



North City Extended Specific Plan

September 2013

Adopted January 15, 2014



Prepared for:
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North City Extended Specific Plan

September, 2013
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Ordinance No. 733

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SECTION I: SUMMARY





North City Extended Specific Plan SUMMARY

In 2007, Cathedral City initiated a comprehensive effort to create and implement a bold new vision for the community by developing an annexation program and Specific Plan for approximately 5,000 acres of land located north of Interstate Highway 10. The North City Specific Plan was completed in July of 2009 as a result of an intensive process of community outreach, a studied response to market demand, and a sustainable design sensitivity to North City's signature desert environment.

Cathedral City is proceeding with an effort to extend the adopted North City Specific Plan and annexation process to include an additional land area east of North City and north of I-10 that is within the unincorporated community of Thousand Palms. The area is included in the City's Sphere of Influence. A developer is proposing a 590 acre mixed use development which is addressed in this North City Extended Specific Plan, and is poised for future annexation into the City of Cathedral City.

This Specific Plan builds upon and extends the land use planning approach and community design guidelines of the original North City Specific Plan, and further establishes strong economic, transportation and lifestyle connections between the North City area and the existing Cathedral City community south of I-10, as well as the rest of the Coachella Valley. This plan is also responsive to needs and desires for future development by the Thousand Palms community.

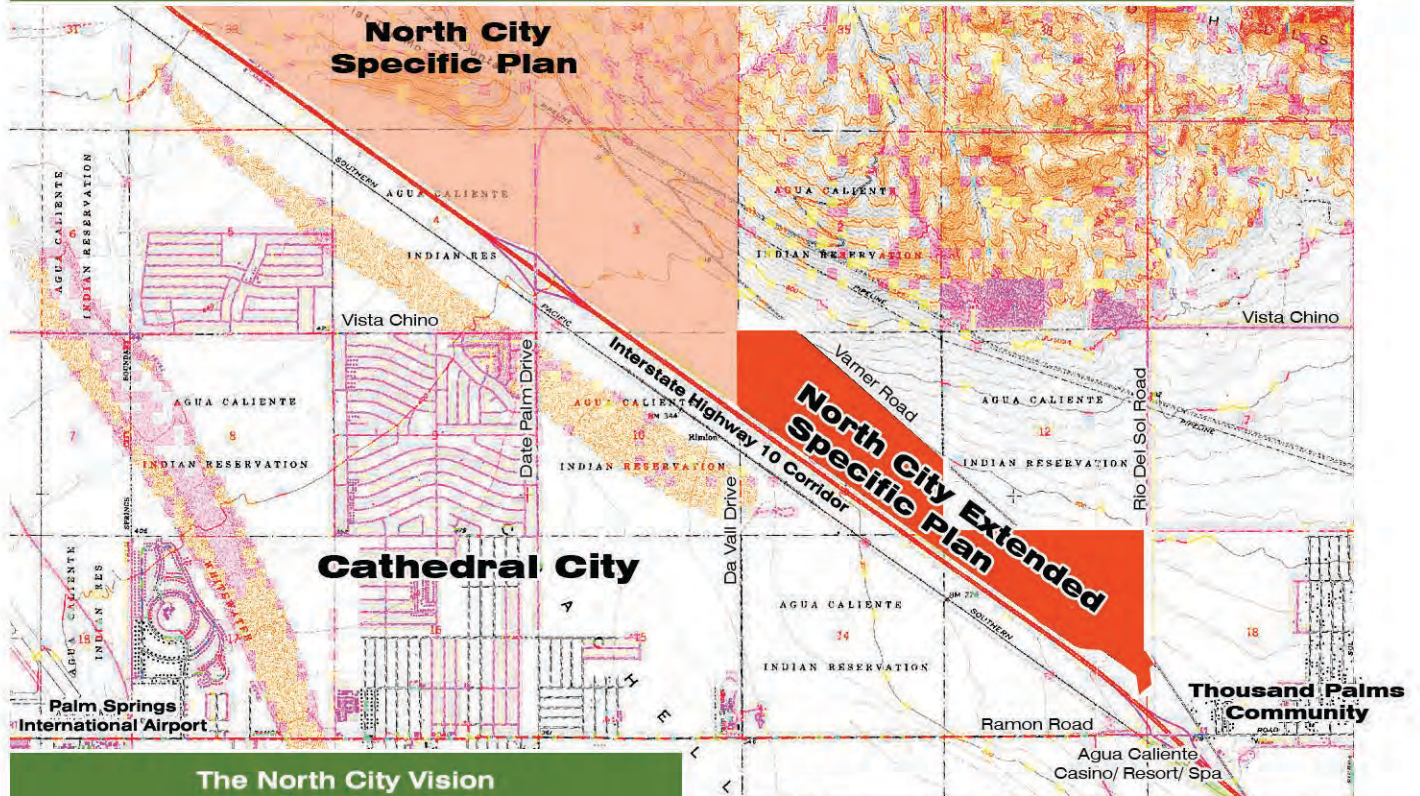
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Shaping a Vision Shared by the Community



The North City Vision

Establish a unique identity within the Coachella Valley.

Create a thriving mixed-use area that strengthens Cathedral City's economic base.

Create compact, walkable neighborhoods/ districts that support healthy living and multiple transportation options.

Provide a signature open space framework and preserve the natural environment.

Encourage sustainable, energy-efficient development.



Interactive Community Outreach Workshops

Within the original North City Specific Plan community outreach process, an extensive effort was undertaken to ensure that the plan would reflect the values, ideas and knowledge of Cathedral City residents, businesses and public agencies. During the preparation of this North City Extended Specific Plan, this participation was broadened to include residents and stakeholders in the Thousand Palms community to the east. Thus, the Thousand Palms Community Council, Preservation Group and Chamber of Commerce have been included in this outreach process.

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North City Extended Specific Plan

Capturing New and Expanding Markets

Residential Neighborhoods/ Mixed Use



Interstate Highway 10 Corridor



Horizontal and Vertical Mixed Use Development



"Main Street"

This **North City Extended Specific Plan** is positioned to capitalize on Cathedral City's strategic central location within the vibrant and diversified Coachella Valley economy. The area includes two miles of highly visible frontage poised for mixed use community development along the north side of the Interstate Highway 10 corridor. The new interchange at I-10 and Bob Hope Drive has recently transformed this area into a dynamic and sustainable hub for near- and long-term economic development.

This Specific Plan establishes a targeted economic development program at this strategic location which focuses on: 1) a new regional retail/ resort hotel/ entertainment complex at the Bob Hope interchange; 2) a creative mix of new community retail and residential uses in a uniquely themed Village Center featuring a walkable "Main Street" setting; 3) a major employment center with a blend of job-creating light industry uses within a planned business campus framework; and 4) a dynamic mix of residential opportunities, including entry- and mid-level ownership housing, multifamily rental and "work force" housing, as well as mid-priced retirement housing and unassisted living community development.

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Cathedral City
The Spirit of the Desert

North City Extended Specific Plan

Enjoying and Protecting Nature



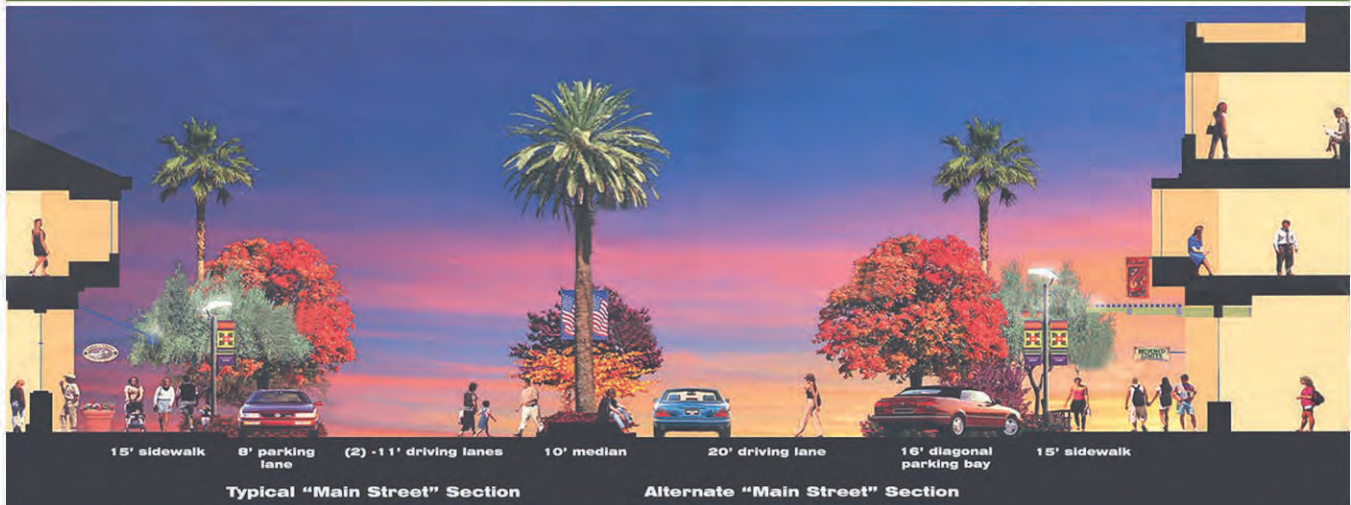
The central “vision” of the **North City Extended Specific Plan** focuses on the creation of compact, walkable neighborhoods supporting healthy lifestyles and multiple transportation options within a signature open space framework that preserves and enhances the natural desert environment of the area. This signature open space framework emphasizes specific, sustainable site design principles and an overall landscape design theme within a network of open space system elements.

The open space system elements include: 1) stormwater drainage corridors and enhanced retention basins; 2) view corridors to mountain range panoramas in each direction, with emphasis on Mt. San Jacinto; 3) a variety of landscaped water features within a “desert oasis” setting; 4) community and neighborhood parks, and related recreational facilities, for use by residents of the Specific Plan area; 5) a network of bikeways and pedestrian walkways which provide connectivity to all open space framework elements; and 6) a landscaped linear parkway along the right-of-way line of I-10 which presents a visually appealing and inviting environment along the free-way frontage. Primary and Secondary Gateways to the community, as well as complementary landscaped entryways, are included within this open space framework, and create a means for added design emphasis at key locations.

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Building Sustainable Streetscapes



The **North City Extended Specific Plan** Circulation and Streetscape Improvements Program is an easterly extension of the original **North City Specific Plan** recommendations. The network of streets proposed in this Specific Plan consists of landscaped roadway corridors, Class I bikeways separated from vehicular traffic, and a hiking trails system connecting within a regional open space network.

The system of landscaped streetscapes includes the following linkages: 1) Interstate Highway 10 corridor improved with a landscaped linear parkway and multi-use trail along its north right-of-way line; 2) Varner Road corridor improved as a "Modified Major Highway" with a landscaped median and parkways and multi-use pathway; 3) a new Valley Center Boulevard, classified as a "Major Highway", which serves as the central visual and circulation "spine" through this planned community and also includes landscaped median, parkways and multi-use pathway; and 4) a subsystem of landscaped "North City Collectors and Local Streets" which distributes traffic flows and provides access to mixed use neighborhoods.

A significant feature of this Specific Plan is a "Main Street" central corridor directed through the planned Village Center as a means to enhance pedestrian activity, on-street parking options and flexibility for mixed retail/ residential uses.

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North City Extended Specific Plan

Providing Flexible Zoning Districts



This **North City Extended Specific Plan** incorporates two of the new zoning districts established in the **North City Specific Plan**, and incorporates other districts of the existing Cathedral City Municipal Code. Specifically, the zoning districts to be applied in the implementation of this plan are summarized as follows:

- 1) **Mixed Use-Urban (MU-U)**: Takes advantage of freeway visibility and accessibility to capture regional and community scale projects, and provides for higher density housing such as condominiums, apartments and mixed use options;
- 2) **Mixed Use Neighborhood (MU-N)**: Provides for a variety of lower density housing types including apartments, town homes, and single family residences.
- 3) **Light Industrial (I-1)**: Pursuant to Chapter 9.40 of the Municipal Code, provides planned business campus sites for job creation and tax base enhancement;
- 4) **Open Space District (OS)**: Pursuant to Chapter 9.42 of the Municipal Code, provides for the preservation of the open space network delineated within this Specific Plan as well as provisions for solar and wind energy generation.

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North City Extended Specific Plan

Implementing with Market-Responsive Tools

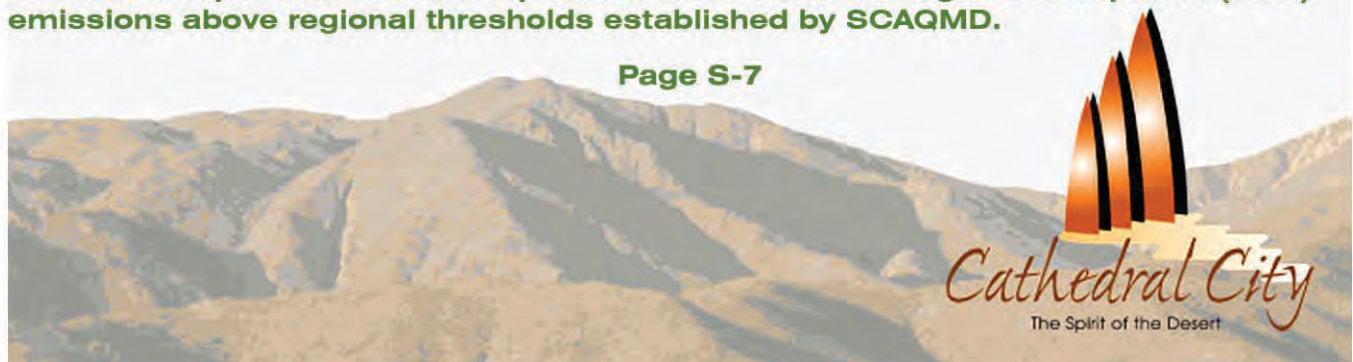


This Specific Plan features several flexible techniques for implementing feasible land development by applying one or more market-responsive tools as economic conditions fluctuate throughout the build-out phasing of the North City Extended area. The basic framework for this flexibility lies within the provisions of the Mixed Use-Urban (MU-U) and Mixed Use-Neighborhood (MU-N) zoning districts. Within this framework, two other tools are proposed to be created and applied as market conditions may fluctuate:

1) **Transfer of Development Rights Program (TDR):** Application of a City TDR Ordinance allows the shifting of densities from sites within designated Storm-water Retention Basins to other sites outside of the basins through a negotiated transaction, thus preserving required retention basin sites as Open Space while owners of those properties can realize negotiated compensation through density bonuses on other developable properties; and

2) **Land Use Equivalency Program (LUE):** Identifies and quantifies a set of rules for exchanging land uses, one for another, such that any exchange does not increase PM peak hour traffic trips nor increase Volatile Organic Compounds (VOC) emissions above regional thresholds established by SCAQMD.

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SECTION II: CONTEXT



CHAPTER 1**INTRODUCTION****A. Purpose**

Within the State of California, a Specific Plan is a regulatory tool that local governments like Cathedral City use to implement their General Plan and to guide development in a defined, localized area within the community. While the General Plan is the recognized overall guide for growth and development in a community, a Specific Plan is able to focus on the unique characteristics of a delineated Specific Plan Area within the community by customizing the planning process and land use regulations to that defined area.

B. Overview

The North City Extended Specific Plan (SP) encompasses approximately 590 acres of vacant land located north of Interstate Highway 10 along Varner Road corridor, and is defined by Bob Hope Drive/Rio Del Sol Road on the east and Section 16 on the west. At project build-out, the SP could accommodate a unique blend of Mixed Use Development (MXD) with an equivalent of up to 200,000 square feet retail/commercial buildings; 120,000 square feet of restaurants; 190,000 square feet of office/service buildings; 595,000 square feet of light industrial; 400 hotel rooms; and 3,200 residential units. Further, a total of 240.44 acres of Open Space, or about 40% of the SP would be preserved and maintained for use as storm water retention basins, community and neighborhood parks with public recreational facilities, and a network of bikeways, multi-use pathways and pedestrian walkways.

The build-out of this mixed-use community within a newly annexed area in Cathedral City is anticipated to be phased over a fifteen (15) to twenty (20) year absorption period. The overall phasing of this development is anticipated to generally proceed east to west along the south side of the Varner Road corridor, starting in the Bob Hope Drive/ Rio Del Sol Road area on the east and growing westward toward Section 16. This is illustrated in the diagrammatic phasing plan.

1. Applicability and Conformity of Development

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

The provisions of this Specific Plan shall not apply to development projects for which a complete application has been received by the appropriate City office on or before the effective date of this Specific Plan. However, applicants for

such projects may elect to comply with the provisions herein in lieu of the former provisions. Applications for projects whose entitlements and/or permits have expired will be required to conform to this Specific Plan.

2. Regional and City Context

Cathedral City is located in Riverside County, CA approximately 115 miles east of Los Angeles, 150 miles northeast from San Diego and 60 miles west from the City of Riverside. Within the Coachella Valley, the community is strategically located with land on both sides of the east-west Interstate Highway 10 corridor and the parallel Union Pacific Railroad corridor. Cathedral City consistently ranks in the top three cities in the Coachella Valley in terms of total population, retail sales and total taxable sales.

Cathedral City is bordered by the City of Palm Springs on the west and southwest and by the City of Rancho Mirage on the east and southeast. Unincorporated areas of Riverside County currently border Cathedral City to the north and east, along the north right-of-way line of the I-10 corridor. Figure 1-1 illustrates Cathedral City's location within the Coachella Valley.

With direct access to I-10 and the Union Pacific Railroad transportation corridor, Cathedral City has excellent accessibility to the economic development potential of the Coachella Valley. High volumes of vehicular traffic pass through Cathedral City along the I-10 corridor, particularly from weekend travelers between the Southern California region, the Colorado River, Arizona and beyond. Cathedral City's regional accessibility and mid-Valley position give it a locational advantage for homebuyers, retailers, and employers for San Bernardino, Riverside, Los Angeles, Orange and San Diego counties.

C. Current Setting

The North City Extended Specific Plan encompasses approximately 590 acres and is characterized by significant views and vistas in all directions as well as open desert lands. The Specific Plan is located within the northern portion of the western extents of the Coachella Valley in a geographical area known as the Colorado Desert, a subdivision of the Sonoran Desert. Both the Little San Bernardino Mountains to the north and Indio Hills to the northeast dominate the landscape in the area. Land north of I-10 remains largely undeveloped and consists of steep, sand covered slopes of the Indio Hills, natural drainage ways and washes that emanate from them, and desert open spaces. Thus, planning within the Specific Plan will need to be sensitive to the requirements of the Whitewater River Region Water Quality Management Plan in conjunction with storm drain design.

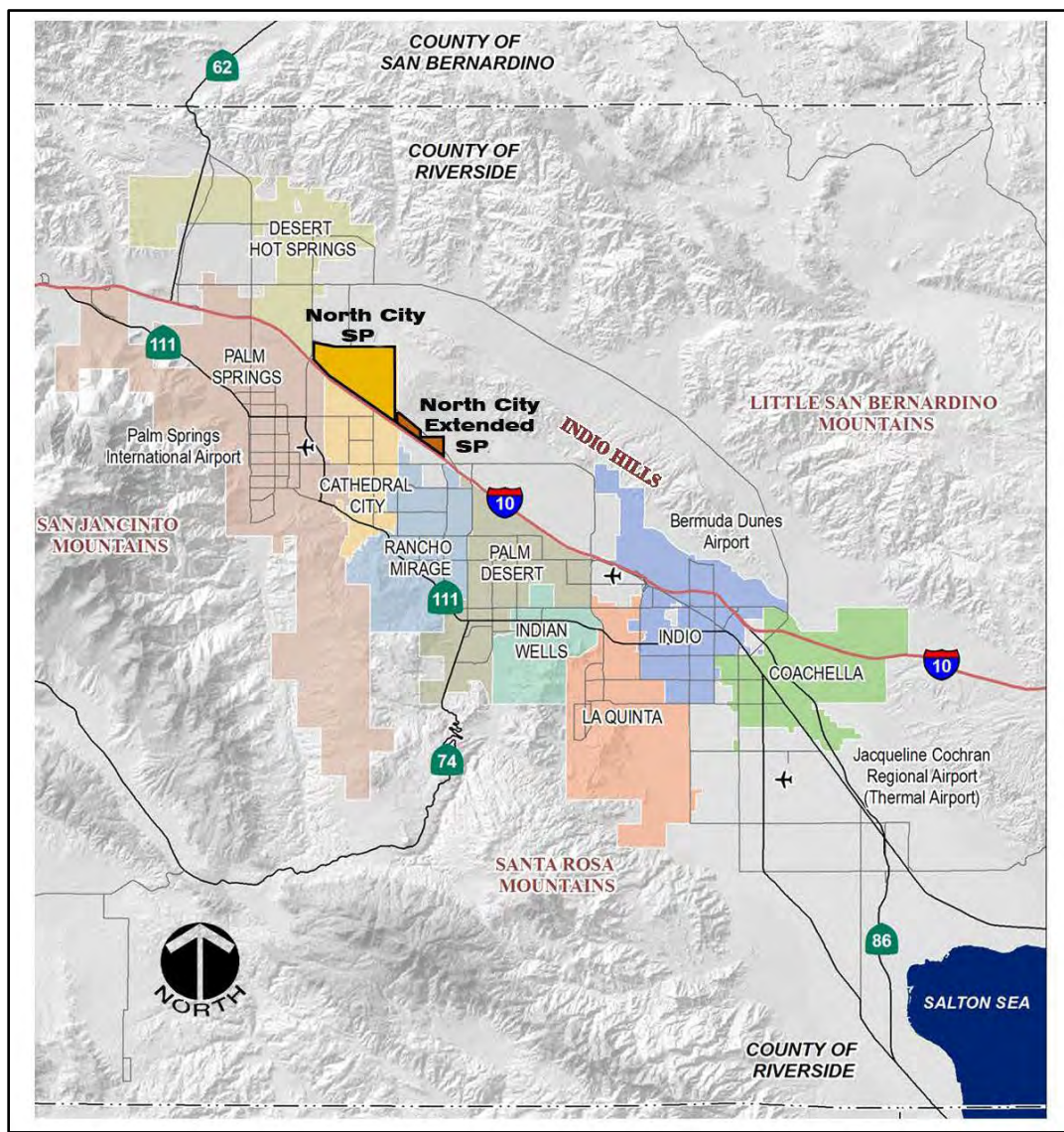


Figure 1-1: Setting within the Coachella Valley

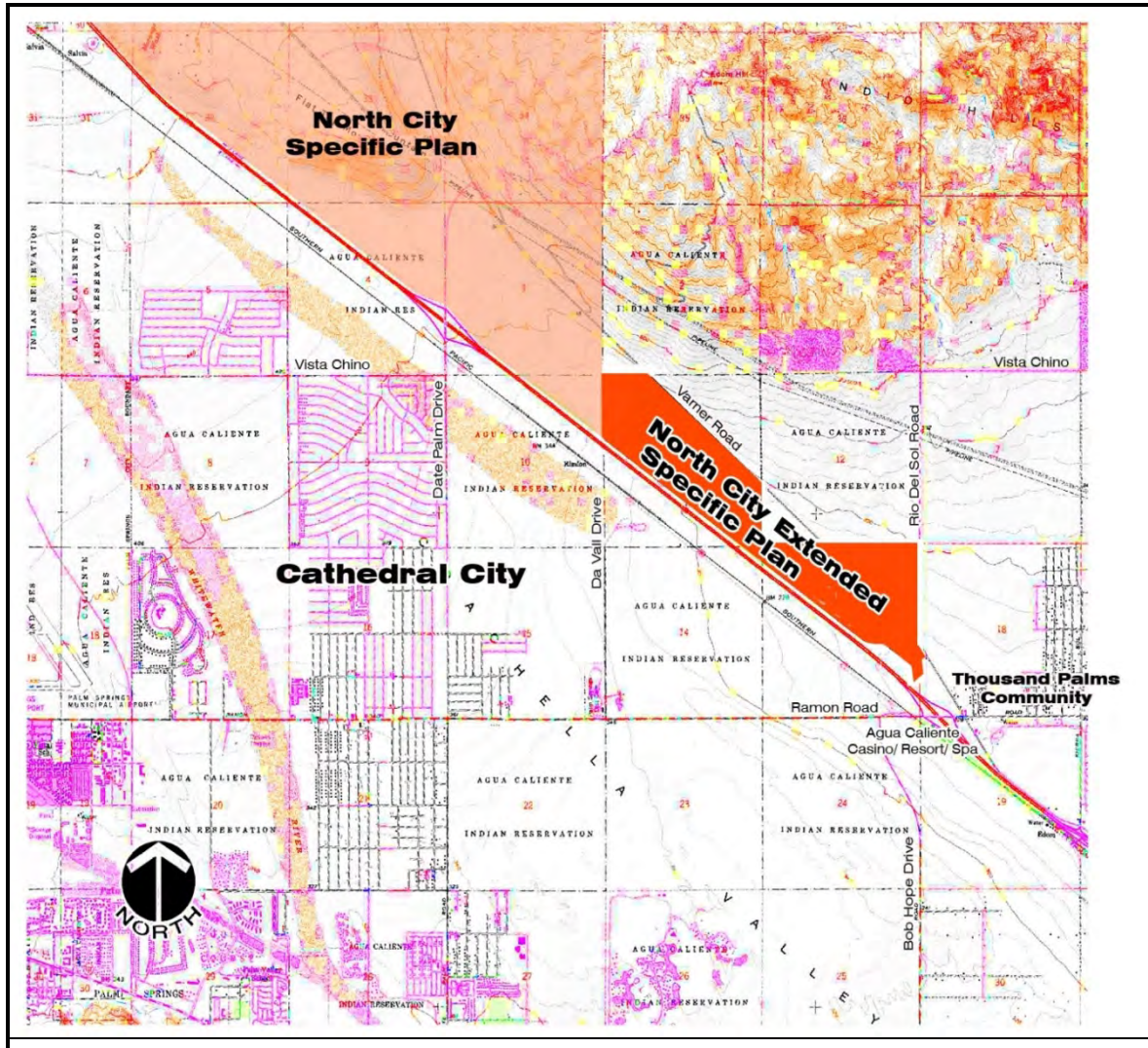
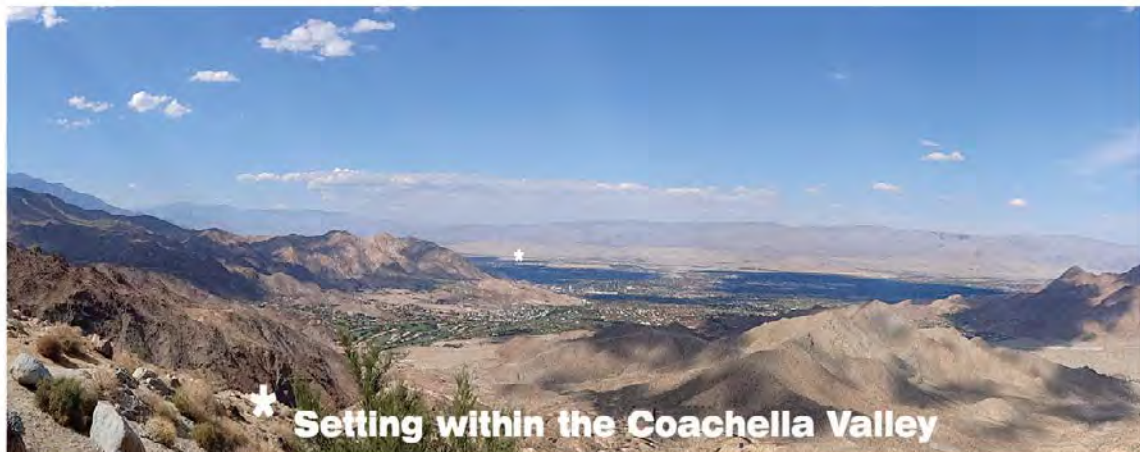


Figure 1-2: North City Extended Specific Plan



D. Regulatory Authority

The North City Extended Specific Plan (Project Number SPL 12-001) has been prepared pursuant to the provisions of the California Government Code, Title 7, Division I, Chapter 3, Article 8, Sections 65450 through 65457; and is structured as an eastward extension of the originally adopted North City Specific Plan (Project Number SPL 07-001). The California Government Code authorizes jurisdictions to adopt Specific Plans by resolution, as policy documents or by ordinance as regulatory documents. The law allows adoption of Specific Plans as appropriate for the implementation of the jurisdiction's General Plan. Chapter 9.60 (Specific Plans) of the City of Cathedral City Municipal Code (CCMC), Title 9, identifies the procedures for processing of Specific Plans in the City.

