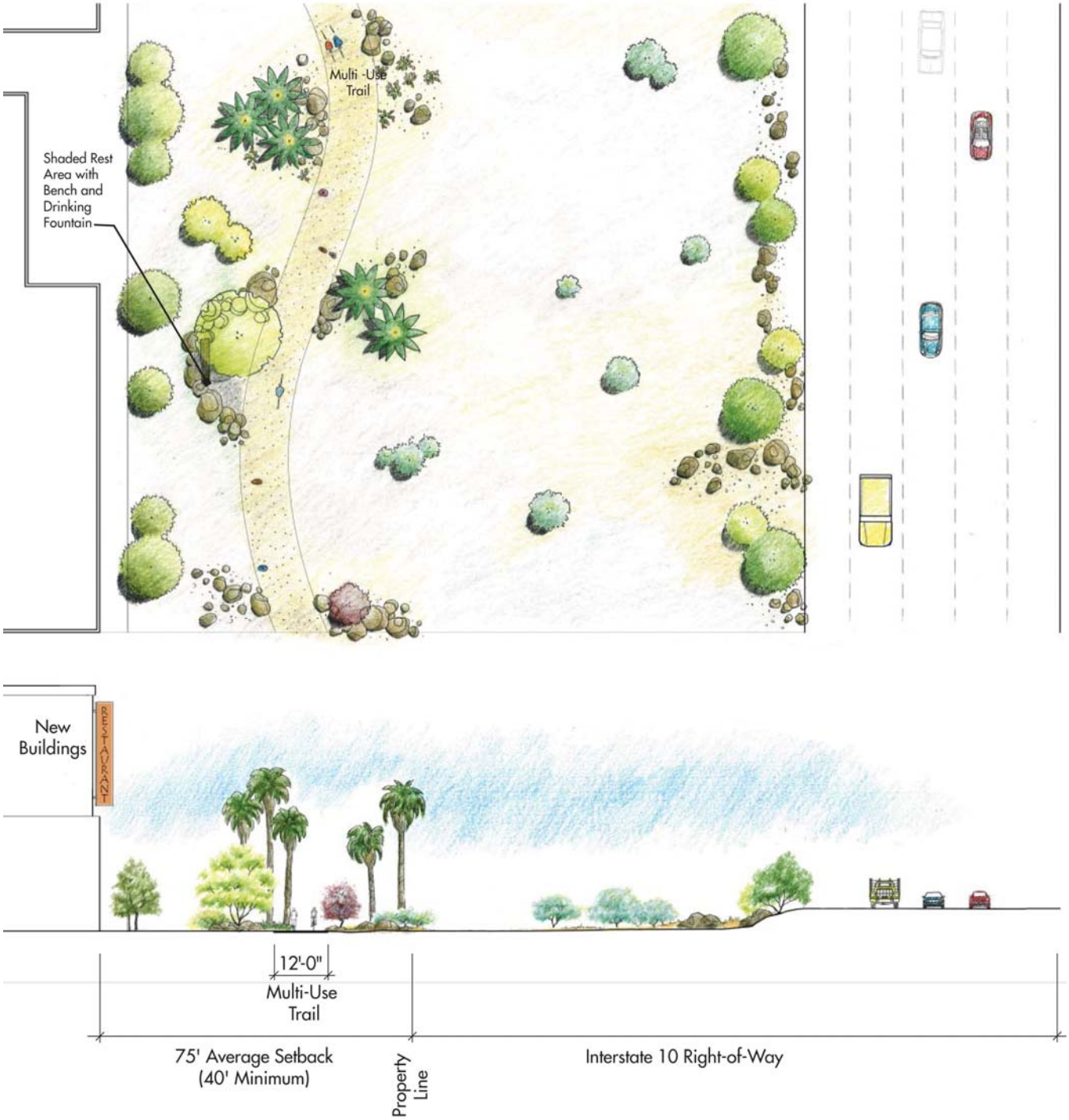


Figure 5-20: Parkway along Interstate 10

I. Trucking and Goods Movement

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

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

J. Public Transit

1. Existing Services

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

2. Proposed Improvements

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

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

K. Transportation Demand Management and Transportation System Management

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

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

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

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

L. Parking Management

1. Private Parking Provisions

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

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

2. Shared Parking

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

3. Other Parking Strategies

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