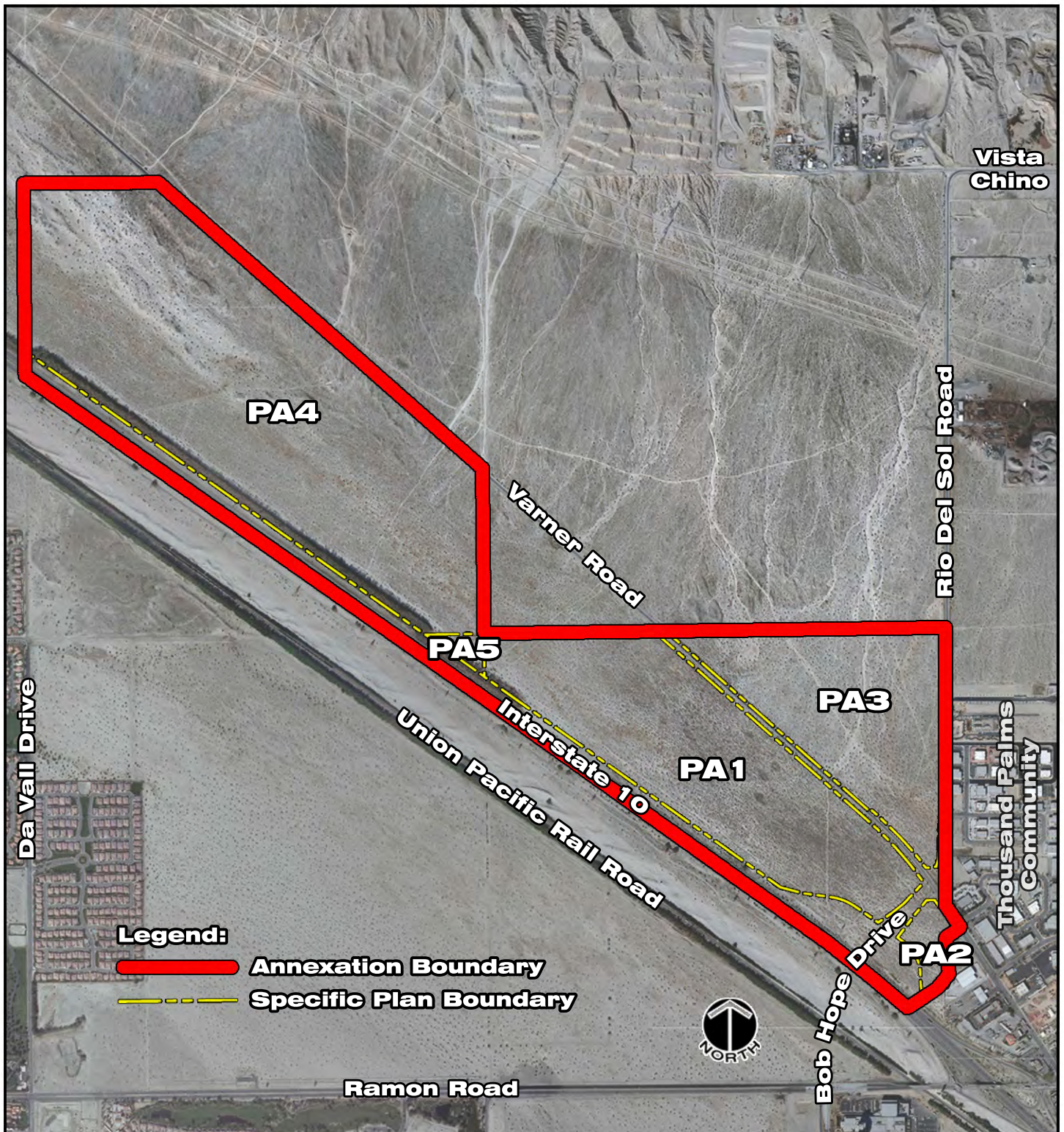
E. North City Extended Specific Plan

The North City Extended Specific Plan includes approximately 590 acres of vacant land north of Interstate Highway 10 (I-10), and is illustrated in Figure 1-1. Its general boundaries are I-10 to the south, Section 16 on the west and Bob Hope Drive/Rio Del Sol Road on the east. Varner Road bounds most of the Specific Plan area on the north, with adjustments due to property ownership as illustrated on Figure 1-2.

This North City Extended Specific Plan has been prepared as an easterly extension of the previously prepared and adopted North City Specific Plan (July 2009). The original North City Specific Plan area includes nearly 5,000 acres of mostly undeveloped land north of I-10 and is also illustrated in Figure 1-2.

The Following figure 1-3, "Aerial Photograph of Specific Plan and Environs", illustrates the annexation and Specific Plan boundaries. The Interstate-10 right-of-way is included in the annexation area but excluded for the Specific Plan area.

Figure 1-4 "Jurisdictions Map" illustrates the Cathedral City Sphere of Influence boundary and the MSHCP boundary in comparison to the North City Extended Specific Plan boundary.



Aerial Photograph of Specific Plan and Environs

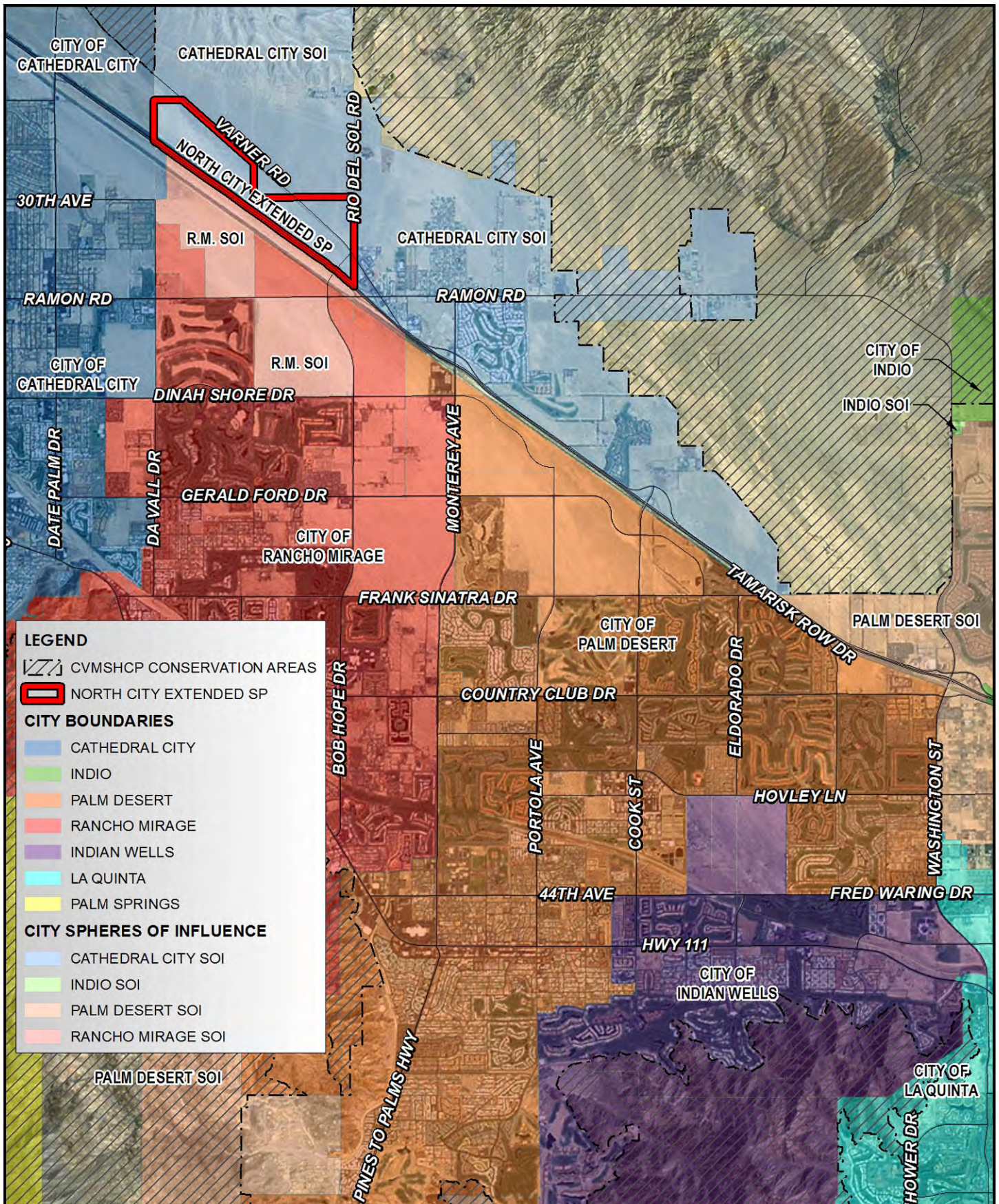


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Figure 1-3

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Jurisdictions Map

Figure 1-4

Page 7

1. Objectives of the Specific Plan

Since its incorporation in 1981, Cathedral City has developed almost entirely to the south of I-10, and is largely built-out. Significant growth is expected to continue in the City and region. The Coachella Valley is one of the fastest growing areas in Riverside County, and these briefly summarized factors caused the City of Cathedral City to initiate, prepare and adopt the North City Specific Plan in 2009, which includes an area of approximately 5,000 acres defined by Palm Drive on the east, with Varner Road running NW-SE through the Specific Plan area.

Continuing population growth and economic development opportunities create ongoing development pressure on vacant land north of and along the I-10 corridor, stimulating an interest by Cathedral City to extend the North City Specific Plan eastward to the Thousand Palms area. This document, the North City Extended Specific Plan, has been prepared as a private developer-initiated effort in response to this growing demand for future development. Thus, Cathedral City views this Specific Plan as a tool to:

- Take a long-term view of what land uses are appropriate in this area
- Maintain a jobs-housing balance within the community;
- Create new opportunities to expand its economic base; and
- Create a high quality of life for future generations of City residents.

The overall **Purpose** of this North City Extended Specific Plan is to:

Establish a development framework that is fully coordinated with the original North City Specific Plan, as an extension of that plan, to facilitate and encourage development and improvements to help realize the community's vision for this area.

Further, this document is a tool to help City decision-makers and staff plan public improvement projects, promote cohesive development and evaluate public and private development proposals. New construction on private property will be regulated through the land use policies, development standards, and design standards of this North City Extended Specific Plan. This document also sets forth strategies for financing and construction of public improvements such as circulation, infrastructure, parks and streetscape improvements.

The **Objectives** of this Specific Plan are to:

- *Direct the location and intensity of new development;*
- *Guide associated infrastructure and public services;*
- *Balance the provision of job creation and housing opportunities;*

- *Implement the conservation criteria established under the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) as they may apply to this delineated Specific Plan;*
- *Guide all elements of design for appropriate use in this unique desert environment.*
- *Capitalize on the natural resources that exist in this Specific Plan; and*
- *Encourage sustainable, energy-efficient community development, such as natural scenic vistas.*

2. Relationship to the General Plan

A General Plan Amendment (GPA 12-001) has been initiated concurrently with this Specific Plan (Project Number SPL 12-001) to ensure consistency between the North City Extended Specific Plan and the Cathedral City General Plan.

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

3. Relationship to the Zoning Ordinance

The property will be pre-zoned as part of the annexation process. The City intends to apply the zones proposed under this Specific Plan. Adoption of this Specific Plan will finalize new zoning designations for the Specific Plan area that incorporate all of the standards for land use and development set forth in this Specific Plan. The regulations of this Specific Plan replace those set forth in the planning and zoning provisions of the Cathedral City Municipal Code, and any other applicable ordinances. Where land use regulations and/or development standards of Planning and Zoning Ordinance (Title 9) of the CCMC are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall prevail and supersede the applicable provisions of the Planning and Zoning Ordinance. Instances where the provisions of the CCMC are not addressed in the Specific Plan, the provisions of the CCMC shall prevail.

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

The North City Specific Plan included sections that are not applicable to this Specific Plan, for which no changes are contemplated by this Specific Plan, these sections are:

- Relationship to Recently Annexed Areas
- Relationship to the Agua Caliente Reservation Land
- Relationship to the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP)
- Relationship to the California Environmental Quality Act (CEQA)

An EIR, prepared in conjunction with the preparation of this Specific Plan, establishes the existing, on-site environmental conditions and evaluated the potential impacts posed by this Specific Plan. The EIR contains a series of mitigation measures (see Chapter 13) that are either: 1) design features of the Specific Plan; or 2) will be imposed on subsequent projects in the Specific Plan consistent with the Mitigation, Monitoring and Reporting Program via conditions of project approvals.

F. Community Participation

Due to the large number of private property owners included within its Specific Plan the original North City Specific Plan was created with the involvement of a Steering Committee and extensive public outreach and participation. Input to the Specific Plan was obtained through a series of public workshops where residents, property owners, affected agencies and interested parties provided ideas and refinements to the project team through group discussion and feedback on the topics and direction of the Specific Plan.

Four public workshops, well-advertised through press releases, public notices, flyers and the City's website, were held over the course of the project at key stages in the planning process. Four meetings at these same key stages were also held with the North City Specific Plan Steering Committee. The Steering Committee consisted of over 20 members, including several landowners within the North City Specific Plan and representatives of the City's Commissions, Council and other involved agencies.

The role of the Steering Committee was to bring the community's values, knowledge and ideas into the planning process, and to provide continuity and feedback throughout the duration of the project. These sessions with the public and Steering Committee generated significant dialogue and provided valuable direction for the original North City Specific Plan.

In structuring the work program for this developer-initiated North City *Extended* Specific Plan, Cathedral City staff recommended an alternate public outreach process for the following reasons:

- This Specific Plan is an *extension* of the previously prepared North City Specific Plan which received very thorough community input leading to plan and policy recommendations, and this Specific Plan attempts to achieve consistency and connectivity with that initial Specific Plan;
- There are only three (3) major property owners included within this Specific Plan, and their preferred land use considerations individually and in a coordinated manner have been addressed;
- The Thousand Palms community which will be impacted by the implementation of this Specific Plan has three identified stakeholder groups which were included in the outreach process by the developer in cooperation with the City: 1) The Thousand Palms Preservation Group; 2) The Thousand Palms Community Council; and 3) The Thousand Palms Chamber of Commerce.
- The Development team participated with staff in guiding three (3) community outreach workshops with: 1) The Thousand Palms Preservation Group; 2) Thousand Palms Community Council; and 3) Thousand Palms Chamber of Commerce.

The results of this outreach process for the North City Extended Specific Plan were consistent with and confirmed the vision, goals and policies of the original North City Specific Plan, thus validating the effort to structure this Specific Plan as an extension of the original Specific Plan.

G. Support Documents

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



CHAPTER 2 EXISTING CONDITIONS**A. Existing Land Use**

The approximately 590 acre North City Extended Specific Plan is undeveloped and dominated by natural desert terrain. The site is located within lower alluvia areas of the Indio Hills to the north, and contains primarily Sonoran creosote bush scrub habitat, including recently stabilized sand hummocks. Varner Road traverses the SP and forms the northern boundary of Planning Areas 1, 2 and 4 (Figure 2-1). Rio Del Sol traverses the eastern portion of the SP and bisects planning areas 1 and 2. The existing roads currently lack landscape and streetscape features. Interstate Highway 10 parallels the SP to the south. Various regional utility lines and associated easements also traverse the area. The site's highest point of elevation on the alluvial fan is approximately 300 feet above sea level at the northwestern edge of the SP, sloping southeast to an elevation of 240 feet.

A portion of the western Coachella Valley Regional Trails System goes through this Specific Plan, making it a part of the regional recreation amenity, and offering connectivity to the original North City Specific Plan. According to the Coachella Valley Community Trails Alliance, a multi-use trail is also proposed along the Varner Road corridor.

The part of the Thousand Palms Community that is located immediately east of the SP is characterized by relatively low density single family detached residential, highway oriented businesses and restaurants, a County Fire Station and community center/library campus.

B. Climate and Landscape

The regional climate of the Coachella Valley is classified as a subtropical desert with average summer high temperatures of 107 degrees and winter lows ranging from 36 to 42 degrees. The majority of days are sunny, thus making the use of solar energy for providing electricity to homes feasible and efficient. Average annual rainfall is just over five inches. Wide varieties of native and drought tolerant landscape plants thrive in this desert climate.

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

There are high winds in the Specific Plan area that generally blow from northwest to southeast. Blowing sand constitutes a significant environmental concern as it

abrades and damages buildings and motor vehicles, fills drainage ways, driveways and yards, limits visibility on roadways and requires substantial expense for sand removal and clean-up. Wind erosion and “blowsand” also contribute to significant health threats associated with the suspension of fine particulate matter in the air.

Conversely, high and sustained winds do provide the opportunity to harness wind energy to generate electricity, although the site of this Specific Plan may not exhibit the consistency to support the feasible implementation of wind energy parks.

The abundance of Aeolian (wind-blown) sand in the area provides the prime habitat for the Coachella Valley fringe-toed lizard. Thus, this Specific Plan is located within the Coachella Valley Multi-Species Habitat Conservation Plan; *however, this area is not located within a Conservation Area of this Plan.* Property located directly to the north of this Specific Plan area is located within the Tribal Habitat Conservation Plan for the Agua Caliente Indian Reservation (2010).

C. Property Ownership and Planning Areas

The North City Extended Specific Plan includes three (3) major private property ownerships as well as various public roadway rights-of-way and utility easements, with a total land area of 591.38 acres. In response to the private property ownership pattern, the Specific Plan Area is divided into five (5) Planning Areas (PA's) as illustrated in Figure 2-1.

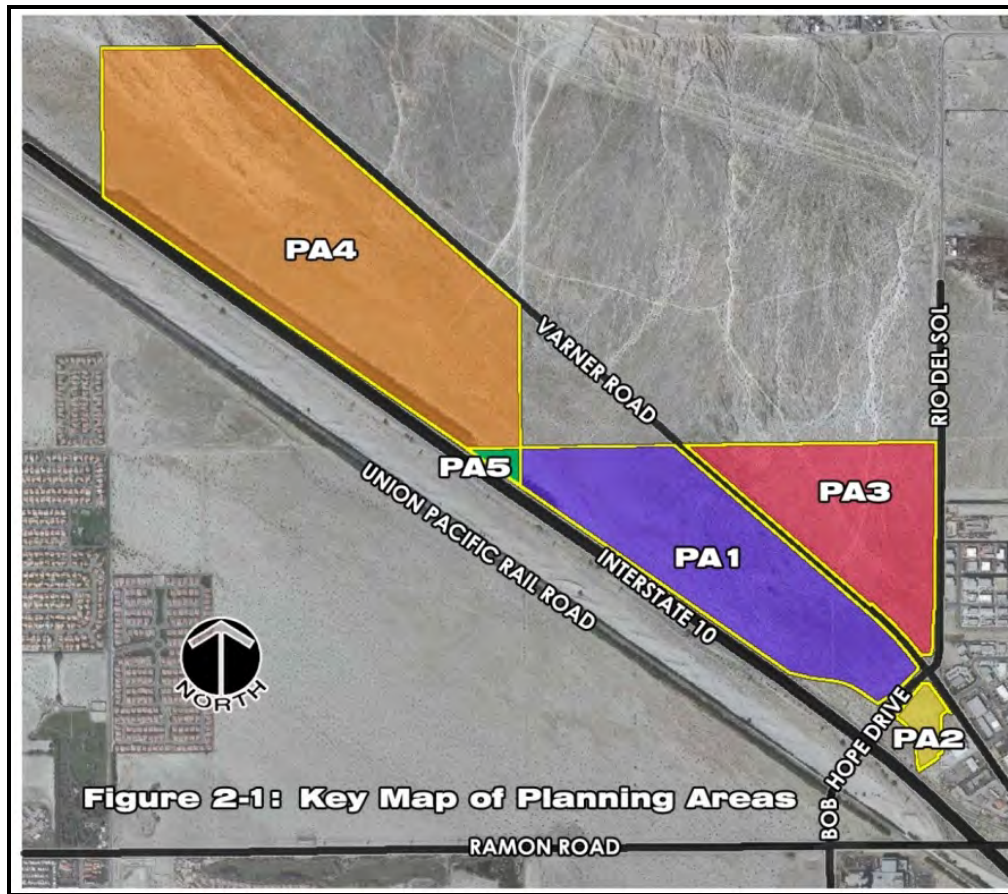


Table 2-1: Ownership within the Specific Plan

Planning Area	Property Owner	SP Land Use	Gross Area	Percentage
1	CMT Hope Crossing	Mixed Use	157.08 acres	26.7%
2	Seymour & Alyce J. Lazar	Mixed Use	9.13 acres	1.5%
3	Seymour & Alyce J. Lazar	Light Industry	103.88 acres	17.6%
4	Marvin Family Trust et. al.	Mixed Use	293.28 acres	49.6%
5	State of California	Open Space	3.91 acres	0.01%
Existing Public Street ROW's	Public	Streets	24.10 acres	4.0%
TOTAL SP			591.38 acres	100.0%

Note: based on Riverside County Assessor's Map data (1/28/2010) and "Core Logic Real Quest Professional Property Detail Report" (8/27/12).

Planning Area 1: This PA is located north of I-10, west of Bob Hope Drive and the I-10 interchange, and south of Varner Road. This area includes 157.08 acres of vacant land which is well positioned to become a major mixed use core and gateway for this Specific Plan. The proposed land use/ zoning classifications include Mixed Use-Urban (MU-U) and Mixed Use-Neighborhood (MU-N) which will accommodate retail/ restaurant commercial, hotels, professional/ personal services as well as multifamily residential use in a horizontal or vertical Mixed Use Development (MXD) configuration. The Specific Plan will be developed in 5 phases over a period of 15 years. This PA is scheduled for development in Phases 2, 3, 4, and 5 of the overall project. The owners of this PA are managing the coordination of this overall Specific Plan on behalf of themselves and the property owners of PA's 2, 3 and 4.

Planning Area 2: This PA is located east of PA 1, south of Varner Road and east of Bob Hope Drive, and includes 9.14 acres of vacant land. Its location relative to the I-10 interchange also makes it viable for a variety of commercial uses, similar to those in PA 1, within the Mixed Use- Urban (MU-U) land use/ zoning classification. This PA is scheduled for development in Phase 1A of the overall project.

Planning Area 3: This PA encompasses 103.88 acres of vacant land and is proposed for Light Industrial (I-1) zoning, based upon the objectives of the current property owner. It is bounded by Rio Del Sol Road on the east, Varner Road on the south and Section 12 on the north. This PA is scheduled for development in Phases 2, 3, and 4 of the overall project.

Planning Area 4: The property owner of this 293.28 parcel requests that this area be designated as Mixed Use Neighborhood (MU-N). Also, a significant Open Space land use designation is included for stormwater management purposes which will benefit the entire Specific Plan. Located at the western end of the Specific Plan, with Varner Road along its north edge and Section 16 along its west edge, this PA represents the connection to the North City Specific Plan. This PA is scheduled for development in Phase 1B of the overall project.

Planning Area 5: This 3.91 acre triangular parcel is owned by the State of California. It is proposed for Open Space use throughout the development phasing of the overall project.

Reference to Figure 2-1: "Key Map of the Planning Areas" and Table 2-1: Ownership within the Specific Plan" provides the basic framework within which this North City Extended Specific Plan is structured. Given this framework, the details of this Specific Plan are presented in the following chapters of this document.

CHAPTER 3 GOALS AND POLICIES

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

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

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

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

A. Land Use

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

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

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

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

Policy LU-2.1: Mix land uses to create a vibrant and more active

environment and make the most efficient use of available land.

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

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

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

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

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

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

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

Policy LU-4.2: Maximize the economic impact of available business park and industrial land in PA3 by giving priority to clean enterprises that yield large numbers of highly skilled high-paying jobs relative to site size.

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

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

Policy LU-5.2: Encourage higher density development for the efficient use of land and by expanding housing choices within Cathedral City and the Coachella Valley.

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

Policy LU-6.1: Assure that neighborhood-serving commercial development

is strategically sited to meet the needs of the Specific Plans residents while maximizing pedestrian access and minimizing the need for vehicle travel.

Policy LU-6.2: Identify site opportunities and actively recruit developers of mixed-use projects that integrate residential and commercial uses.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B. Economic Development

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

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

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

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

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

Policy ED-1.5: Consider innovative financing mechanisms, including, but not limited to, establishing Community Facilities Districts (CFD), Special Assessment Districts and Developer Impact Fees to fund, construct and maintain necessary public facilities and infrastructure.

Policy ED-1.6: Strive to streamline the processing of development proposals that support the economic goals of the community.

Policy ED-1.7: Retain and recruit employers in sectors which generate and broaden employment opportunities and increase discretionary incomes.

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

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

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

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

C. Open Space and Natural Resources

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

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

Goal OS-2: Promote water conservation and water quality.

Policy OS-2.1: Require all developments to provide on-site areas for treatment of rainwater runoff through landscape-based methods such as dry wells and vegetated bioswales instead of, or in addition to, curb and gutter/storm sewer systems.

Policy OS 2.2: Work with private developers to establish reclaimed water systems in new developments.

Goal OS-3: Create a comprehensive, interconnected open space network and trails system.

Policy OS-3.1: Coordinate with Coachella Valley Association of Governments (CVAG) and Coachella Valley Regional Trails Alliance to determine optimal locations for trails and assure connectivity on a regional level.

Policy OS-3.2: Implement the provisions in Chapter 5 to set aside rights-of-way for bikeways and pathways through private development that will connect to the overall trail system.

Policy OS-3.3: Implement the provisions in Chapter 7 to meet the recreation needs for future residents of the Specific Plan.

Policy OS-3.4: Implement the guidelines set forth in Chapter 5 for a systematic approach to developing parks and trails as the Specific Plan develops.

Goal OS-4: Assure that views to the Specific Plan from the I-10 freeway and the Coachella Valley are attractive and inviting.

Policy OS-4.1: Establish open space edges and planted transition zones that demarcate the Specific Plan development area to give it a positive visual relationship with the rest of the City and surrounding natural landscape.

Policy OS-4.2: Preserve views to Edom Hill and Flat Top Mountain from the I-10 freeway and from major public roadways within the Specific Plan.

Policy OS-4.3: Regulate building height in the flat areas directly north of I-10 to preserve the viewshed to Flat Top Mountain from I-10.

Policy OS-4.4: Minimize cut-and-fill operations and prohibit use of reflective surfaces on the hillside areas visible from I-10 and from the public viewsheds south of I-10.

Goal OS-5: Create a visually appealing, unified Specific Plan with a distinct character.

Policy OS-5.1: Take advantage of the Plan area's natural environment and dramatic views to enhance the quality of the overall development.

Policy OS-5.2: Provide parkland and recreational facilities that meet or exceed the service standards set forth by the City's General Plan of at least 3 acres of parkland per 1,000 residents.

Policy OS-5.3: Locate landscaped gateways immediately north of I-10 on Bob Hope Drive.

Policy OS-5.4: Through detailed landscape and irrigation plans as part of development project applications, implement the Street Tree Master Plan contained in this Specific Plan with unique parkway trees for each street to delineate vehicle/pedestrian spaces and to provide shade.

Policy OS-5.5: Create landscape or architectural buffers between incompatible uses.

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

Goal OS-6: Enhance the pedestrian environment and provide for comfortable settings in which people can gather.

Policy OS-6.1: Provide open space and planted parkways as buffers to mitigate natural environmental factors, such as wind and heat, and human impacts, such as noise and vehicular traffic.

Policy OS-6.2: Provide vegetated or architectural windscreens in focused high wind areas.

Policy OS-6.3: Create a parkway along the north side of I-10 that spans the length of the Specific Plan.

Policy OS-6.4: Provide for the creation of gathering places, such as plazas, pocket parks, and shared roadways, within private development.

Policy OS-6.5: Provide site furniture and lighting appropriate to the desert environment and unique to the Specific Plan.

Policy OS-6.6: Use traffic calming strategies, such as paving color and pattern, raised roundabouts and intersections, curbed planters, and signage.

Policy OS-6.7: Locate streetscape elements to enhance the public realm by framing views, screening parking areas, identifying entries, providing shade, etc.

Policy OS-6.8: Development proposals shall include a Streetscape Plan to implement the streetscape and gateway design concepts contained in this Specific Plan.

D. Circulation

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

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

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

Policy C-1.3: Adopt horizontal and vertical alignments of Valley Center Boulevard that minimize the amount of required grading, consistent with safe roadway design.

Goal C-2: Separate local from regional traffic.

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

Policy C-2.2: Improve Varner Road to serve regional traffic.

Policy C-2.3: Support Transportation System Management (TSM) improvements, such as a Freeway Service Patrol, to maximize the capacity of I-10 and discourage freeway traffic from deflecting to local streets.

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

Policy C-3.1: Support the construction of an interchange at DaVall Drive.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy C-6.1: designate truck routes for access to truck-intensive uses in the Specific Plan.

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

Policy C-7.1: Consider a local transit line between North City and Downtown to connect the two areas.

E. Parking

Goal P-1: Provide adequate, efficient parking throughout the Specific Plan

while avoiding an oversupply of parking through the use of shared parking and reduced parking requirements.

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

Policy P-1.2: All parking spaces within the Specific Plan shall be double-striped.

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

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

F. Infrastructure

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

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

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

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

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

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

Policy I-2.3: Continue to coordinate with CVWD to expand and strengthen educational materials and programs that inform developers and residents of

the methods and benefits of available water-saving techniques.

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION III: PUBLIC IMPROVEMENTS



CHAPTER 4 OPEN SPACE AND THE ENVIRONMENT

A. Introduction

The North City Specific Plan (2009) includes a thorough discussion of significant opportunities for new development while protecting Cathedral City's cohesive community character, scenic desert environment and critical natural habitat. This Specific Plan, like the original North City SP, is also located within the Coachella Valley Multi-Species Habitat Conservation Plan (MSHCP); *however, this area is not located within a Conservation Area of this Plan.* (Property located directly to the north of this Specific Plan is located within the Tribal Habitat Conservation Plan for the Agua Caliente Indian Reservation (2010.)

References to the MSHCP in the original North City Specific Plan are applicable to the resources and characteristics of lands within that plan. Lands with this Specific Plan do not possess the same resources and characteristics. However, Chapter 4 outlines sound planning design principles to further the goal of resource protection, and is hereby incorporated in its entirety by reference. The applicable key findings and recommendations of the North City Specific Plan:

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

B. Environmental Setting

Chapter 4 of the North City Specific Plan is incorporated by reference into this SP, inclusive of the following sections except as noted:

1. Topography
2. Climate Considerations
3. Connections to the rest of the City
(*Specifically to the proposed Valley Center Boulevard and Varner Road connections with the North City area of Cathedral City.*)
4. Parks
5. MSHCP Conservation Area
(This section not applicable to this Specific Plan)

C. Open Space Framework

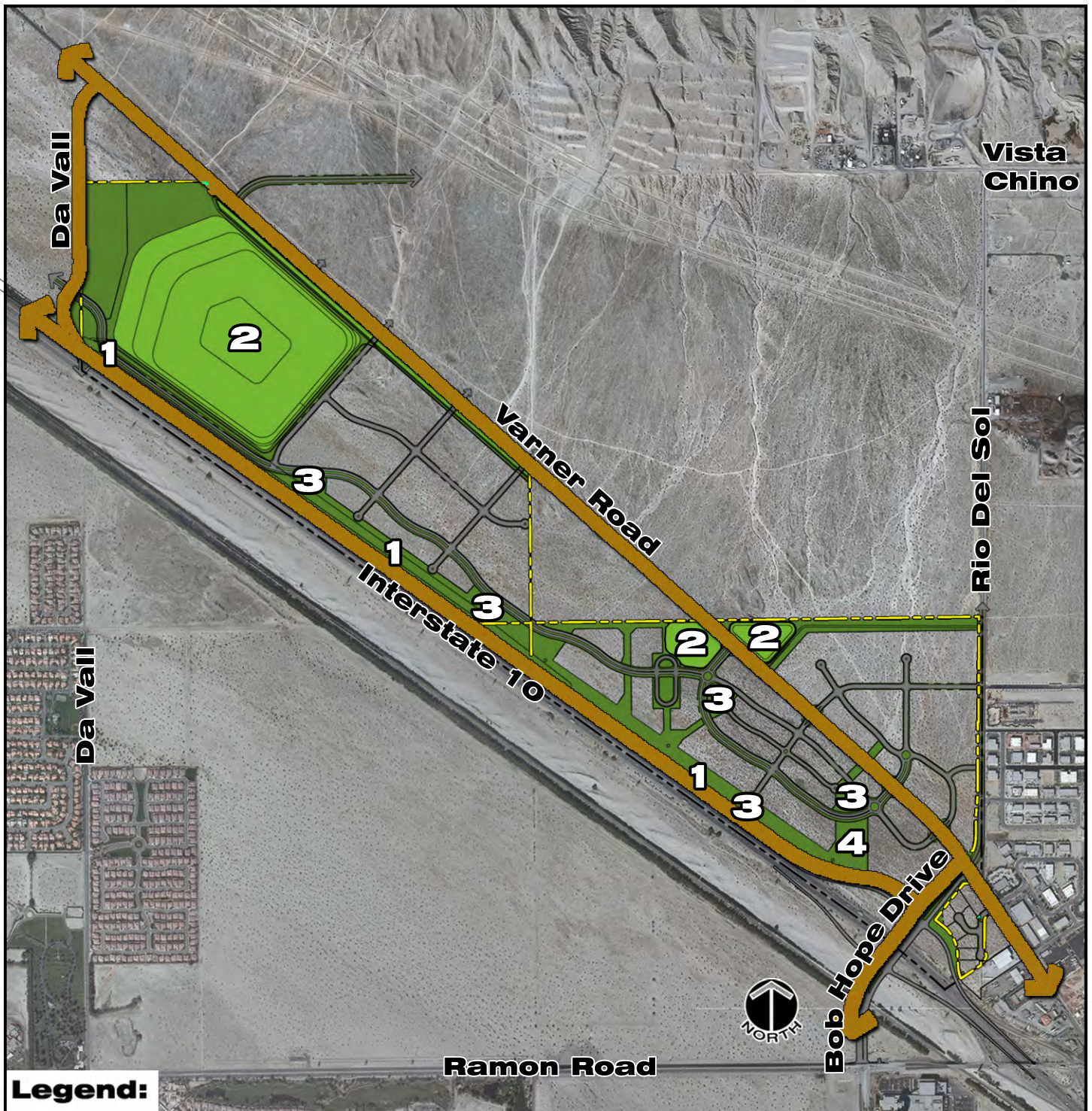
The open space framework of the North City Specific Plan as it applies to this document is illustrated in Figure 4-1 and includes the incorporation of sustainable design practices within development projects and the creation of an overall landscape design theme for the North City Extended Specific Plan. The applicable sections of the original SP are referenced as follows:

1. Sustainable Site Design

This Specific Plan continues the sustainable approach to site development and applicable landscape design as presented in the North City Specific Plan. Current technologies and best management practices are to be followed to create projects that are responsive to site specific environmental conditions and to assure that development respects the existing natural systems and minimizes long-term negative impacts. Examples of applicable landscape practices to be applied include:

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

Guidelines set forth by state and local government agencies, national organizations such as the U.S. Green Building Council and the Sustainable Sites Initiative should guide the approach to site planning and development throughout the North City Extended Specific Plan.



Legend:



Potential Network of North City and Regional Trails

1

Freeway Buffer

2

Stormwater Retention Basin

3

Neighborhood Park

4

Community Park

Open Space Framework



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Figure 4-1

2. Overall Landscape Design Theme

This Specific Plan recognizes that good landscape design has an important role of performing many ecological functions and creating a visually integrated cohesive community which expresses a well-themed sense of place and identity. A **“Desert Oasis”** landscape theme that recalls the naturally occurring palm oases in the Coachella Valley should be applied to unify development in the North City Extended Specific Plan. Oasis design features include: landscape compositions that may feature higher densities of drought tolerant plant materials to provide a lush look as well as shade; accents of unique color or form; and water features using reclaimed water or captured site drainage. Desert Oasis landscape should be located at:

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

The Desert Oasis theme establishes materials and design features that can be carried throughout the landscape design of streetscapes and master planned development projects to create continuity and visual unity. Inherent in the Desert Oasis theme is the contrast to the arid expanses around the Oasis. Landscaping outside the oasis elements should be composed of sparse planting and naturalistic landscape in order to transition into the surrounding natural desert landscape.

*All landscape design will be required to use drought tolerant, native and adapted species listed in the Coachella Water District’s publication **“Lush and Efficient Landscape Gardening Guide”** and in the North City Specific Plan recommended plant palette (Chapter 12, Table 12-1, and pages 12-33 through 12-36).*



D. Open Space Elements

The key components of the open space framework, as previously illustrated in Figure 4-1, are described below:

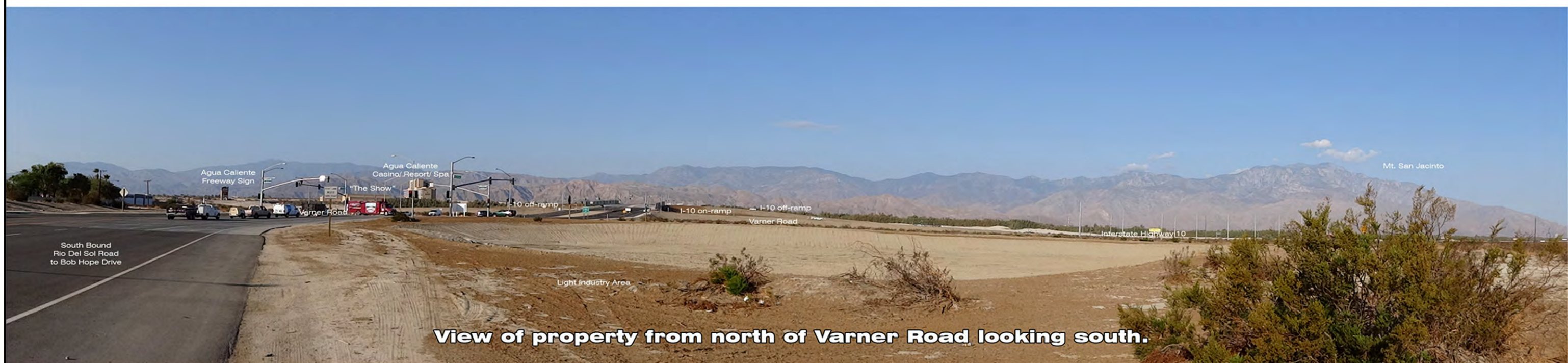
1. View Corridors

Flat Top Mountain and Edom Hill are important natural landmarks in the North City Specific Plan Area that lend identity to Cathedral City and should remain visible to travelers along the I-10 corridor as they pass through the North City Extended Specific Plan. Preservation of views to these focal points is an important goal of Cathedral City.

On-site views and vistas within this North City Extended Specific Plan should optimize the focus toward Mt. San Jacinto to the southwest, but should also capture the uniqueness of a 360 degree panoramic vista in all directions from the property. Refer to the following Figure 4-2.

2. Drainage Courses

The topography and soil conditions of this Specific Plan contribute toward significant runoff and drainage issues, but also offer the opportunity for creative approaches to site drainage, such as creating active and passive water elements for the area. Drainage courses or flood control channels are viewed not only as storm drains but also as opportunities for development of wildlife corridors and as improved open space for hikers and cyclists. Any development proposal for property through which drainage courses pass and retention/ detention structures are required should incorporate them into the overall site design while minimizing disturbances to the existing natural drainage. Drainages can become attractive site visual amenities with naturalized edges planted in riparian vegetation. Figure 4-3 illustrates pertinent examples of this approach.



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**Panorama Views of
 Specific Plan Area**

Figure 4-2

Page 34

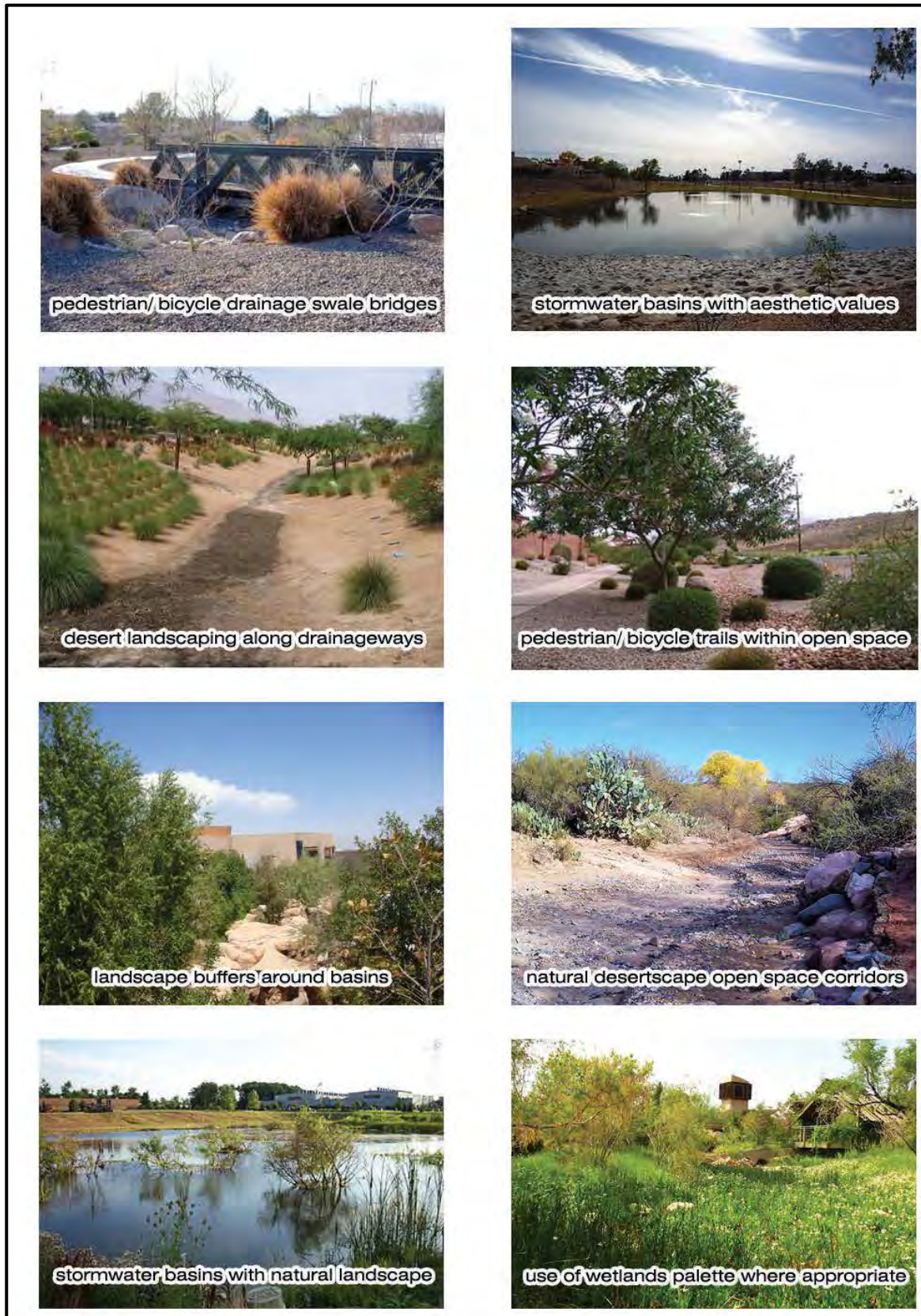


Figure 4-3: Stormwater Drainage

3. Water Features

Water features in the Specific Plan present an opportunity to provide for an ecologically sound design approach that also results in an attractive landscape element and landmark. This Specific Plan advocates that water can be showcased in the landscape as part of a permanent feature or as a seasonal event that is channeled into a landscaped swale and/or basin, then allowed to percolate into the Coachella Valley Aquifer. Water features should avoid blow sand and use water from site drainage or filtered reclaimed water. Features using reclaimed water are required to post signs informing the public about the source of water and that it is not permitted for swimming or drinking.

4. Parks and Open Space

The City's goal is to provide at least three (3) acres of parkland per 1,000 residents, as reported in the 2005 Cathedral City Parks and Recreation Master Plan and the City's adoption of the State of California's Quimby Act Ordinance. *At this level of service, a minimum of 24.1 acres of land in the North City Extended Specific Plan will need to be dedicated to Public Park and Recreation Facilities at buildout of the Specific Plan.*

Figure 4-1 illustrates the "Open Space Framework" for this Specific Plan. Within this overall system, the following will be dedicated by the developer to Park and Recreation facilities:

- One (1) Community Park @ 7.0 acres;
- Four (4) Neighborhood Parks @ 8.6 acres (combined); and
- A minimum of 8.5 acres shall be dedicated as park land within the 49.7 acre "Freeway Buffer".

Park land should be obtained and recreation facilities built through a combination of land dedications and developer in-lieu fees established as a condition of subdivision map approval per the Quimby program as outlined in the City's Parks and Recreation Master Plan.

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

- Proximate to, or as part of, an existing or planned local or regional bikeway or pedestrian trail system;
- To fulfill distribution, size and service radii for neighborhood and community parks;

- Where they can best serve the area's hydrologic process by providing water filtration in wetlands, storm water catchment areas and/ or retention basins;
- Contiguous to larger parcels of dedicated open space when possible, for increased views, improved ecological function and positive environmental impact;
- Where they can mitigate development impacts by providing drainage catchment areas, planted screens (visual, noise, wind, and or buffers between different types of land uses; and
- To preserve view corridors.

Figure 4-4 illustrates desirable qualities of parks and open space features within this Specific Plan, with an emphasis on outdoor activity centers and gathering spaces for local residents.



Figure 4-4: Parks and Open Space

5. Parkway along Interstate Highway 10

The North City Extended Specific Plan's adjacency to the north right-of-way line of I-10 presents a unique opportunity to create a visually appealing and inviting environment along the freeway frontage, continuing the parkway proposal included in the North City Specific Plan. In addition, new development will benefit from a landscaped noise buffer/ parkway corridor along this right-of-way line throughout this Specific Plan.

This parkway shall be established in a combination of three ways: 1) as part of the master developer's park and open space land dedication; 2) as a requirement of developing parcels of land the freeway through building setbacks; and 3) through City coordination with Caltrans to improve the land within the I-10 right-of-way for the length of the Specific Plan.

Features of this parkway are to include:

- A naturalistic desert landscape theme comprised of irregular clusters of native trees, shrubs, grasses and rock;
- A multi-use recreational trail;
- Shaded rest stations for trail users;
- Naturalistic drainage channels;
- Neighborhood and community park facilities (see Figure 4-1);
- View preservation and screening where necessary; and
- A protective barrier from freeway traffic with the arrangement of trees and rock.

In addition, a "trail adoption" program should be implemented to assist in the construction funding and maintenance of this parkway. Design criteria for the parkway along I-10 are included in Section V: "Circulation and Streetscape Improvements" of this Specific Plan. Provisions to establish a "trail adoption" program shall accompany implementing subdivision plans.

6. Gateways and Entryways

Gateways and entryways note the entry points of distinct environments and are marked by unique design features that clearly communicate identity for an area of the community. This Specific Plan, like the original North City SP, is also located within the Coachella Valley Multi-Species Habitat Conservation Plan (MSHCP); *however, this area is not located within a Conservation Area of this Plan.* (Property located directly to the north of this Specific Plan is located within the Tribal Habitat Conservation Plan for the Agua Caliente Indian Reservation (2010).) A menu of varying combinations of landscaping, public art, monument signage, theme towers, special lighting and paving treatments

(including pervious interlocking concrete pavers) can be employed in this regard. A hierarchy of gateways and entryway is proposed for the North City Extended Specific Plan as follows:

- A primary gateway at Bob Hope Drive / Interstate Highway 10 on and off ramps;
- Secondary gateways at the Valley Center Boulevard intersections at Varner Road (2); and
- Entries to major developments.

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

7. Primary Gateway

The primary gateway statement for this Specific Plan is proposed to be located at the Bob Hope Drive overpass within the north CalTrans right-of-way line of I-10. Refer to Figure 4-5. This should be coordinated with the design of the primary gateway for the North City Specific Plan to be located at the I-10 on-ramp and Date Palm Drive. This gateway will incorporate the frontages of both the I-10 on and off ramps and will frame the entry to the Specific Plan for northbound traffic on Bob Hope Drive. This gateway is intended to make a dramatic impact in relation to both I-10 and Bob Hope Drive, signifying entry into North City Extended area. As illustrated in Figure 4-5, the design concept for this gateway is to include the following elements:

- A landmark freeway signage obelisk/ theme tower (up to 100' high) at the I-10 off-ramp featuring stainless steel letters spelling "CATHEDRAL CITY" in a horizontal alignment. The letters should be visible from I-10, be lit at night and should be coordinated with the future signage of the Bob Hope Drive freeway bridge. This landmark element should be lighted from the ground in a manner consistent with Dark Sky guidelines;
- A Desert Oasis landscape feature in the Bob Hope Drive median consisting of a naturalistic rock formation and a simulated "water feature", or a dry "waterfall" where water is implied in the design's composition of boulders, river rock, crushed glass and stone, and plant materials. Small desert trees in a silver and blue-gray color palette such as Blue Palo Verde and Velvet Mesquite should be planted to provide a backdrop to the "water feature";
- The gateway treatment should be carried into the freeway buffer area on both sides of Bob Hope Drive with a dry stream bed of light colored cobblestones delineated by darker color boulders. This would suggest

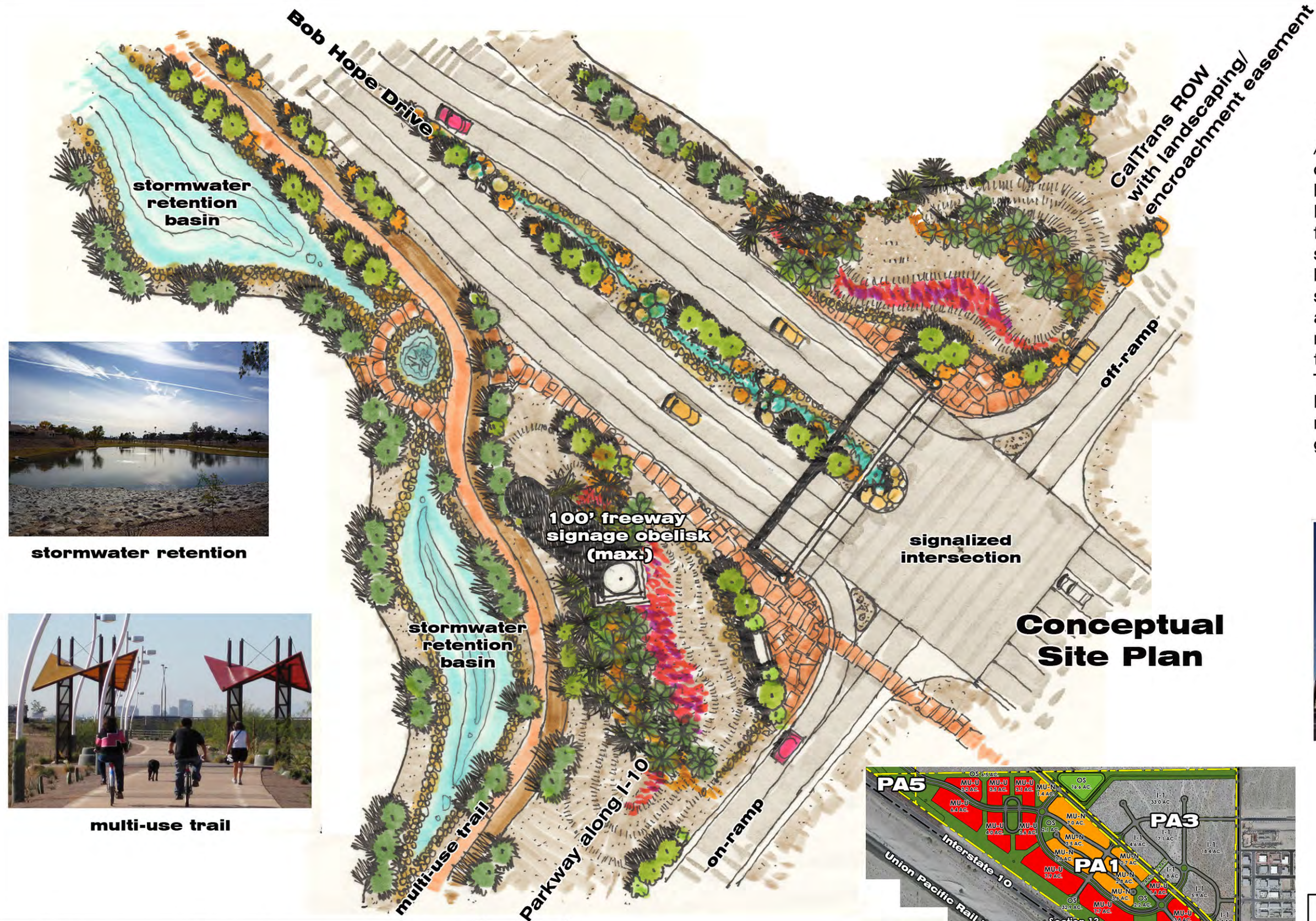
the presence of water and function as a retention basin. It should be planted with grasses shrubs, groundcovers and groves of California Fan Palms. Brightly powder coated steel letters spelling “CATHEDRAL CITY” should be placed in a horizontal alignment so as to appear to float above the boulders. The letters should be lit at night and be coordinated with the future signage of the Bob Hope Drive freeway bridge; and

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

Reference should be made to the following Figure 4-5: “Primary Gateway at Bob Hope Drive”.

8. Secondary Gateway

Two (2) Secondary Gateways should be located at the intersections of Valley Center Boulevard at Varner Road, their design should be consistent with the “Typical Secondary Gateway” proposed for the North City Specific Plan. Thus, each should feature Date Palm trees aligned in the parkways on each side of the street and a Desert Oasis planting composition in the medians and flanking parkways. The oasis planting should consist of clustered stones, shrubs and accent trees. Sculptural Cathedral City logo entry monument signage should be framed by accent plants in the medians with low voltage lighting located in the landscaping for signage visibility at night. Enhanced paving should mark delineate intersection crosswalks to add color and texture and calm traffic. Reference should be made to the following Figure 4-6 “Typical Secondary Gateway”.



Freeway Signage Obelisk

A landmark freeway signage obelisk/ theme tower of up 100' in height is to be located at the Interstate Highway 10 on-ramp featuring stainless steel letters spelling "CATHEDRAL CITY" in horizontal alignment. The letters should be visible from I-10, be lit at night and should be coordinated with the future signage of the Bob Hope freeway bridge. This landmark element should be lighted from the ground in a manner consistent with Dark Sky guidelines.



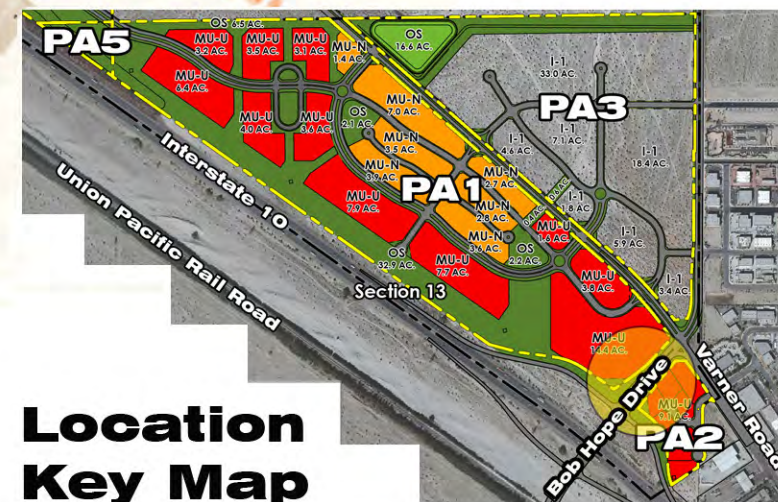
stormwater retention



multi-use trail



traffic signalization
(illustrative example for primary gateway)



Primary Gateway at Bob Hope Drive

Figure 4-5



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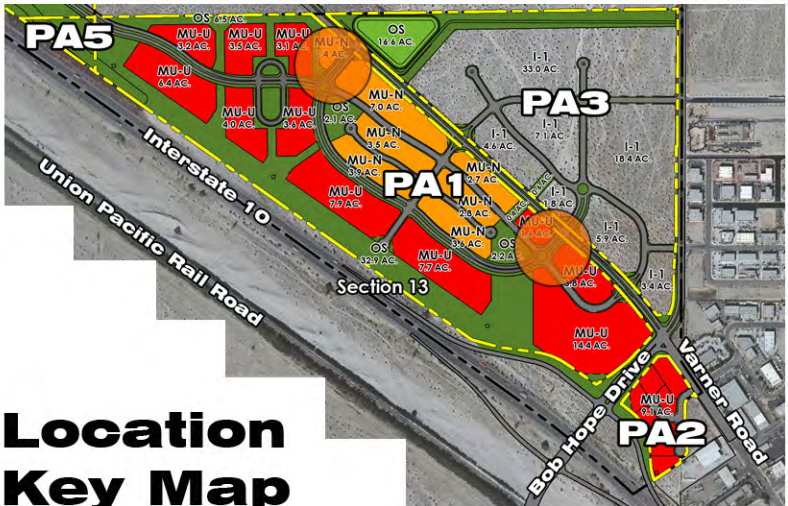
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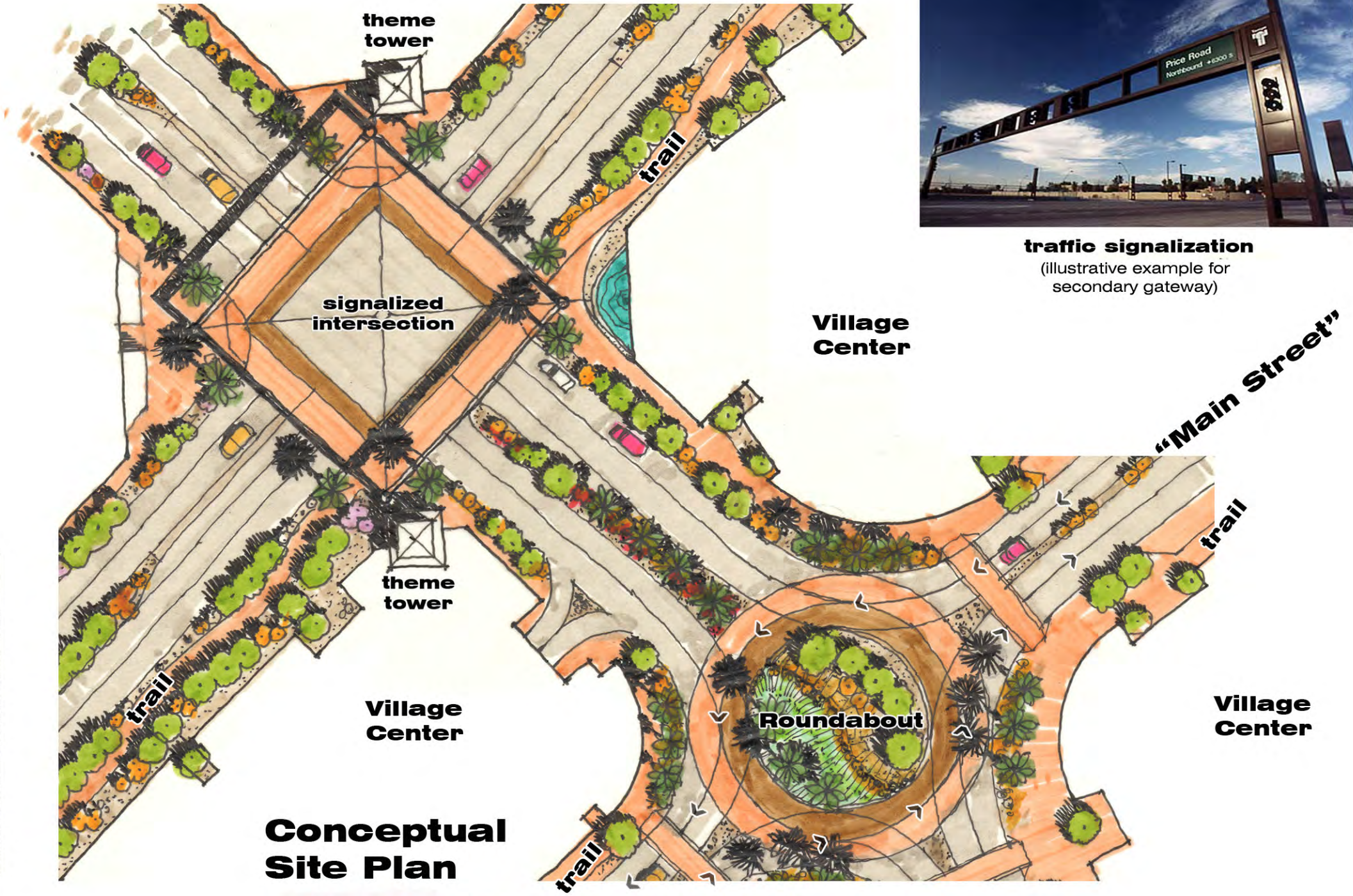
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theme tower



**Location
Key Map**



**Conceptual
Site Plan**



**Secondary Gateway
at Varner Road**

Figure 4-6



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9. Entries to Major Developments

Commercial, mixed use and residential development entries shall include landscaped entry treatments located in the development frontage. Entry treatment design should be comprised of thematic elements such as monument signage, stone groupings, and native plant palettes that carry out the Desert Oasis theme.

Entries from public streets to dedicated pedestrian pathways and bikeways should be marked with a wayfinding signage station that features maps of the local and regional pathway system and amenity/destination locations.

10. Development Buffer Edges

In the North City Specific Plan, this component refers specifically to buffering between zoning districts and the MSHCP Area. Development buffer edges in this Specific Plan area may be appropriate where the Specific Plan boundaries abut natural desert areas. In these cases, buffer zones, terraced walls and native planting should be among the elements used to sensitively address adjacency issues. The elements can also be used to create wind screens for development and prevent unauthorized trespass of light and noise pollution into the MSHCP Area at the Specific Plan edges. *Detailed plans for these buffer edges shall be prepared in conjunction with design plans for specific development projects located adjacent to the SP boundary and natural desert.*



CHAPTER 5 MOBILITY AND STREETScape IMPROVEMENTS

A. Vehicular

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

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

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

1. Planned Regional Roadway Improvements

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

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

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

2. Vehicular Network

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

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

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

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

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

- **Modified Major Highway** - The right-of-way of a Modified Major Highway will typically be 102' with two lanes in each direction and a 14-foot median. It will have a curb-to-curb width of 70 feet, with no on-street parking or bike lanes. Varner Road and Da Vall Drive are classified as a Modified Major Highway within this Specific Plan. A Multi-use Trail is provided at the property line.
- **Major Highway** - The right-of-way of a Major Highway will typically be 112' with two lanes in each direction and a 25-foot median. It will have a curb-to-curb width of 81 feet, with no on-street parking or bike lanes. Valley Center Boulevard is classified as Major Highway within this Specific Plan. A Multi-use Trail is provided at the property line.
- **North City Collector** - The right-of-way of a Collector will typically be 70 feet with one through lane in each direction and no median. It will have a curb-to-curb width of 50 feet, with an on-street parking lane on each side of the street. It will include a 5-foot Class II bike lane in each direction.
- **Modified Industrial Collector** - This Specific Plan includes modified Industrial Collectors within "Light Industrial" land use areas. This is an existing roadway classification in the Cathedral City General Plan, and the cross section will comply with those standards. Typically, the right-of-way for an Industrial Collector is 66 feet with a pavement width of 48 feet. It will have two 12 wide traffic lanes in each direction.

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

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

3. Recommended Street Improvements

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

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

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

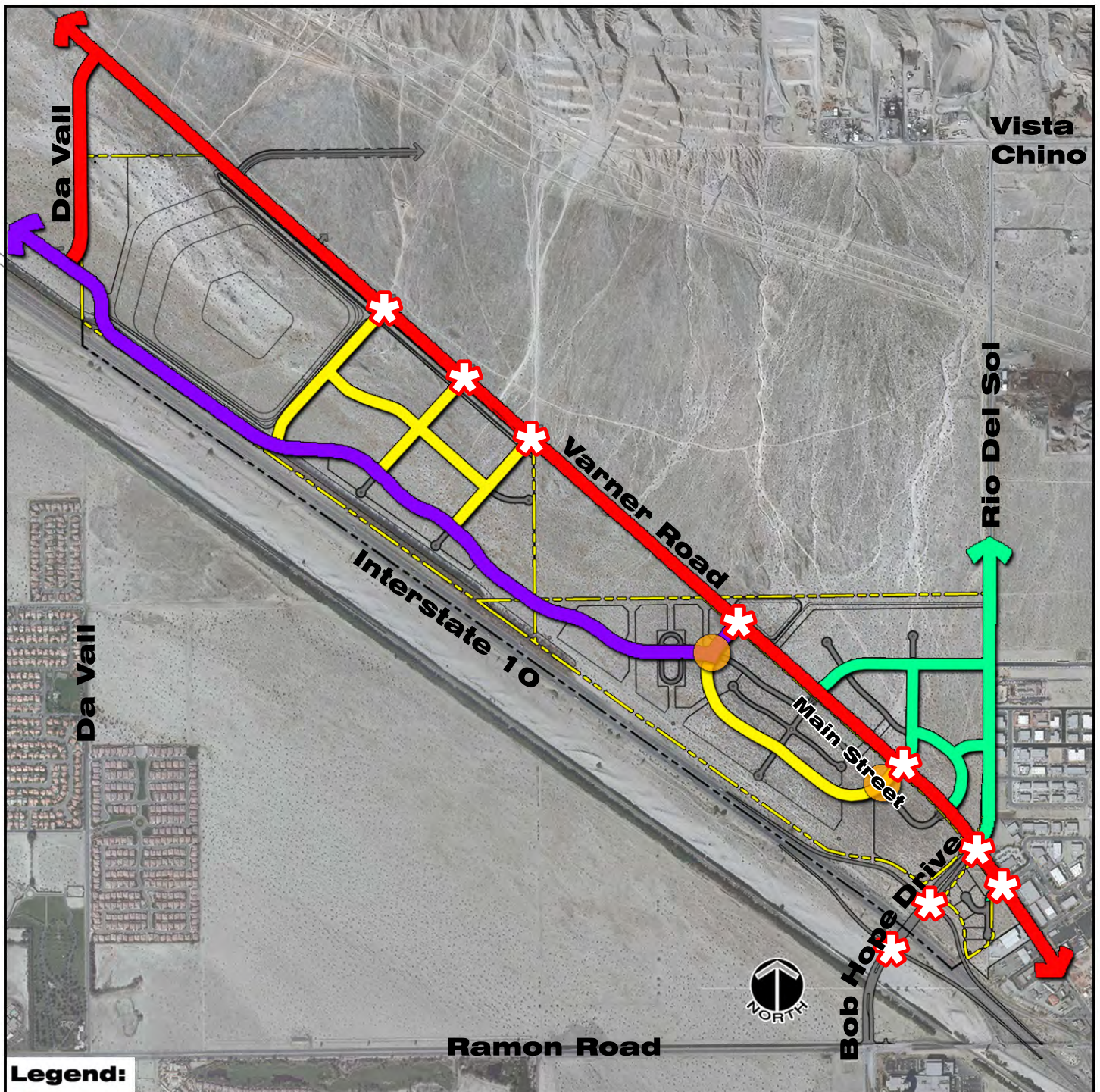
Note: Throughout the North City Extended Specific Plan, right turn-out lanes are to be provided at all major/ signalized intersections; and all pedestrian sidewalks within street right-of-way are to be non-contiguous to curbs and separated by a minimum of a four (4) foot wide parkway.

4. Traffic Impact Study Recommendations

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

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

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



Legend:

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

**Specific Plan
Roadway
Classifications**

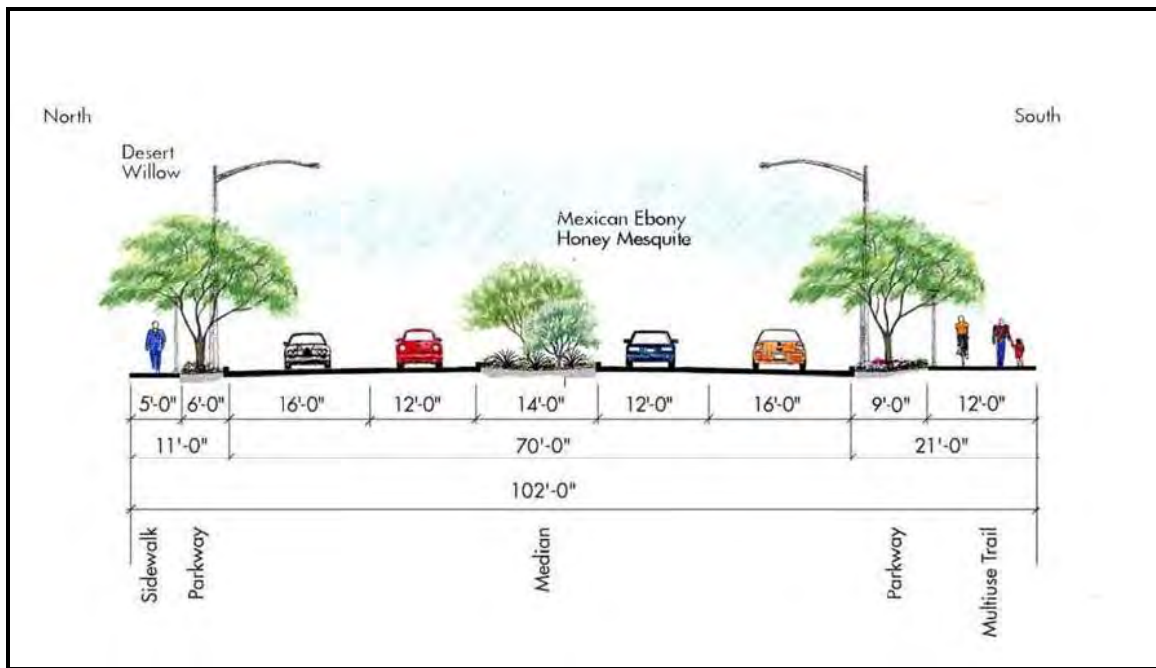


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Figure 5-1

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**Typical Corridor Cross Section
Modified Major Highway**

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



Honey Mesquite



Mexican Ebony



Desert Willow

Figure 5-2: Varner Road

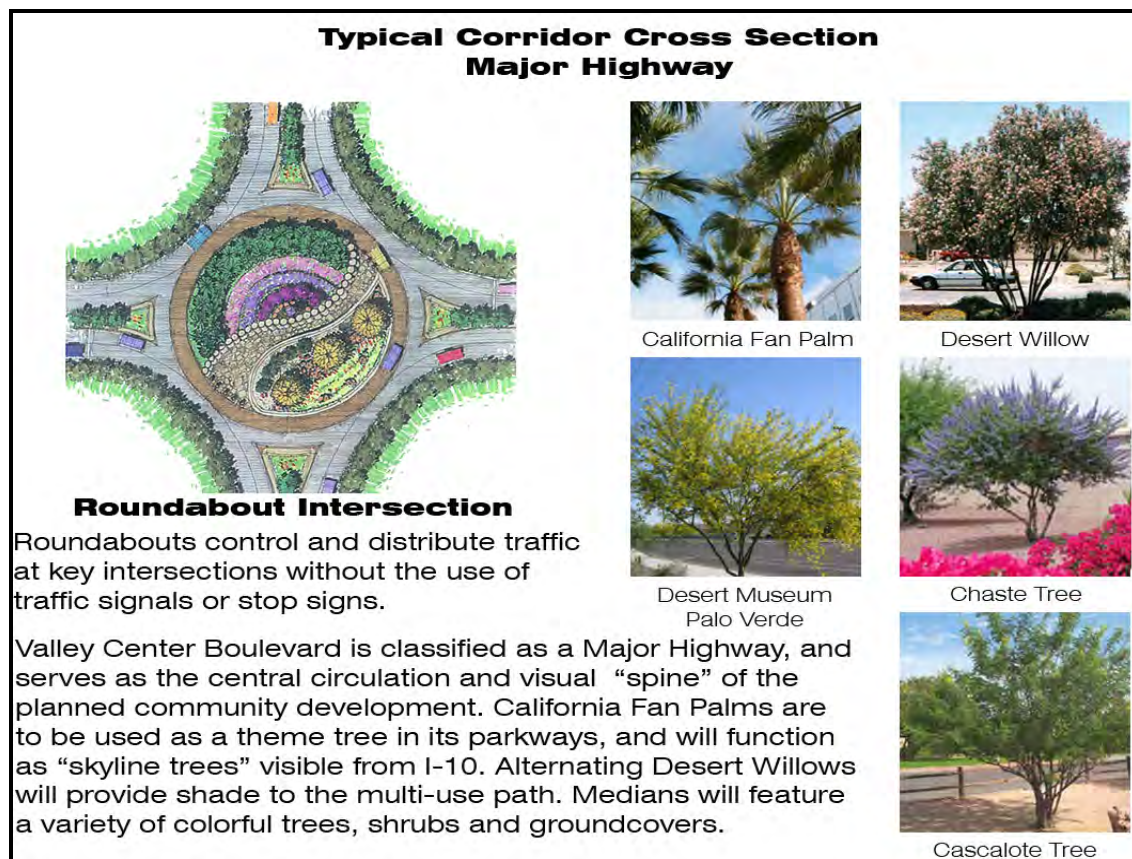
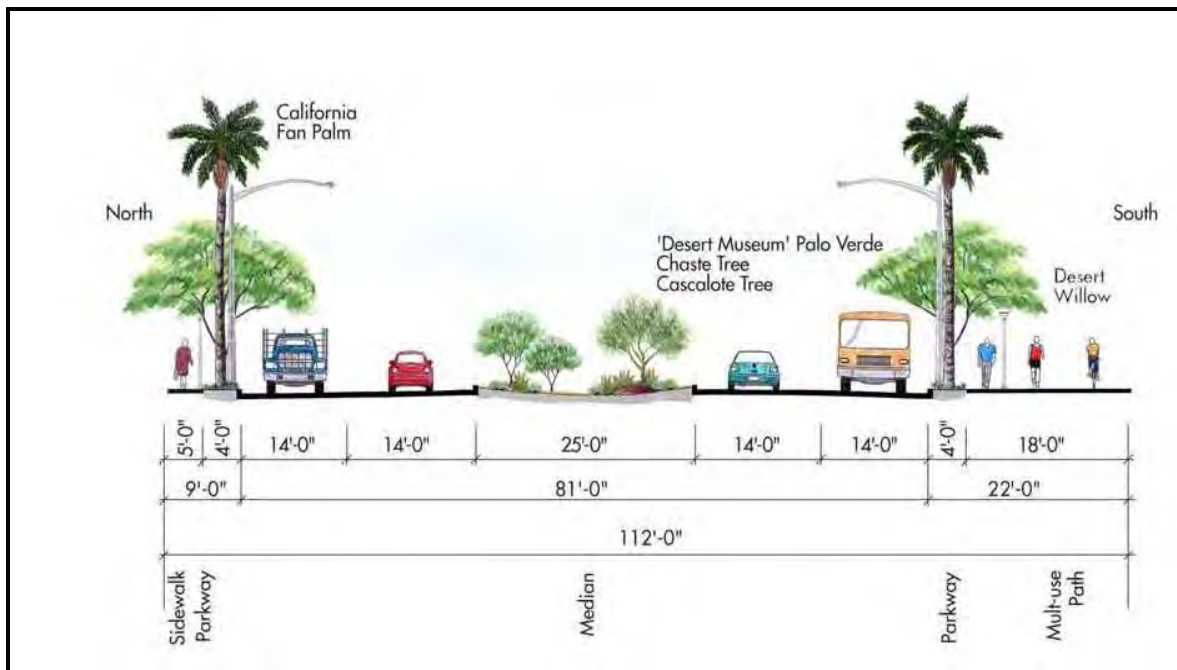
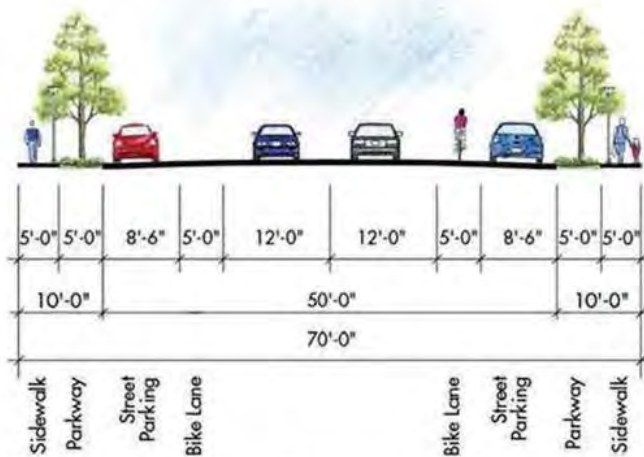
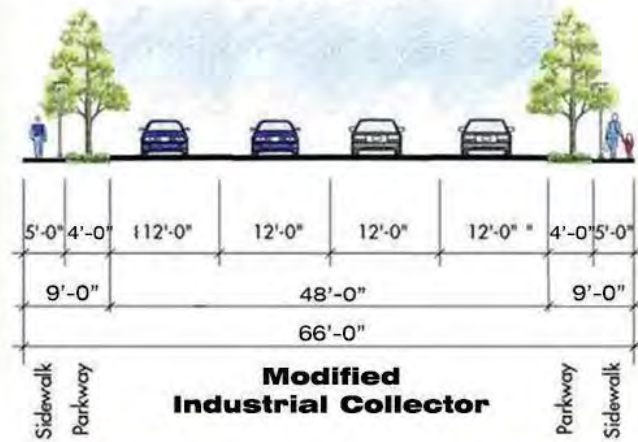


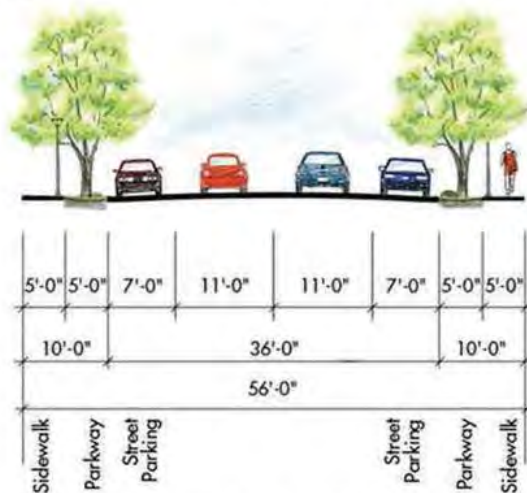
Figure 5-3: Valley Center Boulevard



Typical North City Collector



Modified Industrial Collector



Typical North City Local Street



Velvet Mesquite



Blue Palo Verde



Texas Mountain Laurel



African Sumac



Smoke Tree

Figure 5-4: Collectors and Local Streets

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

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

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

B. Bikeway and Trail Network

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

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

- Property owners will be required to provide additional trail and bikeway easements within their developments that connect to the overall bikeway system as well as to the parkway along Interstate Highway 10.
- Funding for trails are obtainable through Quimby Act exactions and set-aside as a condition of development. Federal and local grants, donations and funding from local and regional trails organizations should also be pursued for acquisition and maintenance of trail systems



Bikeway and Trail Segment adjacent to Thoroughfare

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

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

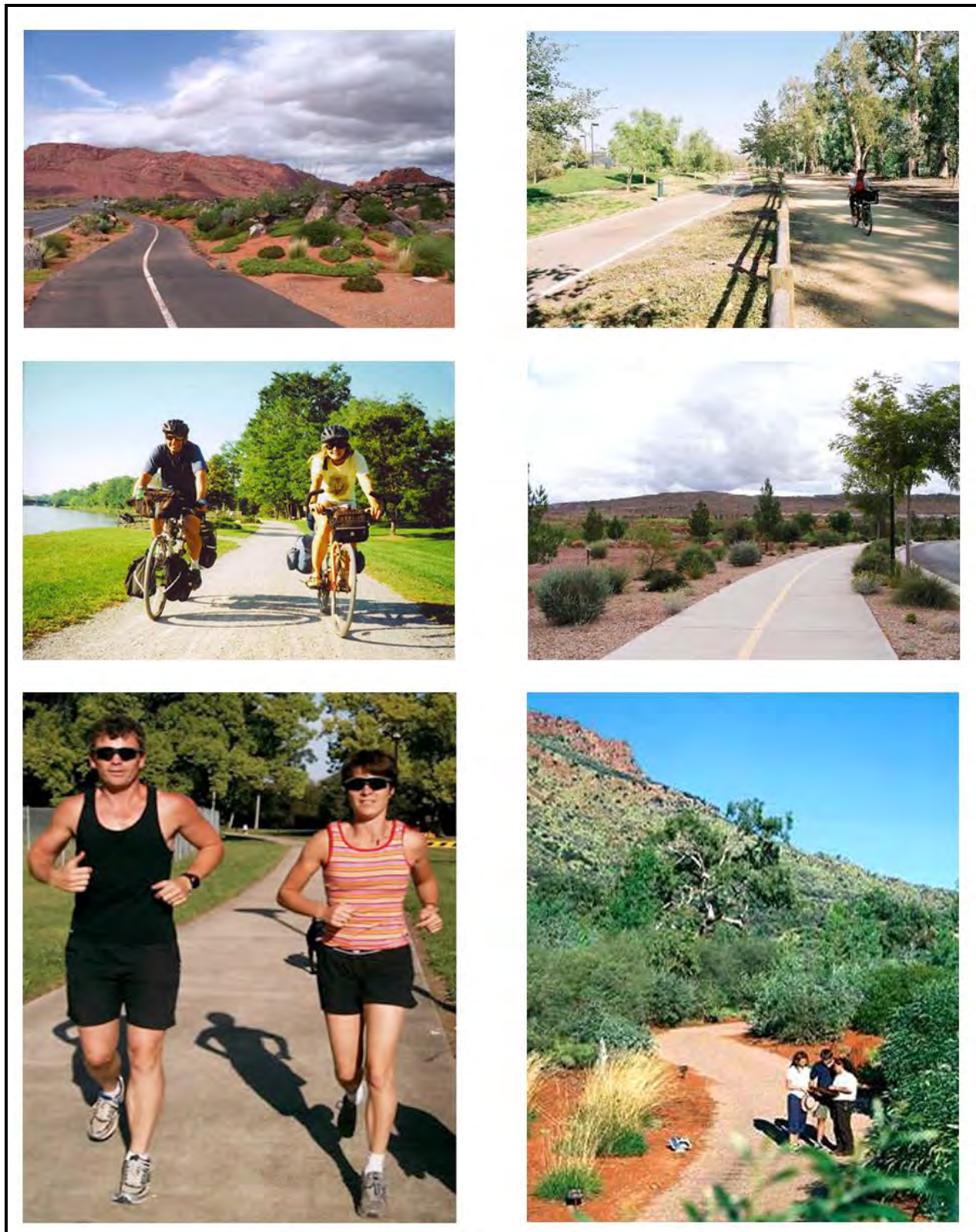
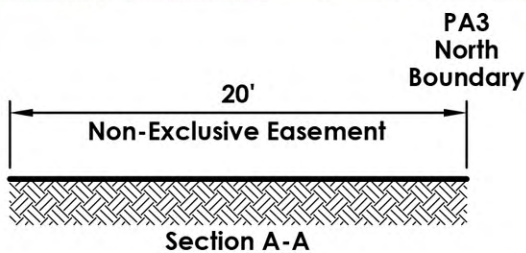
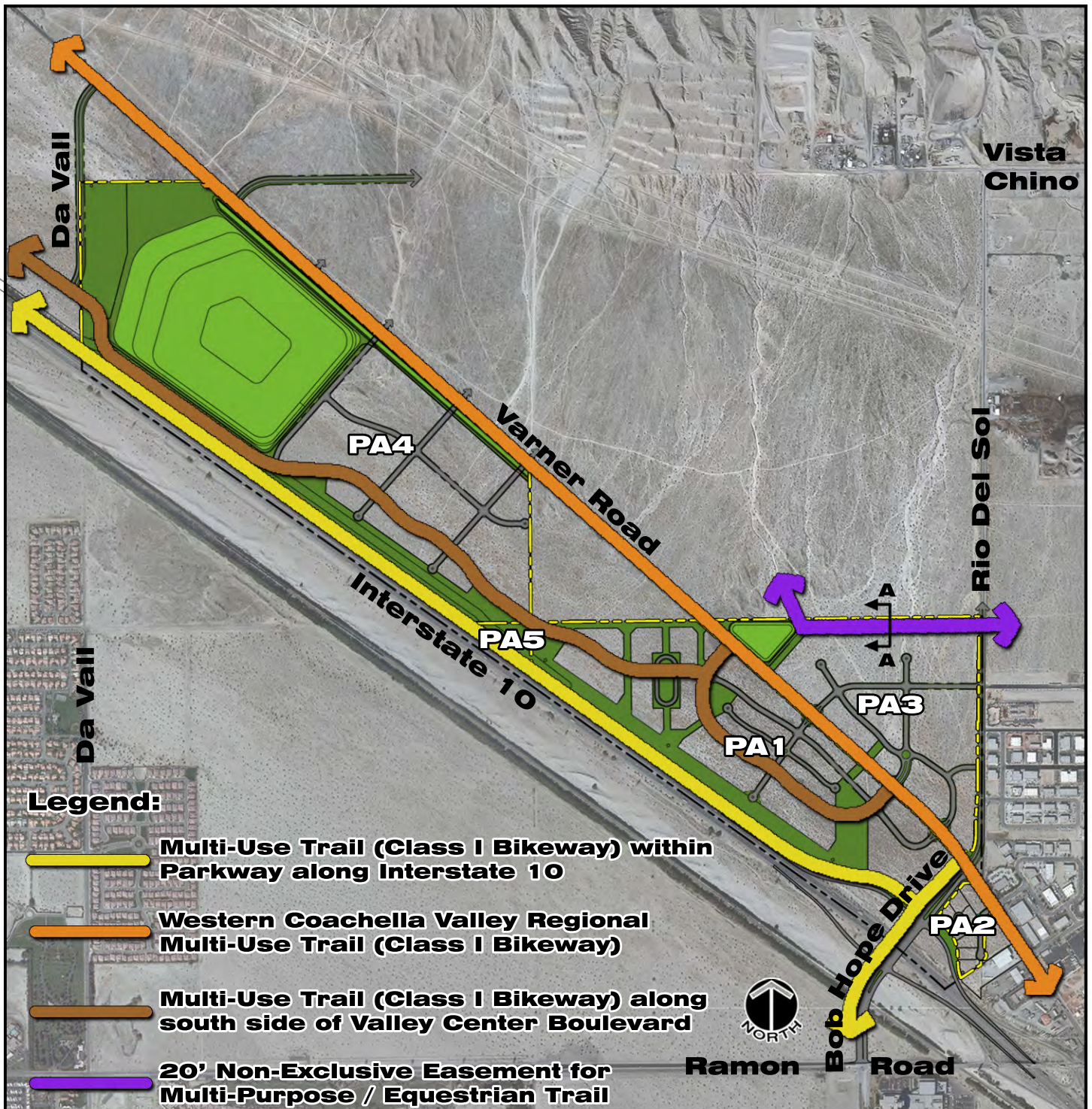


Figure 5-5: Bikeway and Trail System



Trail and Bikeway Network

Figure 5-6



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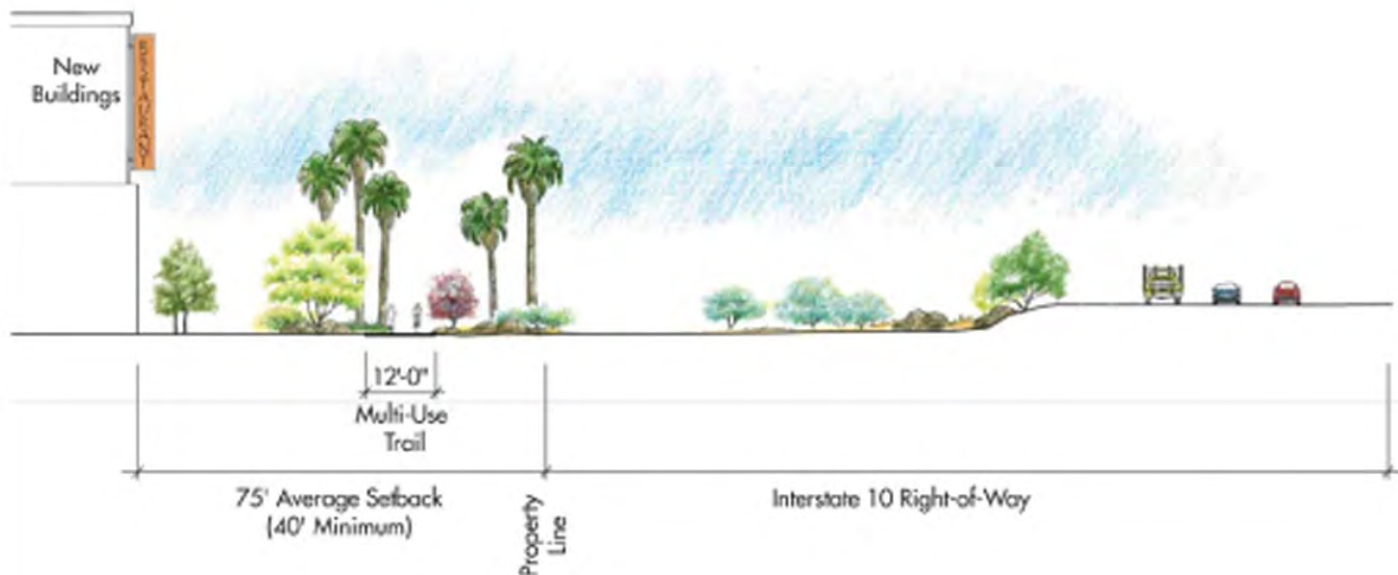
1. Parkway along Interstate 10

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

The parkway will enhance and distinguish Cathedral City’s section of the I-10 corridor, creating a visually attractive environment along the freeway frontage and providing a noise and visual buffer between new development and I-10 traffic. This parkway will be designed to include the following features:

- A 12 foot wide paved multi-use recreation trail to accommodate cyclists, walkers and service vehicles. The trail should be paved with light colored permeable asphalt and be well-lit for nighttime use;
- Shaded rest areas for trail users;
- Naturalistic drainage channels and swales;
- Use of native desert plants;
- Preservation of views and provision of screening as necessary;
- Creation of a protective barrier from freeway traffic for trail users by appropriately arranging trees and stones;
- Provision for a “trail adoption” program featuring commercial sponsorships in exchange for trailside signage in order to generate revenue for maintenance;
- This system should feature signage kiosks featuring tall, brightly colored vertical metal flags located where local streets with Class II bike lanes connect to the multi-use trail. Each kiosk should have a unique design or art piece associated with it as part of a comprehensive wayfinding program for the trail and bikeway system.
- Parking facilities should be located at strategic entry points to the multi-use recreation trail.

Refer to Figure 5-7 which follows.



Parkway along Interstate 10



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Figure 5-7

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C. Public Transit

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

D. Transportation Demand Management & Transportation System Management

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

Cathedral City Municipal Code (CCMC) Chapter 9.102 (TDM) establishes trip reduction and travel demand regulations per the California Government Code (Section 65089.3(a)(2)), which requires adoption and implementation of TDM by local agencies. CCMC Chapter 9.102 applies to all new development projects and/or change of use projects that are estimated to employ a total of one hundred persons or more.

All uses within the North City Extended Specific Plan shall comply with CCMC Chapter 9.102 and develop a TDM plan. The TDM plan shall include a trip reduction plan to reduce work-related vehicle trips by ten (10) percent from the expected number of trips related to the project. The plan shall also indicate specific strategies and guidelines to reduce

the amount of trips and increase the amount of non-vehicular transportation.

- **Transportation System Management (TSM)** - *This program emphasizes strategies that focus on enhancing the efficiency and capacity of existing transportation systems through improvements such as facility design treatments, access management systems, high occupancy vehicle (HOV) lanes, incident response plans and intelligent transportation systems (ITS).*

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

E. Trucking and Goods Movement

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

F. Parking Management

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

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

Residential Parking Requirements. Shared Parking within mixed use and multi-tenant projects should be considered as described in the following “Shared Parking” section.

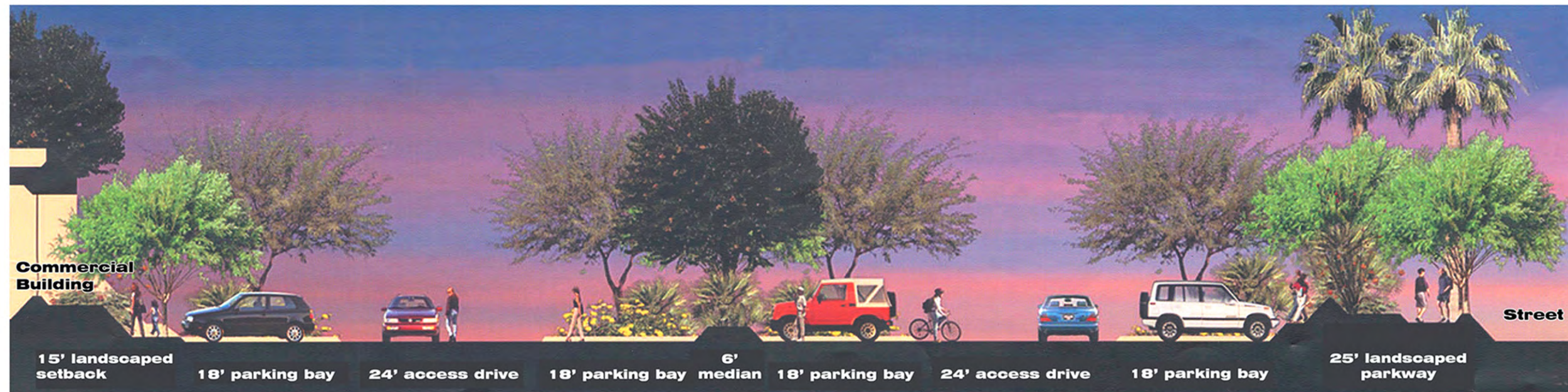
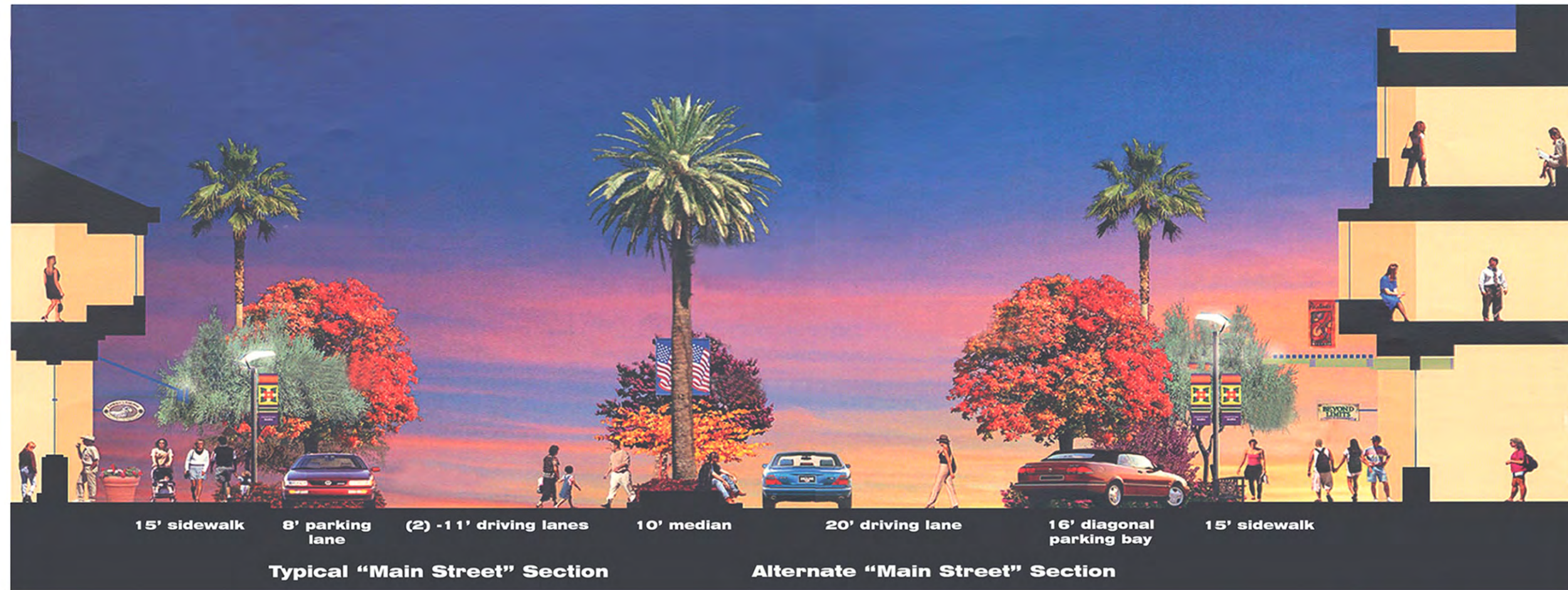
All provisions of CCMC Chapter 9.58 are applicable to the North City Extended Specific Plan Area, including those provisions that relate to handicap parking, parking stall dimensions and loading zones. In addition, the Specific Plan requires double striping between parking spaces (reference Chapters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

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

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

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

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



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**Sections through
 "Main Street" and
 Off-Street Parking
 Court**

Figure 5-8

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SECTION IV: PRIVATE DEVELOPMENT



CHAPTER 6 INFRASTRUCTURE IMPROVEMENTS

A. Introduction

The North City Extended Specific Plan includes an extensive master-planned infrastructure system for water, sewer, stormwater and dry utilities. These facilities will be designed and installed at the expense of the developers of the property in a phased manner in accordance with agency and utility purveyor requirements.

This chapter will identify the existing conditions in place as of the adoption of the Specific Plan, as well as outline the major recommended infrastructure improvements necessary to implement and support the plan. The hydrology analysis which established the proposed stormwater improvement facilities was developed by RJR Engineering in Oxnard, California. The remaining infrastructure master planning was completed by MSA Consulting, Inc.

B. Domestic Water System

Existing Conditions: Water services will be provided by Coachella Valley Water District (CVWD). The water district serves the upper and lower Coachella Valley which includes the City Cathedral City. CVWD covers 640,000 acres and provides 100,000 domestic water connections for homes and business. Water is supplied from wells drilled into an aquifer with a capacity estimated at 39.2 million acre feet. The water related services provided to most of the valley include irrigation water, fire protection system and domestic water delivery, wastewater reclamation and recycling.

Based on the grade elevations, the North City Extended Specific Plan is located within the Sky Mountain Pressure Zone (SMPZ). According to an analysis by CVWD, the SMPZ cannot currently support this project or other large projects without infrastructure improvements including additional supply wells, transmission mains and reservoir storage.

CVWD currently operates a 36-inch diameter water line in Rio Del Sol Road north of Varner Road and a 24-inch diameter water line in Varner Road, east of Rio Del Sol. In addition, CVWD has procured easements across the subject property for the future installation of transmission mains to connect the future reservoirs north of Vista Chino on Rio Del Sol to expand the SMPZ and to connect to the existing Mission Hills Pressure Zone (MHPZ) on the south side of Interstate 10.

Requirements: Previous to this Specific Plan submittal, CVWD has conducted master planning studies and evaluated the domestic water storage transmission main needs for the SMPZ to serve the entire pressure zone at buildout. As a result of this analysis, the required improvements are summarized as follows for the entire SMPZ:

- 16.7 million gallons (MG) of domestic water storage at a proposed CVWD reservoir site (4605) located north of Interstate Highway 10 and east of the intersection of Rio Del Sol Road and Vista Chino; and
- A 36-inch domestic water transmission main extended from the intersection of Bob Hope Drive and Ramon Road to the proposed CVWD reservoir site (4605).

Within the SMPZ, this Specific Plan proposes the development of the following building floor areas over a phased fifteen year buildout:

- 1,105, 000 square feet of Mixed Use and Light Industrial buildings;
- 400 hotel rooms;
- 1300 Single Family Residential Units; and
- 1,900 Multi-Family Residential Units.

CVWD has utilized the water demands provided by MSA Consulting, Inc. in combination with the conceptual water plans to complete the domestic water hydraulic modeling, determine domestic water infrastructure improvements and verify that the requirements of the Development Design Manual (DDM) have been fulfilled.

Based upon this analysis, the estimated domestic water demands are 2,155 gallons per minute (gpm) for average daily demand and 4,310 gpm for peak daily demand. In addition, the project's fire flow is 2,000 gallons per minute for a four-hour duration while maintaining 20 pounds per square inch (psi) residual operating pressure per the Cathedral City Fire Department Fire Marshall letter of August 13, 2012. The projected water demands and required fire flow for this Specific Plan were simulated in the hydraulic model. CVWD's domestic water design criteria were applied to the onsite waterlines and offsite infrastructure improvements to verify that pressure, flow velocity and headloss requirements were satisfied.

Based upon the CVWD analysis, the following Offsite Domestic Water System Improvements will be required in conjunction with the implementation of this Specific Plan:

- Offsite Elevated Reservoir Storage:
Based upon the projected water demand and fire flow requirements, this Specific Plan requires approximately 6.7 Million Gallons (MG) of storage capacity for domestic diurnal demands, operational standby and fire flow. CVWD will require the developers of this Specific Plan to design and construct this elevated reservoir storage with the base elevation of 435 feet. CVWD may participate in upsizing the reservoir within the SMPZ and will pay the associated upsizing costs.

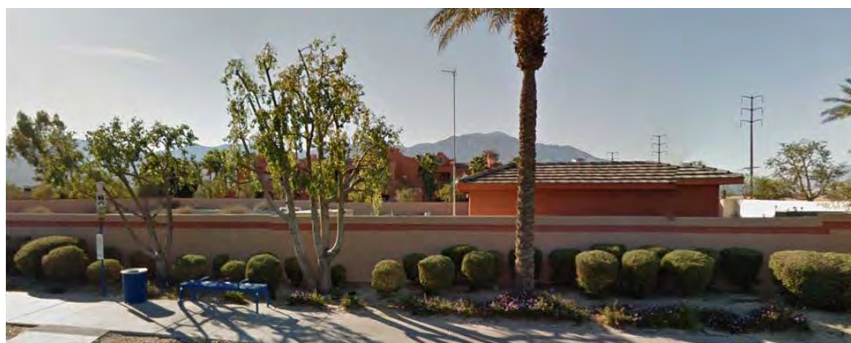
- Offsite Domestic Water Pipeline:
The developers of this Specific Plan will be required to design and construct a 30-inch diameter ductile iron domestic water pipeline from the proposed 6.7 MG Offsite Elevated Reservoir previously specified to the existing 30-inch water main located at the intersection of Bob Hope Drive and Ramon Road. CVWD may elect to upsize the water main at CVWD's expense.
- Water Supply and Well Sites:
Due to the land area of the project, seven (7) well sites will be required; and based on the water demands, this Specific Plan will require three of the seven sites to be pumping plants. These three pumping plants will provide supply for the project's domestic water diurnal demands and operational standby needs.

Build-out of the project site will cause an increase in the demand of potable water system requirements. It is anticipated that PA2, if it is the first phase of development, could be served by the existing water system. Phase 1B and future phases would require extensions and internal loops with a combination of 24, 18 and 12-inch mains to be installed as part of the project infrastructure as development occurs. In addition, due to the largeness of the parcels, fire systems could be required to surround the larger buildings to provide adequate fire protection.

No water improvements will be needed at the time of annexation. Future development within the North City Extended Specific Plan will be subject to final implementation of those services not already installed in accordance with CVWD standard requirements.

Refer to Figure 6-1 "Existing and Proposed Water Supply and Distribution Facilities" for locations and sizes of domestic water system lines. Phase one improvements to serve Phase 1A and 1B of development are highlighted on this figure.

Water pumping stations will include pumping equipment surrounded and visually shielded by a secured masonry wall of 6-8 feet in height (example below).



Dwelling Unit Equivalents (EDU) are defined as the equivalent number of Dwelling Units assigned to each user; and they establish the metric for water demand calculations as shown in Exhibit 6-1. A Dwelling Unit (DU) is defined as a single family residence, each unit of a duplex, each unit of an apartment house, condominium, motel, hotel and each mobile home. For sewage, the flow rate assigned to a single family residence is equal to 200 gallons per day; for domestic water, the flow is equal to 850 gallons per day. All non-residential uses are required to “convert” the daily usage to an “Equivalent Dwelling Unit (EDU). Table A-1 in Appendix I of the CVWD Design Manual categorizes several types of uses based on seats, suites, students or beds and assigns the EDU’s. The EDU’s are then used for hydraulic modeling and assessing fees (CVWD Design Development Manual).

C. Sanitary Sewer System

Existing Conditions - Sanitary sewer service will also be provided by CVWD. The project will convey wastewater flows to an existing 15-inch sewer main that parallels Varner Road to the southeast. This pipeline increases to a 24-inch main and is tributary to Water Reclamation Plant No. 7 (WRP7).

Requirements – The sanitary sewer hydraulic loading is based on the calculated number of equivalent dwelling units (EDU) and flows per EDU as provided by MSA. In this regard, refer to Figure 6-2 “Density and Water Demand Table” for a tabulation of demand calculations constructed by MSA Consulting, Inc. and provided to CVWD for their modeling purposes. The CVWD models provide for annual and dry-weather peak sewer loadings of 200 gallons per day per EDU (gpd/EDU) and 400 gpd/EDU, respectively. Peak wet-weather flow is three times the annual average loading. The total sewer loadings for the North City Extended Specific Plan are 530 gpm annual average flow and 1060 peak dry-weather flow. The peak wet-weather flow is 1,591.25 gpm.

Refer to Figure 6-3 “Existing and Proposed Sanitary Sewer Mains” which specifies pipe diameters, lengths, inverts and individual manholes as assumed by CVWD staff to verify that piping meets the criteria summarized in Figure 6-2. Loadings based on a total of 3.819 EDUs were apportioned to manholes as shown on Figure 6-3. Phase one improvements to serve Phase 1A and 1B of development are highlighted on this figure. The design of the on-site gravity sewer system will comply with the rules, regulations and specifications as outlined in Figure 6-2 and need to be submitted to CVWD once sufficient detail is available for a refined analysis. No sewer improvements will be required at the time of annexation. As new development occurs within the North City Extended Specific Plan, the CVWD standards for sewer design, construction and fees will be in effect. *Only gravity sewer lines will be required; no sewer lift stations are anticipated.*

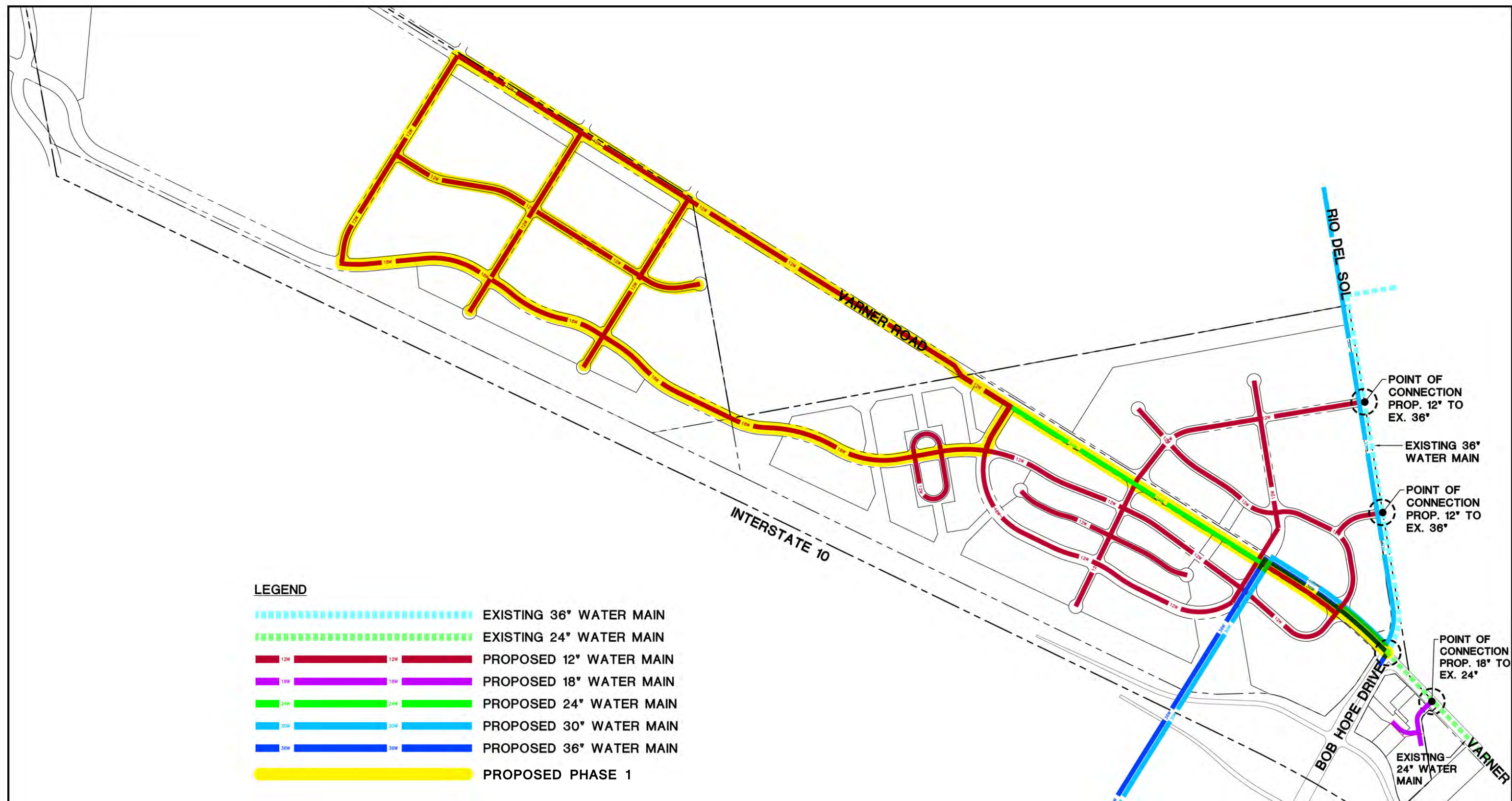
Using estimated peak-hour loading, CVWD completed the hydraulic modeling for the North City Extended Specific Plan (NCESP) under current development

conditions, which included only CVWD existing customer demands and NCESP demands. In this case, the developers of the NCESP are responsible for the following off-site improvements to the sanitary sewer system:

- Replace approximately 260 linear feet of an existing 15-inch sewer with a 24-inch sewer main on Varner Road east of Jack Ivey Drive, near the Cook Street/ Interstate Highway 10 interchange. CVWD may elect to upsize this pipe to 36-inch at its expense.
- Install approximately 1,600 linear feet of 24-inch sewer main on Varner Road beginning 260 feet east of Jack Ivey Drive and extending to Cook Street. CVWD may elect to upsize this pipe to 36-inch at its expense.

The developers of North City Extended Specific Plan may be required to install additional off-site requirements, beyond the improvements identified above, depending on the development schedule of NCESP and adjacent projects.

Refer to Figure 6-4 for a Key Map and Site Map of off-site improvements to the sanitary sewer system.



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**Existing and Proposed
 Water Supply and
 Distribution Facilities**

Figure 6-1

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DENSITY AND WATER DEMAND CALCULATIONS

Planning Area	Description	Rooms/EDU	Building Area (SF)	Net Land Area (AC)	Rate Category	Rate (gpd)	Rate (gpd)	Daily Demand (gpm)	Demand Adjustment Factor	Average Daily Demand ADD adjusted (gpm)	Peak Daily Demand (2xADD) (gpm)	EDU (@ 0.59gpm per edu) (ix)
1	Single Family Residential	300			Residential	-	255,000	177.08	100%	177.08	354.17	300
1	Multi-Family Residential	1900			Residential	-	1,615,000	1,121.53	100%	1121.53	2,243.06	1,900
1	Hotel	300			Hotel	-	127,500	88.54	100%	88.54	177.08	300
1	MIXED-USE Retail /Commercial		190,000		Office Building	18,219		12.65	100%	12.65	25.30	22
1	MIXED-USE Restaurant		80,000		Restaurant	72,548		50.38	100%	50.38	100.76	86
1	MIXED-USE Office/Services		190,000		Office Building	18,219		12.65	100%	12.65	25.30	22
1	OPEN SPACE			50.6	Open Space	-	180,655	125.46	5%	6.27	12.55	11
2	Hotel	100			Hotel	-	42,500	29.51	100%	29.51	59.03	100
2	MIXED-USE Retail /Commercial		10,000		Office Building	959		0.67	100%	0.67	1.33	2
2	MIXED-USE Restaurant		40,000		Office Building	3,836		2.66	100%	2.66	5.33	5
3	Light Industrial		595,000	74.2	Office Building	57,055		39.62	100%	39.62	79.24	68
3	OPEN SPACE			16.8	Open Space	-	59,885	41.59	5%	2.08	4.16	4
4	Single Family Residential	1000		92.5	Residential	-	850,000	590.28	100%	590.28	1,180.56	1,000
4	OPEN SPACE			168.9	Open Space	-	603,065	418.80	5%	20.94	41.88	36
5	OPEN SPACE			3.8	Open Space	-	13,641	9.47	5%	0.47	0.95	1
		3600	1,105,000							2,155.35	4,310.69	
												3,857

Domestic Demand Rate Categories:

Office Building Domestic Demand is established using prior accepted reference (Rate of 35 gallons/year/square foot of office space as obtained from Commercial and Institutional End Uses of Water, AWWA Research Foundation Table 6.18)

Restaurant Domestic Demand is established using prior accepted reference (Rate of 331 gallons/year/square foot of Restaurant space as obtained from Commercial and Institutional End Uses of Water, AWWA research Foundation Table 6.16)

Landscape Irrigation Demand

Rate of 4 AC-ft per year per acre is applied to the landscaped area (either 10, or 15% of the Net Land Area is used to reflect desert scape type landscaping)

Retention Basins are minimally landscaped and only over perimeter only (5% of Net Land Area)

Domestic Demand Rates stated above include an irrigation demand component,

Fire Flow Required

The fire flow can be reduced up to 75% (Based on existing Cathedral City Ordinance) when buildings are protected with a fire sprinkler system.

The largest fire flow of 8,000 gpm would be reduced by 75% down to 2,000 gpm.

9/10/2013



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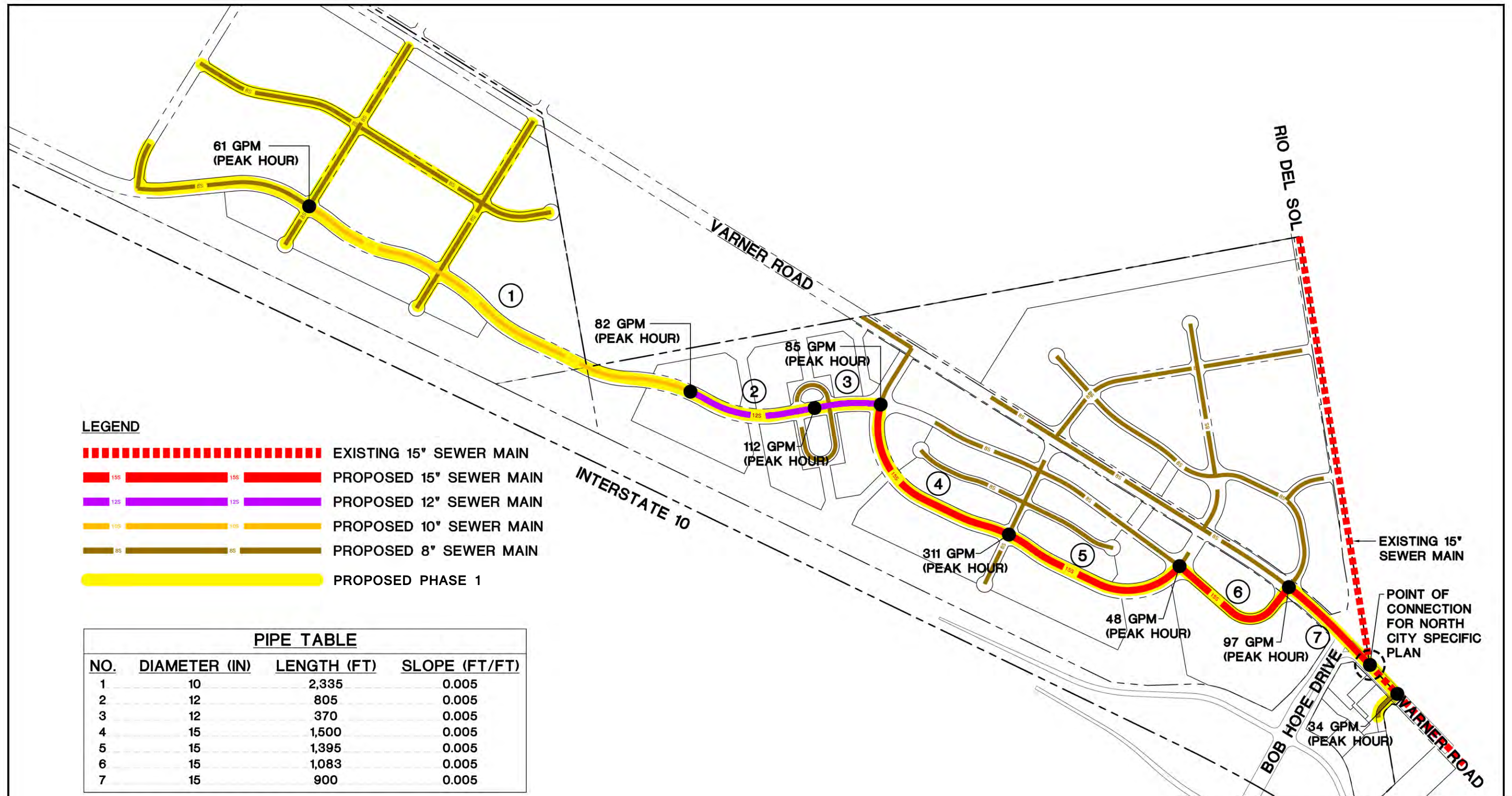
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Density and Water Demand Table

Figure 6-2

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LEGEND

- EXISTING 15" SEWER MAIN
- PROPOSED 15" SEWER MAIN
- PROPOSED 12" SEWER MAIN
- PROPOSED 10" SEWER MAIN
- PROPOSED 8" SEWER MAIN
- PROPOSED PHASE 1

PIPE TABLE

NO.	DIAMETER (IN)	LENGTH (FT)	SLOPE (FT/FT)
1	10	2,335	0.005
2	12	805	0.005
3	12	370	0.005
4	15	1,500	0.005
5	15	1,395	0.005
6	15	1,083	0.005
7	15	900	0.005

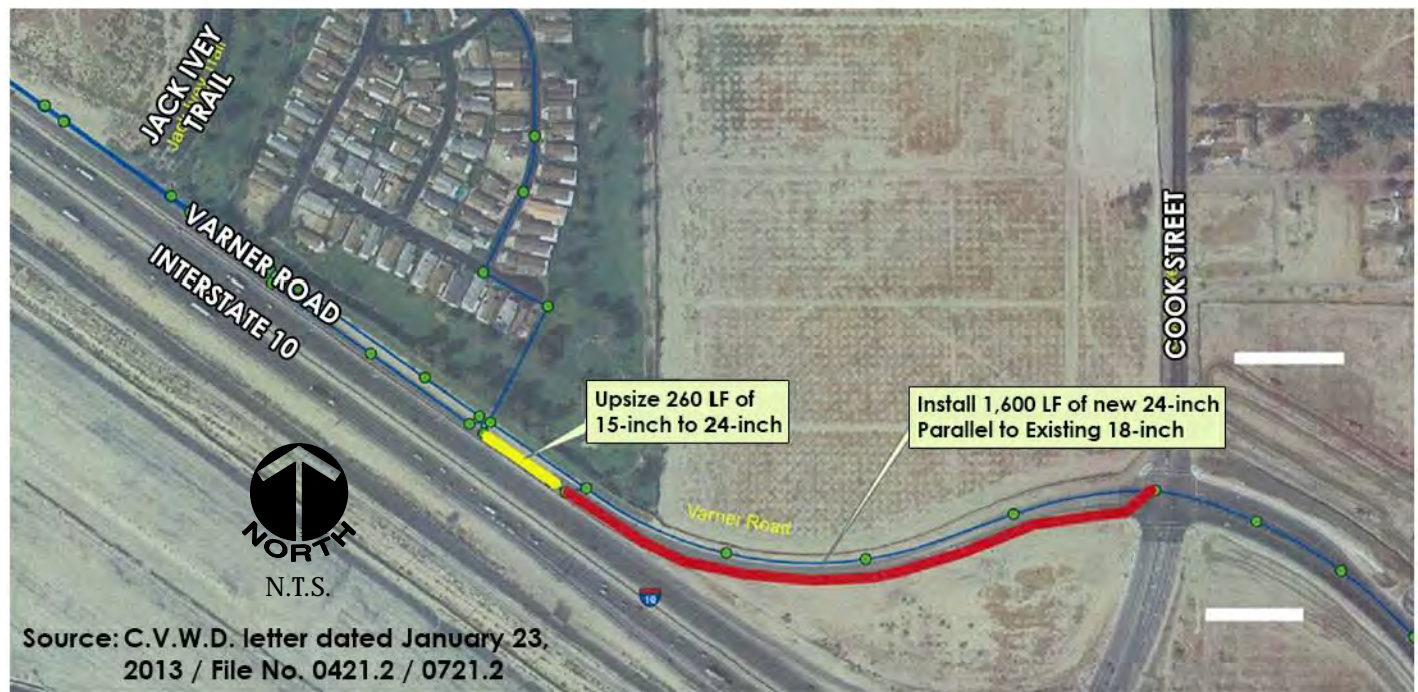
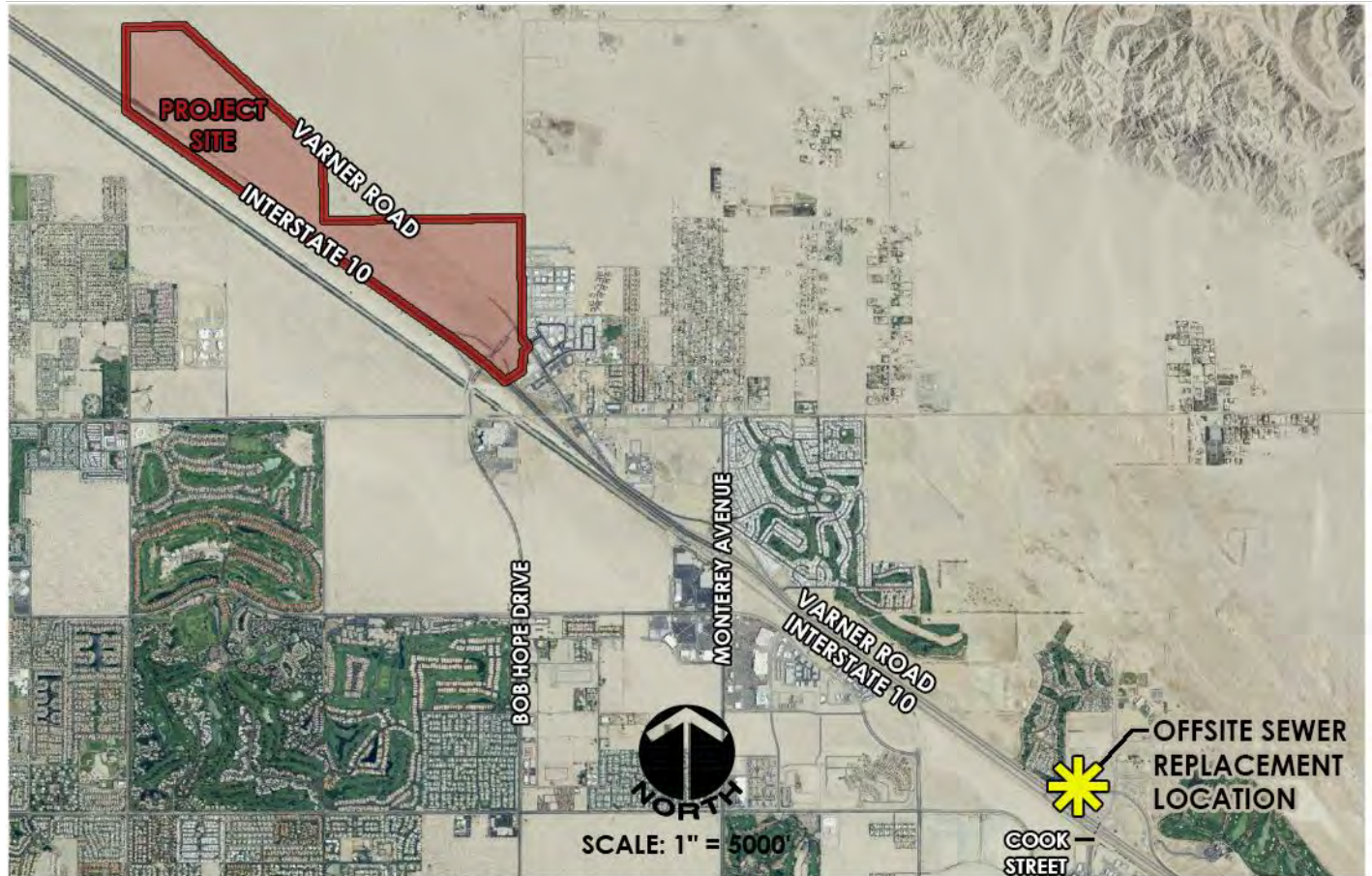


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**Existing and
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Sewer Mains**

Figure 6-3



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Offsite Sewer Replacement

Figure 6-4

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D. Watercourses within the Specific Plan Area

Intent - The Riverine Drainage Corridor (including runoff from the Morongo Wash and alluvial fan runoff) contribute storm water to the Specific Plan area, potentially affecting development on a significant number of properties. Storm water within the Specific Plan currently contributes to the Riverine Drainage Corridor.

Riverine Drainage Corridor – A Riverine is described as a body of water relating to, formed by, or resembling a river. This drainage area is a strip of land approximately 2,000 feet wide located north and adjacent to Interstate 10. It extends from Palm Drive and Avenue 22 at the north to Adams Street at the south end. The tributary areas contributing to the storm flows for the Specific Plan area include the Morongo Wash as well as alluvial fan flooding from the canyons to the north.

Surface hydrology within the proposed project is largely dictated by natural topography, and soil characteristics. Although the project is part of the Riverine Drainage Corridor, there is no defined floodway channel. Storm flows and large flood events will sheet flow across the Specific Plan area in an easterly direction between I-10 and Varner Road.

Responsible Agencies - The Coachella Valley Water District (CVWD) and the Riverside County Flood Control District are responsible for the management of regional drainage within Cathedral City and the surrounding areas including rivers, streams and tributaries and areas which experience significant sheet flow flooding. Both districts are empowered with broad management functions, including flood control planning and construction of drainage improvements for flood control facilities and watershed protection.

Riverside County Flood Control and Water Conservation District

The Riverside County Flood Control and Water Conservation District (RCFCWCD) have established requirements for surface drainage and flood protection for projects such as the North City Extended Specific Plan which fall under their jurisdiction. Project applicants are required to meet the floodplain management ordinance which ensures that any new construction within a floodplain area is done in a manner which reduces damage to public and private property. The Coachella Valley Water district is designated to administer the flood management program in the eastern parts of the valley, including the proposed project site.

Coachella Valley Water District

The project is located within the Riverine Drainage Area Corridor (RDAC) and is subject to the Coachella Valley Water District (CVWD) ordinance for the area. On January 24, 2003, the Board of Directors of CVWD adopted an ordinance that established storm water management requirements for the

Riverine Drainage Corridor in order to preserve the existing storm water flow attenuation for possible floodwaters from the tributary area. Projects within the area are required to implement construction of flood control retention basins in order to decrease flood hazard potential.

The specific requirements of the ordinance are as follows:

1. *Developments larger than 5 acres will be required to design retention facilities to preserve natural storage such that the downstream hydrograph is not increased above that established in the FLO-2D model for the "Existing Conditions" Flood Hazards along Interstate 10 Morongo Wash Bridges to Washington Street, Coachella Valley, California, by Exponent dated, August 26, 2002.*
2. *Developments smaller than 5 acres and larger than one acre will be required to retain estimated natural losses based on a retention coefficient which is calculated by determining the difference in volume between upstream and downstream hydrographs and evenly distributing that difference over the geographic area on an acre-foot per acre basis.*
3. *Developments smaller than one acre will be required to comply with Ordinance 458 and are not permitted to construct diversions such as channels, levees, and block walls that will concentrate flows away from the development and onto the adjacent Riverine Drainage Area.*

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

E. Storm Drain System

Existing Conditions - There are currently no flood prevention facilities or storm drain facilities within the Specific Plan area. Presently, there are small drainage devices located at Bob Hope Drive, including curb inlet catch basins which collect water from the street, curb and gutter and outlets used to collect runoff onto the Specific Plan Area. In addition, a concrete box structure collects storm water from small storm events and conveys water from the Specific Plan area south under Bob Hope Drive to an existing vacant lot on the southern side of the traveled way.

Note Maintenance of street culverts will be by Cathedral City or CVWD depending on facility size.*

Exhibit 6-1
Existing Concrete Culvert



Exhibit 6-2
Existing Curb-Inlet Catch Basin

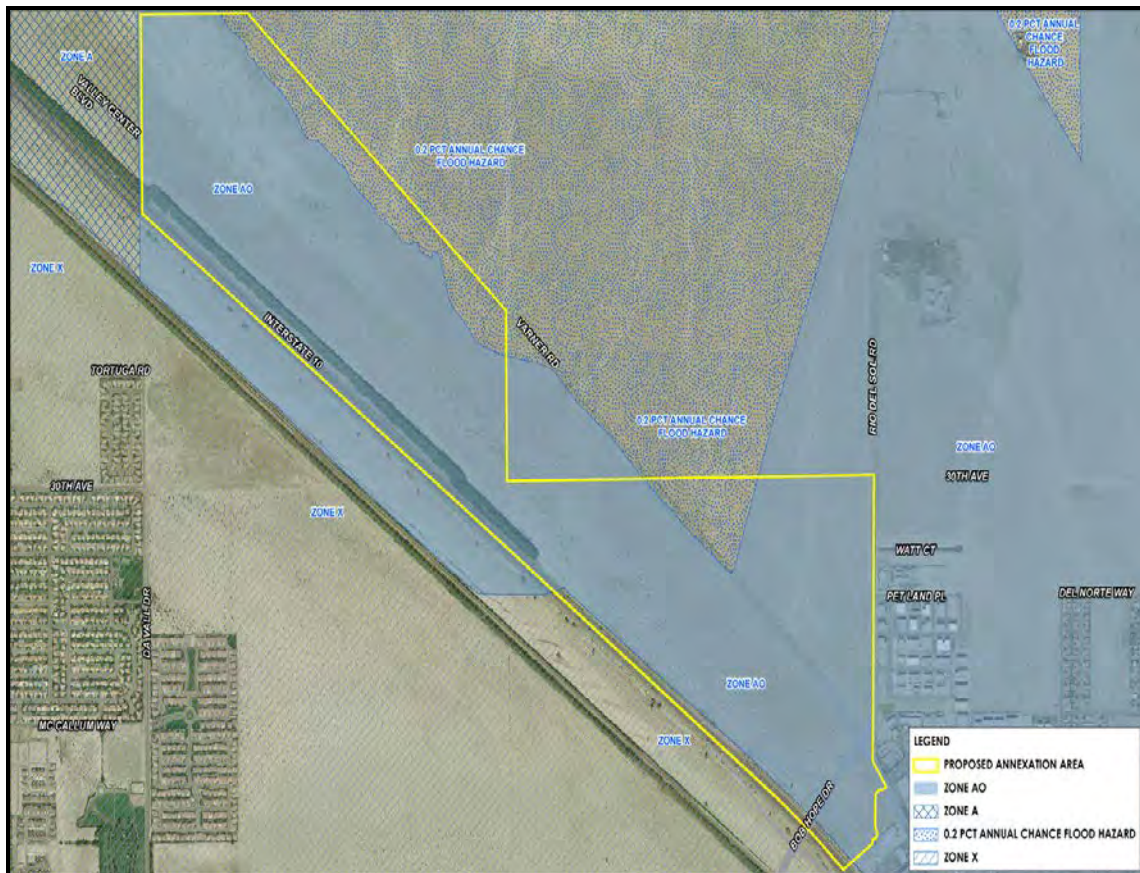


Riverine Drainage Corridor - The Riverine Drainage Area is a strip of land approximately 2,000 feet wide located north and adjacent to Interstate 10. It extends from Palm Drive and Avenue 22 at the north to Adams Street at the south end. The tributary areas contributing to the storm flows for the Specific Plan area include the Morongo Wash as well as alluvial fan flooding from the canyons to the north. Surface hydrology within the proposed project is largely dictated by natural topography, and soil characteristics. Although the project is part of the Riverine Area Drainage Corridor, there is no defined floodway channel. Storm flows and large flood events will sheet flow across the Specific Plan in an easterly direction between Interstate 10 and Varner Road.

Flooding Potential - The Specific Plan has been designated as an 'AO' flood zone according to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRM). As presented in below, under this classification, the site is subject to 1% or greater chance of flooding with a depth of 1 to 2 feet of sheet flow across the site. The average flooding depth is approximately 2 feet based on the FIRM panel with velocities ranging from 5 feet per second to 7 feet per second.

<u>ZONE</u>	<u>EXPLANATION</u>
A	Areas of 100-year flood.
AO	River or stream flood hazard areas, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30 year mortgage.
B	Areas between the limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood.
C	Areas of minimal flooding.
D	Areas of undetermined, but possible flood hazards.
E	Areas of 100-year coastal flood with velocity (wave action).

Exhibit 6-3 FEMA Flood Zones



Independent Studies - A hydrology study was conducted by Bechtel Engineering for the U.S. Army Corps of Engineers, Los Angeles District entitled "Without Project" Hydrology Report, Thousand Palms Area, Whitewater River Basin, Riverside and San Bernardino Counties, 1997. The study developed a 100 year peak hydrograph and routed it through the Thousand Palms Area using the Army Corp hydraulic methods HEC 1 and HEC 2. The Bechtel study determined that a uniform flow rate of 10,600 cfs for the Riverine Drainage Area.

In August of 2002, an additional hydrology study was completed by Exponent Engineering and was reviewed and approved by the Coachella Valley Water District. The earlier Army Corps. study hydraulic methods (HEC 1 and HEC 2) were conservative models. The updated report utilized a FLO-2D computer model of the Riverine Drainage area to route the 100 year peak hydrograph while taking into account flow losses that occur due to infiltration, unbounded flow, ponding and other existing geographical features that can cause flow losses. The FLO-2D model demonstrates that the 100 year peak flow rate from the Riverine flooding sources is reduced as the flow progresses downstream to the southeast.

Below are flow rates from the upstream most points of the Riverine Drainage Area to the downstream most point based on the FLO-2D model.

Date Palm Drive	6,830 CFS
Halfway Between Date Palm Drive & Bob Hope Drive	4,660 CFS
Bob Hope Drive	4,110 CFS
Cook Street	985 CFS
Washington Street	310 CFS
Adams Street	0 CFS

The 2002 Exponent report did not take into account the contributory flow rates from the alluvial fans to the north. However, in January of 2006, Kimley-Horn and Associates, Inc. published a drainage study which determined the contribution from the Northern alluvial areas. The area contributory to the proposed project was referred to as the Rio del Sol local drainage area. The area is part of Watershed IH-2 from the original Bechtal Report. In order to determine the 100 year peak flow rate for the Rio del Sol watershed, a ratio of the 100 year peak flow from Watershed IH-2 was used. The computed peak runoff from IH-2 was approximately 2,166 cfs for a 5.79 square mile area, which corresponds to 374 cfs per square mile. The Rio Del Sol local watershed has a drainage area of approximately 2 square miles, or 748 cfs.

Recommendations - Figure 6-4 illustrates the recommended layout of the flood prevention infrastructure. Storm flows across the Specific Plan sheet flow over a wide spread area and are not concentrated in a defined channel or wash. Therefore, a concrete channel, storm drain system or small detention basin is not feasible. Three regional retention basins are recommended to capture and infiltrate runoff from the Riverine Drainage Area Corridor, thereby minimizing the flood potential to the Specific Plan.

Each retention basin shall be a shallow open design intended to provide wide runoff capture areas. Storm water sheet flows which enter into the basins are captured and held allowing for the contained water to percolate into the soil. Each basin will be designed with 3:1 side slopes and a minimum of three feet of freeboard. Access roads shall be constructed in accordance with county and local standards. The basin shape, size, and bank heights shall be designed to capture the debris potential of the design storm. The captured sediment would settle within the basins as the storm water percolates into the soil.

The soils within the Specific Plan are fine to coarse grained alluvial sands with scattered gravel and cobbles. Based on USDA hydrologic soil groups, the soil has an infiltration rate at or greater than 0.30 inches an hour. Storm water flow rates and velocities across the Specific Plan have high erosion potential and velocity dissipation devices and/or rip rap shall be used to reduce erosivity. Boulders shall

be placed intermittently across the inlet of the retention basins to assist in reducing velocities. Rip rap placed along the bottom of the basin side slopes as well as planting the side slopes will prevent erosion of the basin banks.

Infiltration Basin #1 - The main regional retention basin is the largest of the three proposed basins. Basin #1 will be located northwest of the proposed Specific Plan improvements. The basin will span from Varner Road south to the Interstate 10 Right of Way, in order to catch sheet flow across the entire span of the Riverine Drainage Area. The upstream most edge of the basin will maintain existing grades and then gradually flow into the basin bottom which will be approximately three feet below the existing grades. The basin slope will range from 2 percent to 5 percent and be clear of brush. The basin sides will have a 22 foot wide berm with a 20 foot wide access road on top of the berm. Side slopes of the berm will be sloped at 3:1 and have a height providing a minimum of three feet of freeboard.

The preliminary basin design has an approximate width of 2,000 feet wide and a length of 2,700 feet with an approximate capacity of 428 acre feet.

Infiltration Basin #2 - An additional retention basin is proposed to be located just south of the larger main basin #1, described above. Basin #2 will collect stormwater runoff which sheet flows from the northern alluvial slopes which would enter the proposed project across Varner road between Basin #1 and the northern portions of the proposed project. The basin includes a 50 foot wide narrow channel adjacent to and along the south side of Varner Road. The channel will capture sheet flow crossing Varner road from the north and convey it south to the man retention area. The basin slope will range from 2 percent to 5 percent and be clear of brush. The basin sides will have a 22 foot wide berm with a 20 foot wide access road on top of the berm. Side slopes of the berm will be sloped at 3:1 and have a height providing a minimum of three feet of freeboard.

The preliminary basin design has an approximate width of 450 feet and a length of 500 feet with an approximate capacity of 125 acre feet.

Infiltration Basin #3 – An additional retention basin is proposed to be located north of the proposed Central Valley Business Park development. Basin #3 will collect stormwater runoff which sheet flows from the northern alluvial slopes. The basin slope will range from 2 percent to 5 percent and be clear of brush. The basin sides will have a 22-foot berm with a 20-foot wide access road on top of the berm. Side slopes of the berm will be sloped at 3:1 and have a height providing a minimum of three feet of freeboard.

The preliminary basin design has an approximate width of 750 feet wide and a length of 450 feet with an approximate capacity of 250-acre feet, depending on the final design. The proposed debris basins would prevent conveyed sediment and debris from being transported downstream to local streets, drainage devices, and

storm drains. The runoff would be captured and allowed to percolate into the soil within the proposed retention basins. The implementation of the retention basins will eliminate the proposed project's risk of flooding and therefore, would fall outside of the FEMA classifications. This would be an improvement in site conditions with no significant impact to the site from flooding.

Floodwall – Commercial 9 acre Eastern Site (PA2) Coachella Valley Water District (CVWD) has indicated that a backwater condition adversely affects the 9 acre portion of the proposed development, from the Riverine flows building up south and east of the site. Review of the site and flow conditions provided by the District indicate that the 9 acre commercial site could be protected by a floodwall, located along the south and eastern boundary.

If required, the exact height, location and design will be required during development review. Such a mitigation measure will need to be designed in accordance with the rules and regulations of the FEMA CLOMR process, and will be processed and approved accordingly.

Local Drainage Improvements - Development of the Specific Plan project would result in a reduction in the total amount of pervious surface currently located onsite. There are currently no impervious surfaces onsite. Approximately 583 acres would be utilized for development of impervious surfaces, such as structures and roadways, natural areas and landscaped areas.

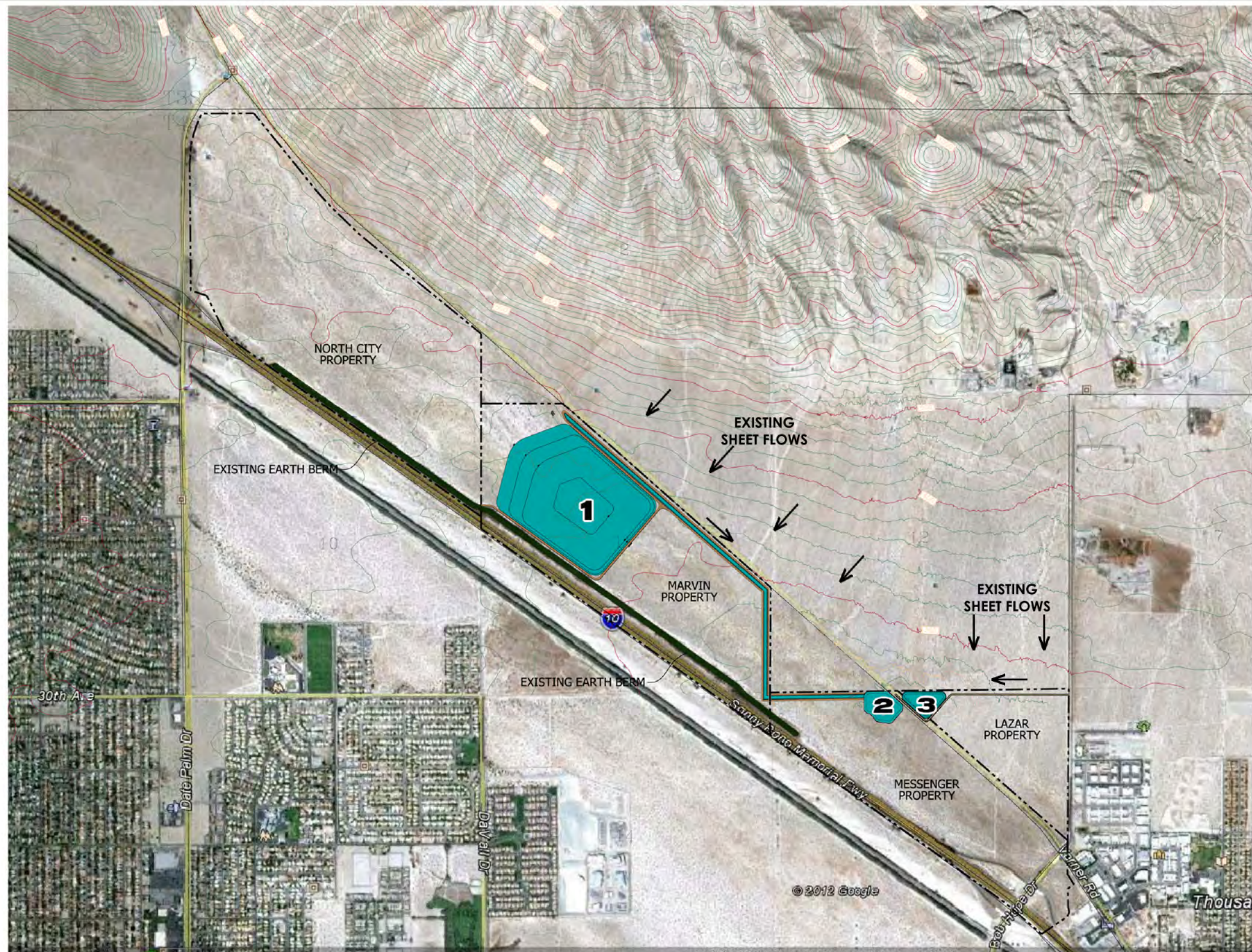
As part of the Specific Plan development, a system of localized retention basins, storm drains, inlet structures, and roadways with curbs and gutters would be constructed to handle the estimated runoff from the project site. Graded slopes would be protected by the erosive effects of their own runoff by a system of drains, erosion control mats and landscaping. V-ditches, catch basins, roof drains, trench drains and area drain systems will be utilized to convey water away from building foundations.

Streets within the project site would have integral concrete curbs and gutters which will convey the runoff from the street surfaces, street parkways, parking lots, adjacent planter islands, commercial/industrial lots, and landscaped areas. Catch basins and area drain systems would remove storm runoff from the streets.

The Specific Plan development drainage facilities shall be sized in order to minimize erosion, flooding, and other drainage impacts. Property owners within the specific plan area shall provide a drainage design as well as supportive hydrologic and hydraulic calculations to the appropriate agencies for review and approval.

Notes:

- 1) Ongoing maintenance of the Storm Drain System, including Debris Basins #1, #2, and #3 as well as narrow sheet flow channels attached to basins #1, #2 and #3 will be the responsibility of a single entity as jointly identified and established by the project developer and the City of Cathedral City.*
- 2) No spillways are proposed as a part of this system.*
- 3) Perimeters of all stormwater retention/ debris basin are to landscaped per the standards and guidelines of Chapter 8 of this Specific Plan.*
- 4) Responsible Agencies for this system include:*
 - Coachella Valley Water District (CVWD);*
 - Riverside County Flood Control and Water Conservation District (RCFCWCD);*
 - U.S. Army Corps of Engineers (USACE); and*
 - City of Cathedral City*



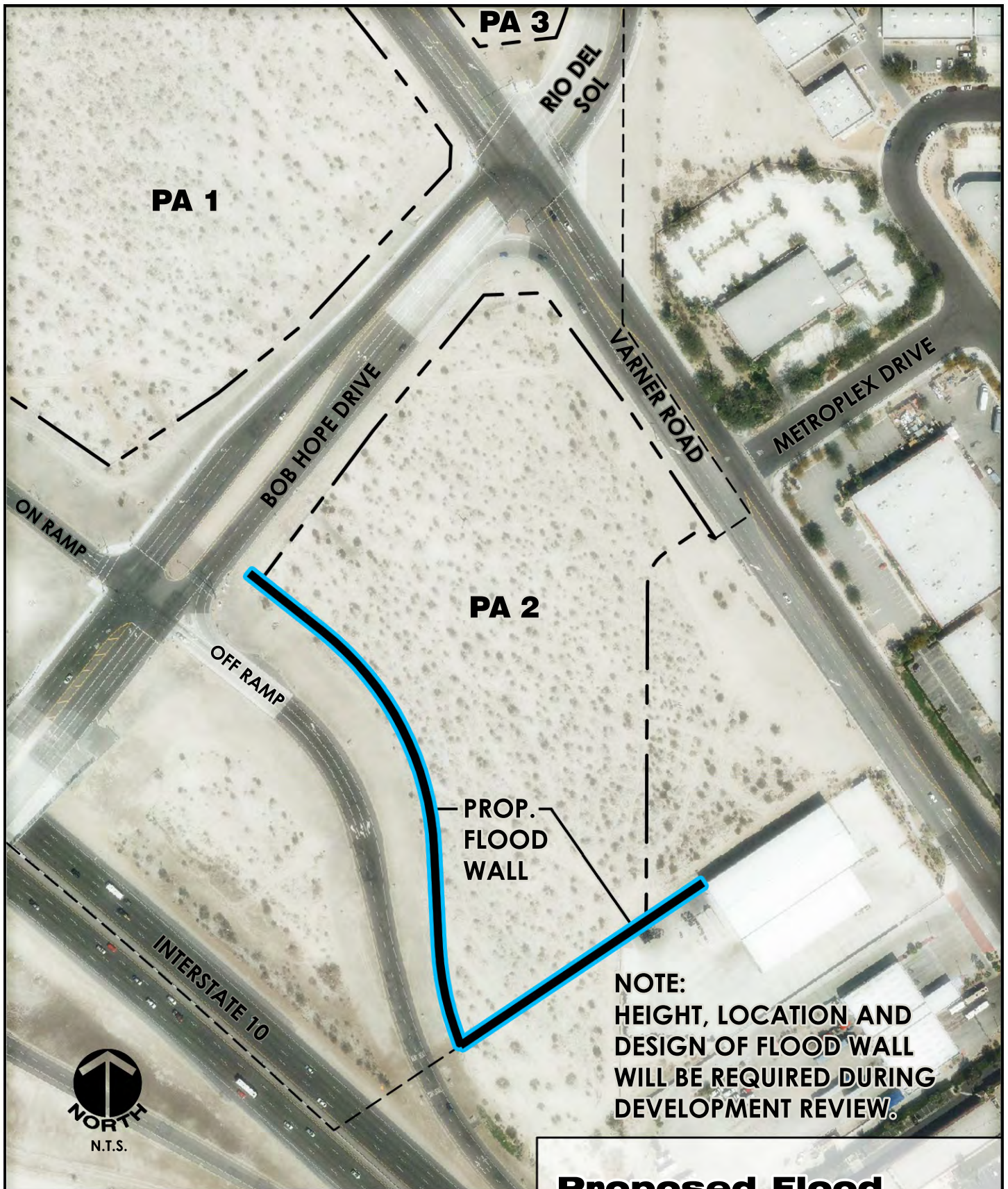
PREPARED BY:



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Preliminary Infiltration Basin Design

Figure 6-5



FLOOD WALL LOCATION PER:



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Proposed Flood Wall Location

Figure 6-5a

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F. Dry Utilities

For a composite overview of the backbone and primary systems located in joint trench, refer to Figure 6-5. Following discussions and exhibits summarize electrical, gas, telephone and cable dry utility systems within the Specific Plan.

1. Electrical System

Existing Conditions – The local provider is Southern California Edison (SCE), and they have existing overhead distribution and transmission lines on the project property. The existing distribution overhead line begins at Bob Hope and Interstate 10. It continues in a northwest direction running parallel to Interstate 10 and terminates near the east corner of Section 11. The overhead distribution system is fed from an overhead line coming from the south side of Interstate 10. This line has the capability of providing all the power needs to the site. Typically overhead distribution lines are conditioned by the City to be underground. For improvements east of Bob Hope in Planning Area 2, improvements would be fed from the underground vault system located at Bob Hope and Varner Road.

It is important to note that Rio Del Sol Road represents a power company service provider territorial divide that follows the north/south section line. Everything west of the Rio Del Sol Road is served by SCE. Any improvements east of the section line would be served by Imperial Irrigation District. It has been assumed that no improvements extend east of the section line.

There are also overhead transmission lines that run from Interstate 10, north through the site to the south side of Varner Road. From there, the overhead transmission lines continue northwest along the south side of Varner Road beyond the project property. Typically transmission lines are not conditioned to be underground but could be relocated if necessary at developer expense.

Refer to exhibit 6-6 for an overview of the existing electrical transmission and distribution systems.

Recommendations – Other than undergrounding the distribution lines, no other special conditions or requirements are anticipated.

2. Gas Systems

Existing Conditions – The local provider is Southern California Gas Company. They have a medium 4" pressure main located at the intersection of Varner Road and Rio Del Sol coming from the east on Varner Road. This would be the project's point of connection for gas.

Refer to Figure 6-7 for an overview of the existing gas supply system.

Recommendations - There are no other gas facilities on the proposed project property and no special Gas Company conditions or requirements are anticipated.

3. Telephone System

Existing Conditions – Local provider is Verizon and they report that there is a direct buried cable system along the north side of Varner Road the entire length of the project. The existing cable is active but insufficient to serve the needs of the project. Additionally, there is a buried cable on Rio Del Sol from Varner, running north past the project boundary.

The future point of connection is a Verizon manhole located at Varner Road and Rio Del Sol. This manhole has the capability of serving the entire project site. However, the feed comes from the Verizon, Thousand Palms central office, which does not currently provide Verizon Fios (Fiber Optic Service). Based on conditions at the time of this report, the site would most likely be fed by a copper system for typical dial tone usage and it should be assumed that Fios will not be available. T-1, T-2 or T-3 services would be available for broadband commercial users. While Verizon would prefer FIOS service be made available everywhere, they no longer provide the needed copper systems. This then becomes a developer cost.

Refer to Figure 6-8 for an overview of the existing telephone system.

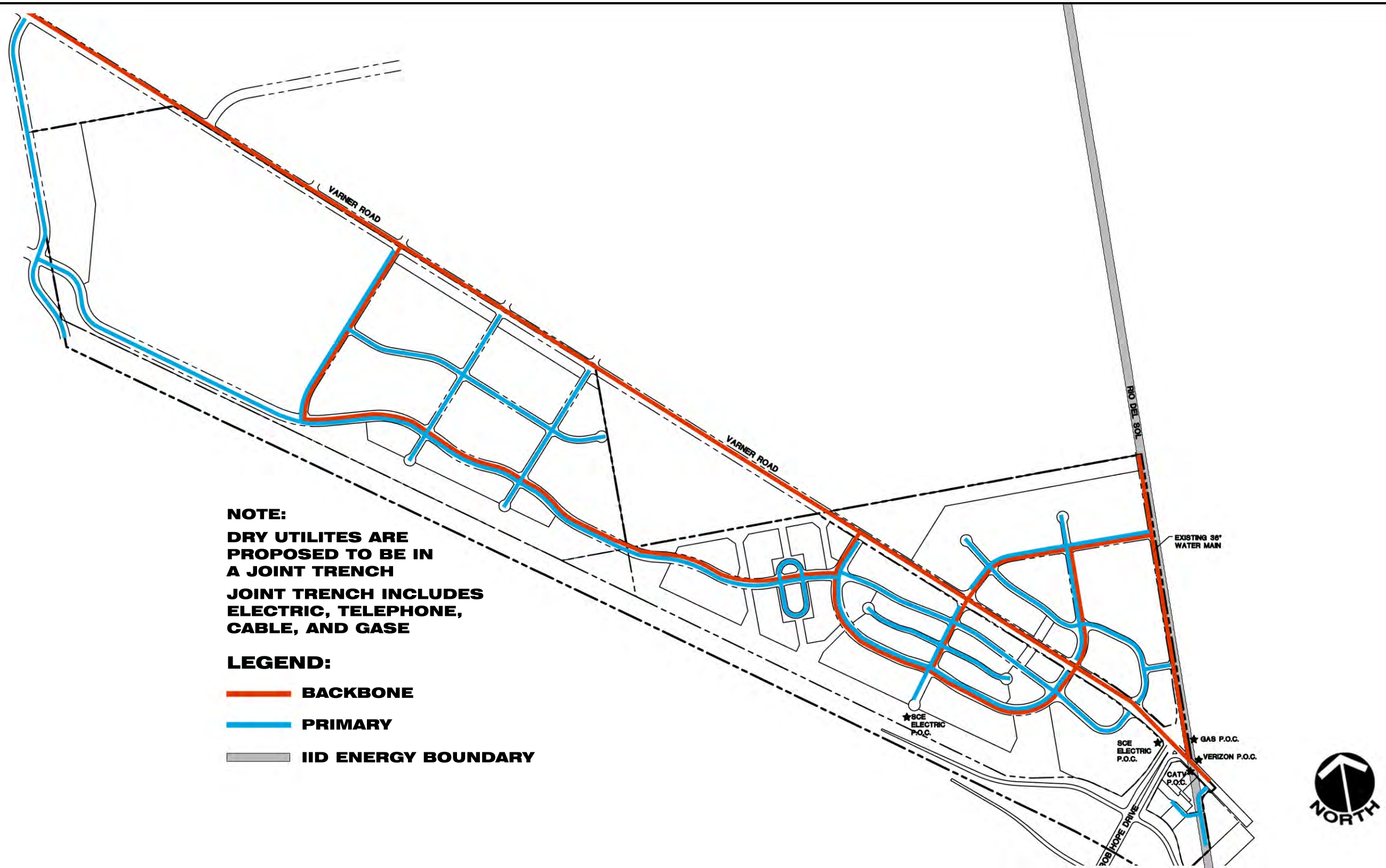
Recommendations – There are no anticipated requirements or conditions that would impact the project site.

4. Cable Television Systems

Existing Conditions – The local provider is Time Warner Cable, their nearest facility and pick-up point is at the southeast corner of Varner Road and Rio Del Sol Road. Service to the site would be readily available.

Refer to Figure 6-9 for an overview of the existing CATV system.

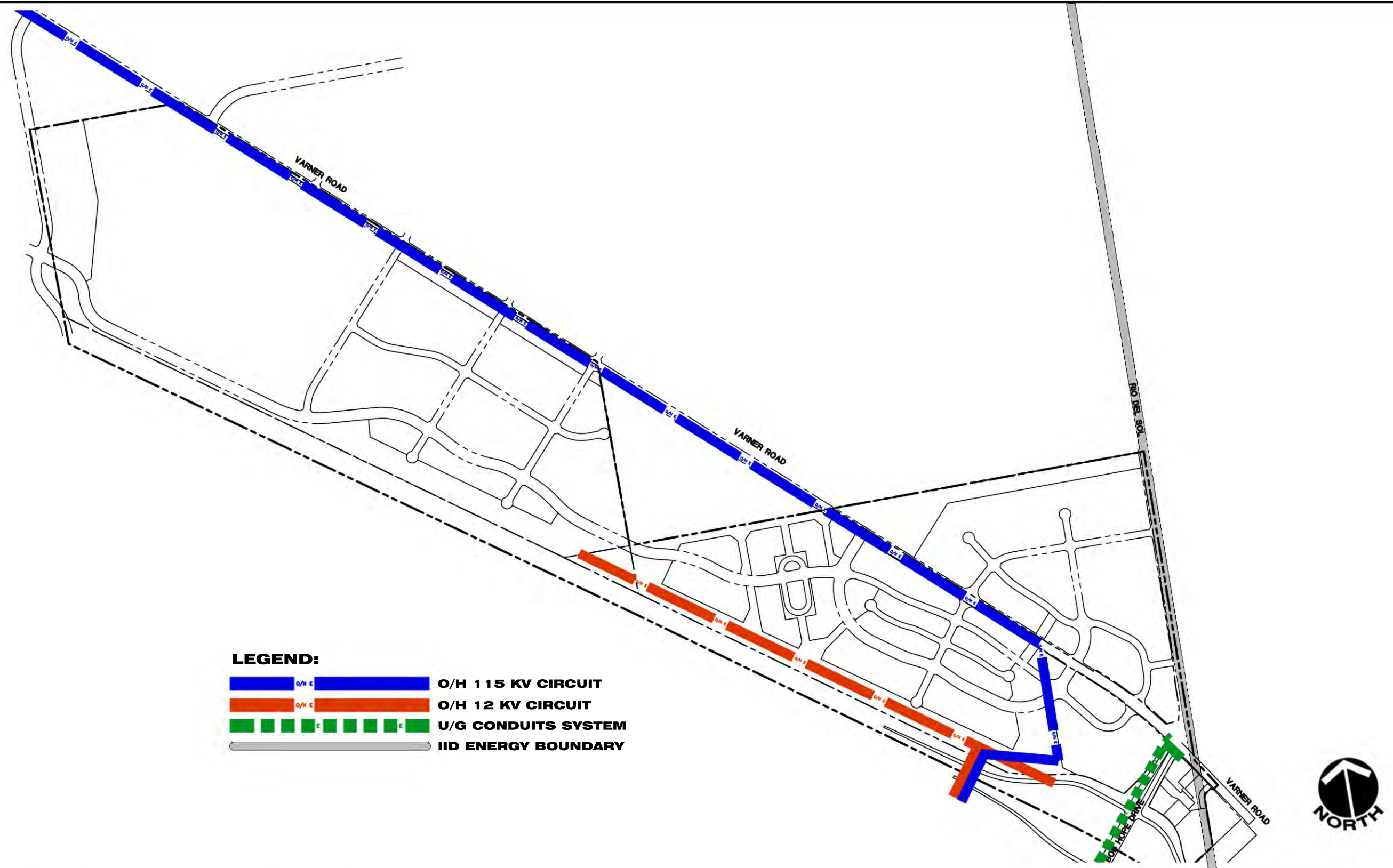
Recommendations – There are no unforeseen constraints or conditions associated with servicing the project site.



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**Proposed
Dry Utilities**

Figure 6-6



LEGEND:

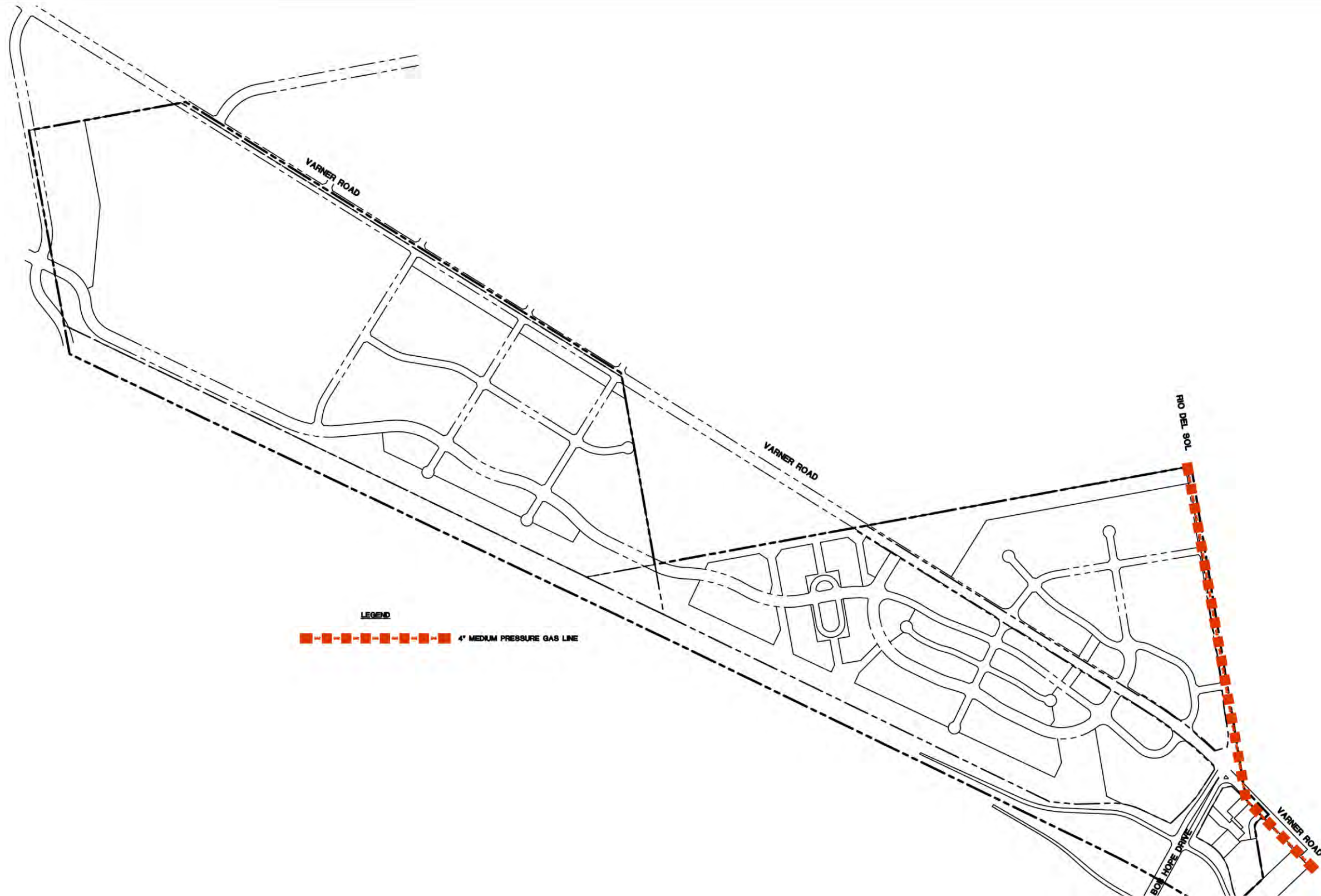
	O/H 115 KV CIRCUIT
	O/H 12 KV CIRCUIT
	U/G CONDUITS SYSTEM
	IID ENERGY BOUNDARY



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**Existing
Electrical System**

Figure 6-7



LEGEND

4" MEDIUM PRESSURE GAS LINE



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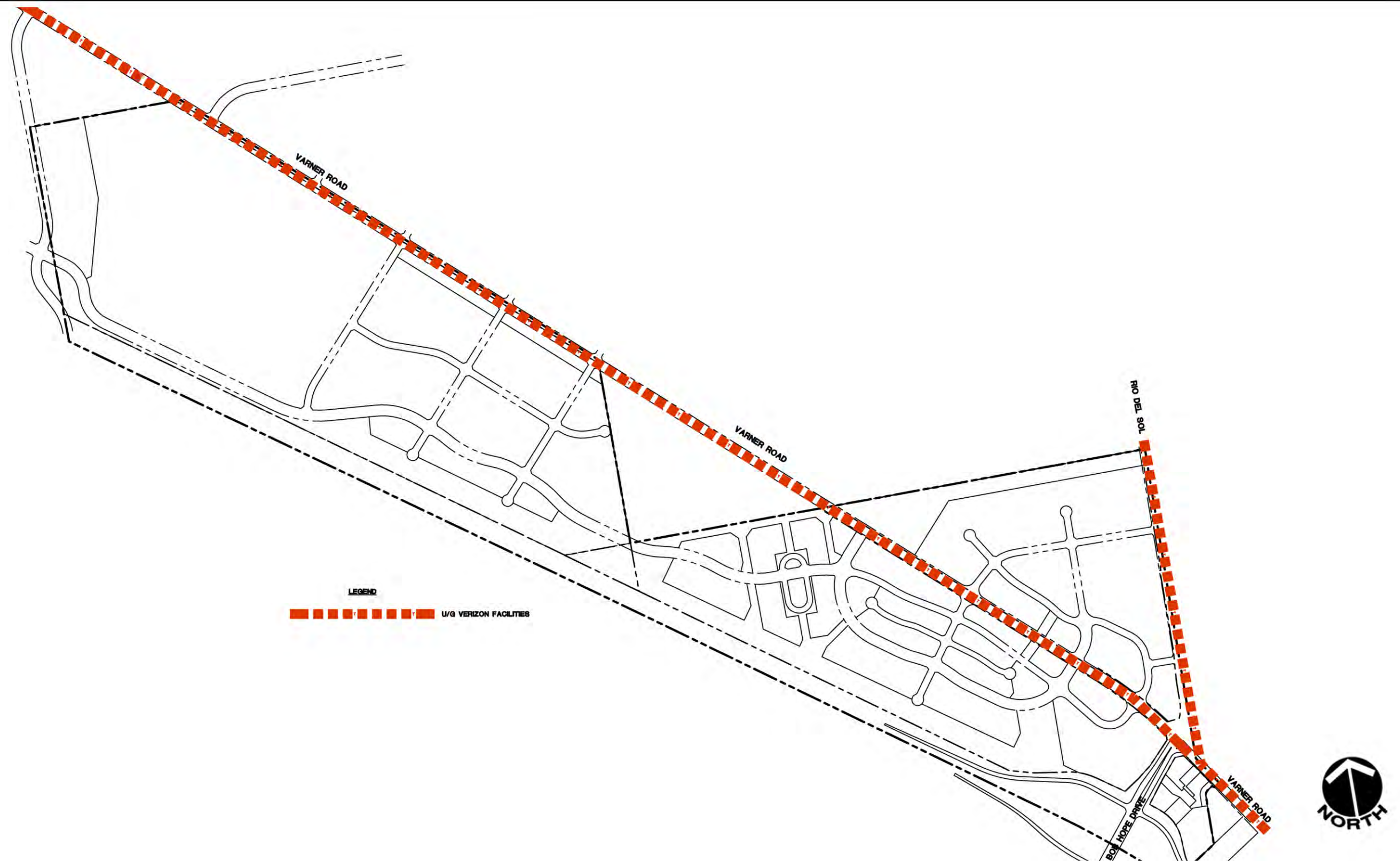
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**Existing
Gas System**

Figure 6-8

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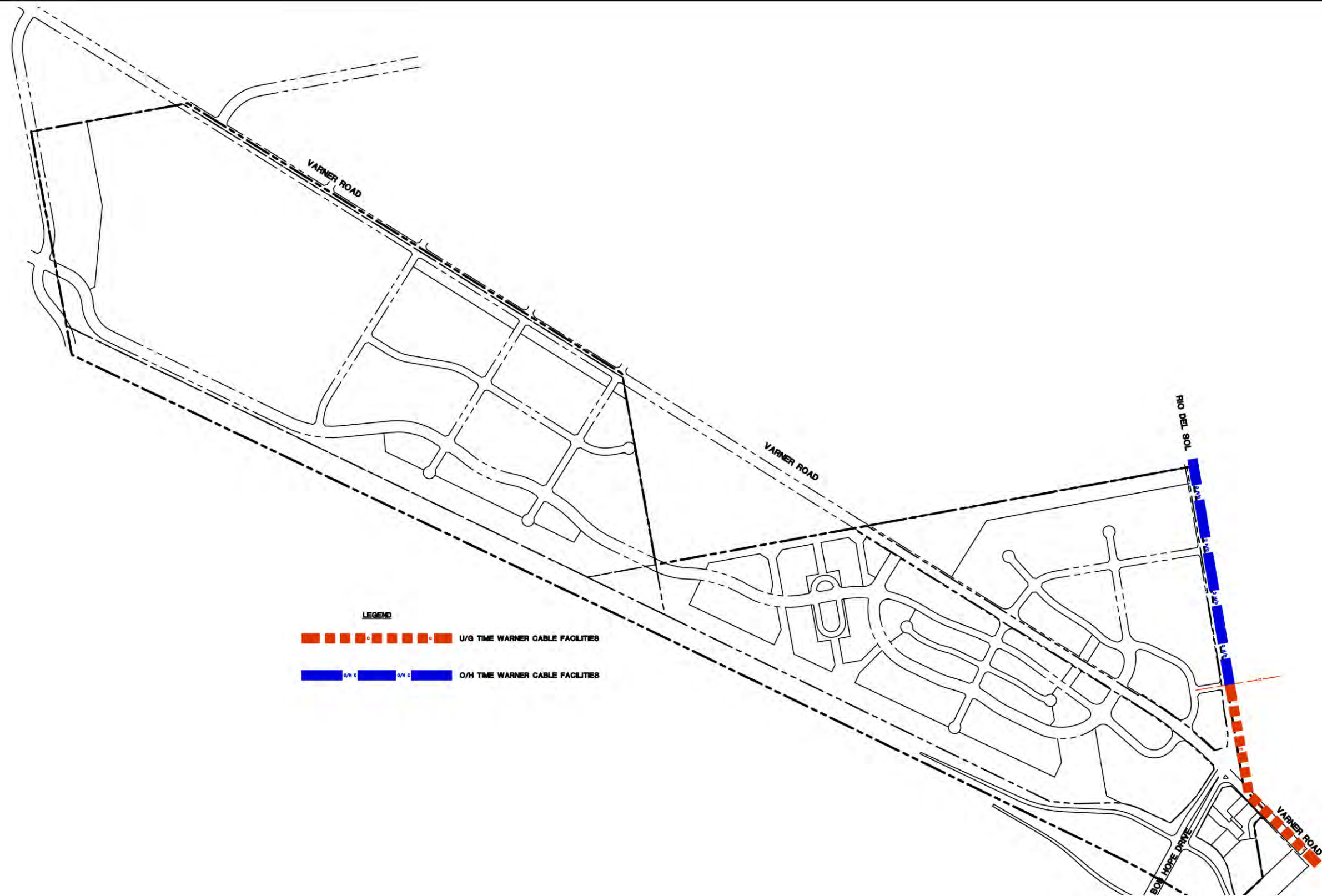
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**Existing
 Telephone System**

Figure 6-9

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**Existing
 CATV System**

Figure 6-10

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G. Sustainability

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

The development of both public and private infrastructure in the North City Extended Specific Plan has the clear objective of sustainable design and state of the art technologies. Water efficiency for both domestic and irrigation use, stormwater retention and recharge, the use of solar power where appropriate, are all key components to the project sustainability. The wastewater generated by the ultimate project build-out will be conveyed in an existing 15-inch sewer main in Varner Road, easterly on Avenue 38 to Water Reclamation Plant No.7 (WRP7) in Indio.

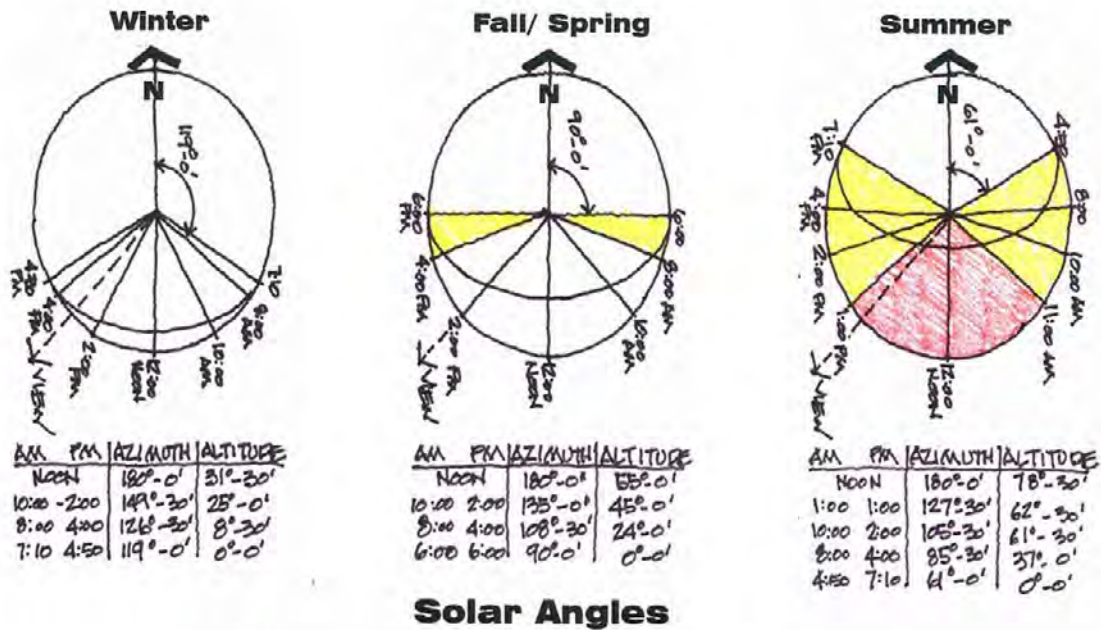
All water and wastewater facilities are owned and operated by Coachella Valley Water District (CVWD). Effluent from the WRP7 plant is mixed with canal water and reclaimed for irrigation of local golf courses. Large scale private builders are encouraged to consider solar facilities to offset electricity demand within their projects. Moreover, a solar field built in conjunction with the retention basins on Planning Area 4, if determined feasible, could provide the project with on-site electricity generation that significantly offsets the power demand.

However, the term "Sustainability" as discussed within the context of this Specific Plan includes a wider spectrum of design and development principles and standards. The additional areas of concern regarding sustainability within this Specific Plan also include:

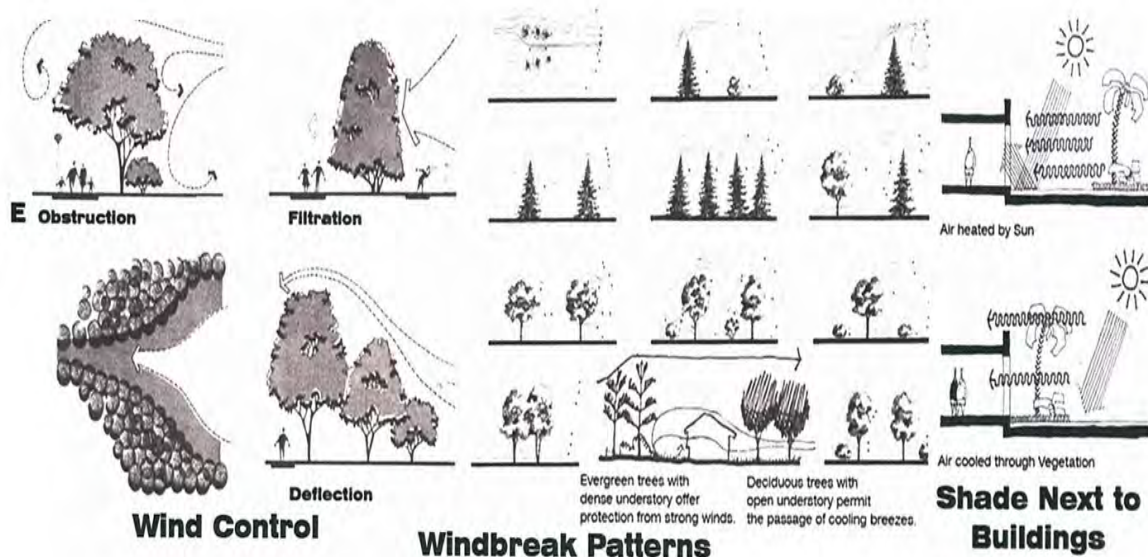
- Stormwater Management
- Landscape Design; and
- Building Design

Stormwater Management sustainability has been previously addressed within this Chapter. Landscape Design and Building Design are addressed within Chapter 8: "Design Standards Guidelines". All of these areas of concern are interrelated within the land planning and design process integral to the Specific Plan. The basic environmental design principles to be followed throughout include the following:

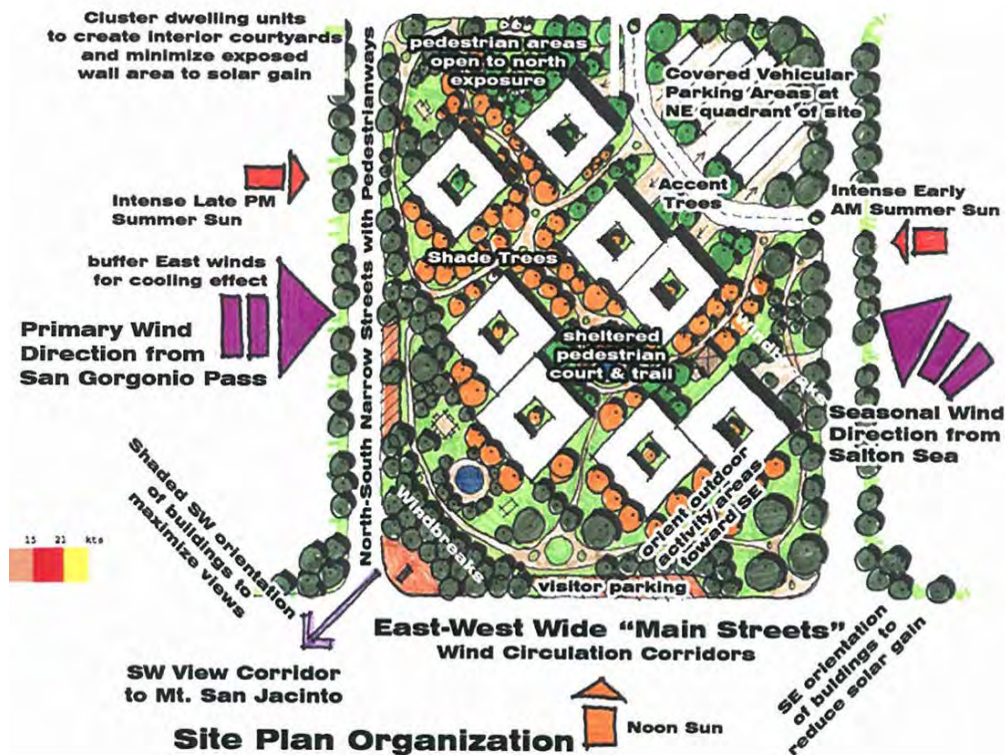
- Sensitivity to Solar Orientation of Buildings/Public Spaces



- Sensitivity to Wind Directions and Windbreak Patterns



- Sensitivity to proper site plan organization for solar and wind control for this area.



Finally, unique architecture and site design features can be employed to further capitalize on sustainability factors unique to this area. The photograph below illustrates the use of solar energy collection panels as sun shading devices for a surface parking lot.





Front yard landscaping should be compatible with the primary structure.

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

CHAPTER 7 SPECIFIC PLAN ZONING DISTRICTS/ PERMITTED USES/ STANDARDS

A. Zoning Districts

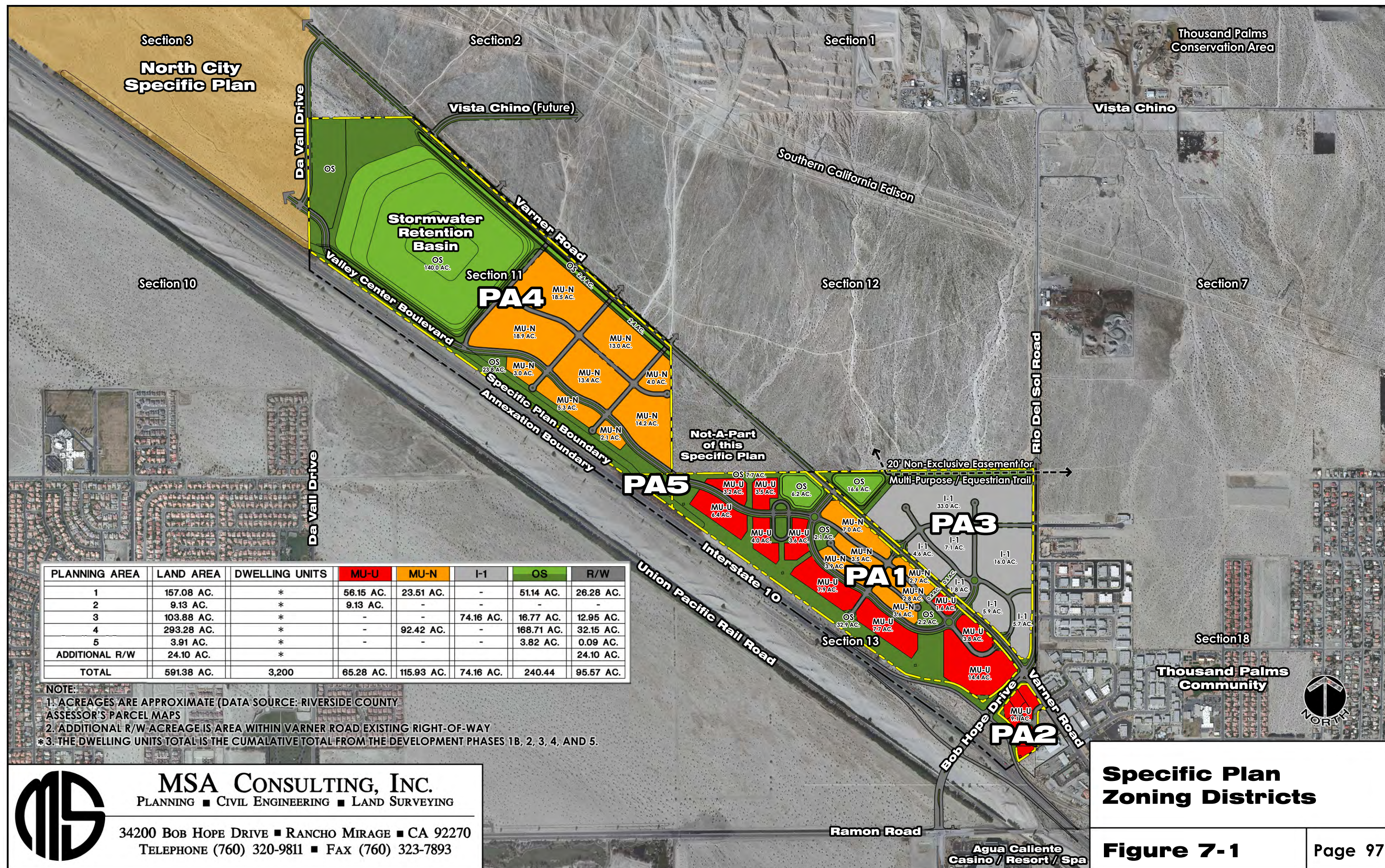
This Chapter establishes zoning districts for the North City Extended Specific Plan. Key objectives of this Specific Plan are to 1); create a forward-looking and responsible plan that provides for development of this Specific Plan with land uses and intensities appropriately designated to meet the needs of anticipated growth, and 2); to fully integrate this zoning districts plan with the original North City Specific Plan. The Specific Plan districts support this objective by providing for a suitable mix of uses and development standards that will create vitality, build community and be responsive the North City Extended Specific Plan environmental context.

B. Specific Plan Districts

The North City Extended Specific Plan contains four (4) zoning districts (Figure 7-1). These districts are:

<u>Districts</u>	<u>Base Zone</u>
1) Mixed-Use Urban (MU-U)	NCSP
2) Mixed-Use Neighborhood (MU-N)	NCSP
3) Light Industrial (LI)	CCMC
4) Open Space (OS)	CCMC

The Specific Plan zoning districts and associated regulations are fully described in Chapters 8 through 11 of the original North City Specific Plan and are incorporated into this North City Extended Specific Plan. The provisions provide property owners, business owners, developers and their design professionals with basic development criteria that reinforce the desired character of North City Extended. Applicable design standards and guidelines for residential, commercial, mixed use and industrial uses are include in Chapter 12 of the original North City Specific Plan and are incorporated by reference into this North City Extended Specific Plan.



1. MIXED USE-URBAN (MU-U) DISTRICT

A. Intended Character

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

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

B. Definitions

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

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

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

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

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

C. Mixed Use Flex Boundary

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

1. **Project size:** The minimum size of the total development project shall be 40 acres.
2. **Adjacency:** MU-U and MU-N Districts are immediately adjacent.
3. **Ownership:** The underlying properties are under the same ownership, or have a single master developer with written consent of all affected property owners.
4. **Maximum ‘flex’ area:** Up to 20% of a development project area (that falls within a Mixed Use District) may “flex” either way (MU-U to MU-N or MU-N to MU-U) up to a maximum of 20 acres.
5. **Approval process:** A Planned Unit Development (PUD) submittal is required. The approval of the Mixed Use Flex Boundary option shall be a part of the PUD approval process.
6. **Required Documentation:** The requirements of a PUD submittal shall apply per City of Cathedral City.

D. Use Regulations

1. Permitted and Conditionally Permitted Uses

Table 7-1 identifies the permitted and conditionally permitted uses in the MU-U District. Other similar uses to those listed in Table 7-1. As interpreted by the City Planner or designee, are also permitted or conditionally permitted in the MU-U District. Certain uses may be subject to special conditions regarding the location, operation or design of the use. Where applicable, references to these provisions are provided in Table 7-1.

2. Prohibited Uses

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

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

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

**Table 7-1
Permitted and Conditionally Permitted Uses in the
Mixed Use-Urban (MU-U) District**

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

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

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

E. Mixed Use and Commercial Development Standards

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

1. Requirement for Commercial Component

- (a) A minimum of 35% of the gross floor area of a mixed use development project, 10 acres or more in size, shall be used for commercial purposes. Development projects less than 5 acres in size have no minimum commercial requirement.
- (b) Lots fronting any street designated *Arterial Highway*, regardless of size, are required to have commercial uses along their frontage.

2. Development Project FAR and Density

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

3. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site shall be 10 acres, except in the case when a PPD of Planned Unit Development (PUD) permit application is submitted, in which case, site size and dimensions shall be established as a part of the

PPD or PUD approval process.

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

4. Maximum Building Height

- (a) For purposes of this section, a **building** is defined to include all towers with a common base.
- (b) The maximum building height shall be **65 feet or 5 stories**, whichever is less.
- (c) Graphics, such as photo-simulations, shall be submitted for proposed projects exceeding 65 feet in height to illustrate the impact of the proposed project and to demonstrate how the standards are met.

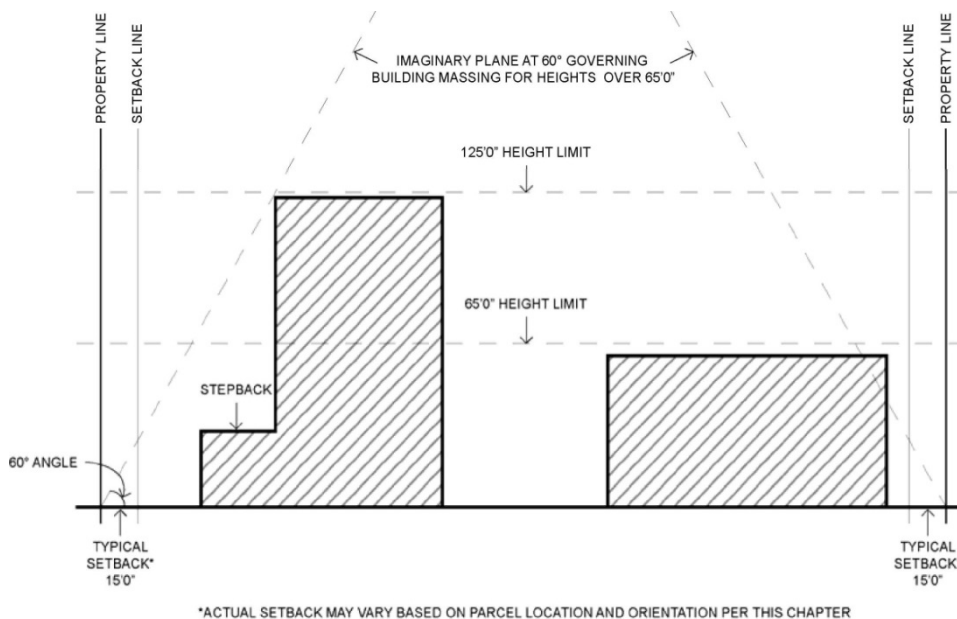


Figure 7-2 Maximum Building Height Setback

5. Setbacks

- (a) For properties adjacent to I-10, an average setback of 75 feet (minimum of 40 feet) is required to provide space for a public parkway. The setback dimension shall be measured from the property line adjacent to the freeway's right-of-way. Refer to Section H in Chapter 5 (Circulation and Streetscape Improvements) of this Plan for applicable design criteria for the public parkway.

This public parkway setback extends from the west Specific Plan boundary to the I-10 on ramp at Bob Hope Drive as illustrated on Figure 7-1. No setback requirement is established along either the on-ramp in PA1 or the off ramp in PA2.

(b) Except as noted in (a) above, for properties that have frontage on a street designated *Arterial Highway*, *Major Highway*, *Modified Major Highway* or *Modified Secondary Highway*, the following setback requirements apply:

- The minimum street yard setback shall be 15 feet. The setback should incorporate a combination of “soft” features (landscaping, water, etc.) and “hard” features (pavers, steps, etc.).
- For corner lots, all street-facing sides shall meet the above requirement.
- A minimum interior yard and rear yard setback of 15 feet shall be provided.

(d) Except as noted in (a) above, for properties that have frontage on an internal street, the following setback requirements apply:

- No minimum street yard setback is established
- No minimum is established for interior yard and rear yard except as noted below:

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

6. Distance between Buildings

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

7. Parking and Loading

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

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

where they can be screened appropriately. When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and shall be screened from public rights-of-way and public areas of the development. Loading facilities should be offset from driveway openings.

8. Standards for Vertical Mixed Use Buildings

- (a) The minimum living area for residential units in a vertically mixed use project shall be 575 square feet for a studio unit, with 200 square feet for each additional bedroom.
- (b) A maximum of 40% of the residential units may be one-bedroom or studio units.
- (c) The entrances to the residential uses shall be separate and distinct from commercial uses. These entrances shall be secured.
- (d) Residential parking shall be secured and separated from public parking.
- (e) Residential units shall have adequate sound insulation for the living comfort of occupants.
- (f) Mixed-use developments shall be designed so that odors emanating from businesses do not affect residential occupants.
- (g) Refuse facilities shall be located and screened to minimize impacts from related odor and noise while maintaining accessibility for refuse collection vehicles.
- (h) Commercial loading facilities shall be located to minimize noise impacts and maintain unobstructed access to residential areas, including residential parking facilities.
- (i) A minimum of 100 square feet of common open space shall be provided per dwelling unit. Common open space may be divided into more than one area, however, each area shall be a minimum of 1,000 square feet and a rectangle inscribed within each shall have no dimension less than 25 feet. Common open space may be provided in the form of roof-top garden/patio areas.
- (j) All vertical mixed use developments shall provide common bicycle storage areas for the residents as follows: two (2) bicycle storage units for every five (5) dwelling units for the first 20 dwelling units, and one (1) bicycle storage unit for every five (5) additional dwelling units.

9. Standards for Live/Work Unit

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

hallways.

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

10. Performance Standards

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

11. Additional Standards and Guidelines

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

F. Multi-Family Residential Development Standards

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

1. Density

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

2. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this Specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site shall be 10 acres, except in the case when a PPD or Planned Unit Development (PUD) permit application is submitted, in which case, site size and dimensions shall be established as a part of the PPD or PUD approval process.
- (b) Within an approved development project, smaller individual lots may be created for financing or sale purposes. The minimum size for a multi-family lot is 20,000 SF.

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

3. **Maximum Building Height**

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

4. **Minimum Dwelling Size**

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

5. **Maximum Residential Lot Coverage**

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

6. **Setbacks**

- (a) For properties adjacent to I-10, an average setback of 75 feet (minimum of 40 feet) is required to provide space for a public parkway. The setback dimension shall be measured from the property line adjacent to the freeway's right-of-way. Refer to Section H in Chapter 5 (Circulation and Streetscape Improvements) of this Plan for applicable design criteria for the public parkway.
- (b) Except as noted in (a) above, the following setback requirements shall apply in this district.
 - The minimum street yard setback shall be 20 feet, measured from the property line. For corner lots, all street-facing sides shall meet this requirement.
 - The minimum rear yard setback shall be 10 feet, as measured from the property line.
 - The minimum interior side yard setback shall be 10 feet, as measured from the property line.

7. **Distance between Buildings**

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

8. **Open Space**

- (a) Each multi-family dwelling unit shall have a minimum **private open space** of 50 square feet, accessible directly from the living area of the dwelling. A rectangle inscribed within each private open space shall have no dimension less than eight (8) feet.
- (b) Private open space for ground floor dwelling units shall be in the form of a fenced yard, patio or deck. Private open space for aboveground level dwelling units shall have at least one exterior side open above the level of railing or fencing.
- (c) All balconies and patios that front a public right-of-way shall have opaque balcony/railing enclosures to screen items being stored on the balcony or

patio.

- (d) A minimum of 100 square feet of **common open space** shall be provided per multifamily dwelling unit. Common open space may be divided into more than one area, however, each area shall be a minimum of 1,000 square feet and a rectangle inscribed within each shall have no dimension less than 25 feet. Common open space may be provided in the form of roof-top garden/patio areas.
- (e) Each multi-family development shall include, but not be limited to, two of the following recreational amenities, or equivalent, as approved by the Planning Commission:
 - Tot lot(s) with multiple play equipment @1 per each 100 DU's
 - Pool and spa
 - Barbecue facilities equipped with grill, picnic benches, etc.
 - Exercise room(s) @ 2 per 200 DU's
 - Court facilities (e.g., tennis, volleyball, basketball, etc.) @ 1per 200 DU's
 - Clubhouse
 - Laundry Room or laundry hook-ups in each unit
 - Common gardening area(s) @ 100 square feet per 200 DU's
- (f) Areas used for providing site drainage and water retention cannot be used as part of the common open space area requirements described herein.
- (g) All required common open space shall be suitably improved for its intended purposes and all landscaped areas shall be provided with a permanent irrigation system to maintain such areas.
- (h) All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, on-site resident manager, assessment districts, or other mechanism, subject to City approval.

9. Parking and Loading

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

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

- that would inhibit vehicle access to parking spaces, vehicular circulation or emergency response.
- (e) Parking areas shall be designed in a way to allow room for turnarounds and prevent backing onto public streets.

10. Bicycle Parking and Storage Areas

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

11. Performance Standards

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

12. Additional Standards and Guidelines

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

2. MIXED USE-NEIGHBORHOOD (MU-N) DISTRICT

A. Intended Character

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

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

B. Definitions

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

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

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

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

Rowhouse: Residential dwellings constructed with more than two attached dwelling units under a single roof separated by property lines.

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

C. Mixed Use Flex Boundary

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

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

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

D. Use Regulations

(a) Permitted and Conditionally Permitted Uses

Table 7-2 identifies the permitted and conditionally permitted uses in the MU-N District. Other uses similar to those listed in Table 7-2, as interpreted by the City Planner or designee, are also permitted or conditionally permitted in the MU-N District. Certain uses may be subject to special conditions regarding the location, operation or design of the use. Where applicable, references to these provisions are provided in Table 7-2.

(b) Prohibited Uses

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

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

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

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

Table 7-2
Permitted and Conditionally Permitted Uses in the Mixed Use-Neighborhood (MU-N) District

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

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

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

E. Mixed Use Development Standards

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

1. Requirement for Residential Component

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

2. Development Project FAR and Density

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

3. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this Specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site shall be 10 acres, except in the case when a PPD or Planned Unit Development (PUD) permit application is submitted, in which case, site size and dimensions shall be established as a part of the PPD or PUD approval process.
- (b) Within an approved development project, smaller individual or out-lots may be created for financing or sale purposes. The minimum sizes for individual residential lots are established in Section F.2, G.2 and H.2 of this Chapter.
- (c) Lots 10 acres or less in size that are existing at the time of Specific Plan adoption cannot subdivide except as noted in (b) above. Development on these lots shall follow all other provisions of this chapter.

4. Maximum Building Height

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

5. Setbacks

- (b) Except as noted in (a) for properties that have frontage on a street designated *Arterial Highway*, *Major Highway*, *Modified Major Highway* or *Modified Secondary Highway*, the following setback requirements apply:

- The minimum street yard setback shall be 15 feet. The setback should incorporate a combination of “soft” features (landscaping, water, etc.) and “hard” features (pavers, steps, etc.)
- For corner lots, all street-facing sides shall meet the above requirement.
- A minimum interior yard and rear yard setback of 15 feet shall be provided.

- (c) Except as noted in (b) for properties that front internal streets, the following setback requirements apply:

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

6. Parking and Loading

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

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

circulation or emergency response.

- (e) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities shall be located at the rear of the site where they can be screened appropriately. When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and shall be screened from public rights-of-way and public areas of the development. Loading facilities should be offset from driveway openings.

7. Standards for Vertical Mixed Use Buildings

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

8. Standards for Live/Work Units

- (a) The minimum square footage of a live/work unit shall be 1,250 square feet.
- (b) All living space within the live/work unit shall be contiguous with, and an integral part of, the working space, with direct access between the two areas.
- (c) At least one of the workers of the live/work unit shall reside in the unit.

The residential area shall not be rented separately from the working space. The business activity occupying the live/work unit may have employees in addition to residents, as necessary.

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

9. Performance Standards

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

10. Additional Standards and Guidelines

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

F. Single Family Residential Development Standards

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

1. Density

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

2. Minimum Development Project and Individual Lot Size and Dimensions

- (a) An objective of this Specific Plan is to encourage comprehensive and integrated development projects. Therefore, the minimum size of a new development project site shall be 10 acres, except when a PPD or Planned Unit Development (PUD) permit application is submitted, in which case, site size and dimensions shall be established as a part of the PPD or PUD approval process.
- (b) Within an approved development project, smaller individual lots may be

created for financing or sale purposes. Except in a development processed as a PUD, minimum sizes for individual single family lots are established as follows:

- An interior lot shall have a minimum width of 45 feet, a minimum depth of 70 feet and a minimum net area of 4,000 square feet.
- A corner lot shall have a minimum width of 55 feet, a minimum depth of 70 feet and a minimum net area of 4,000 square feet.

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

3. Maximum Building Height

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

4. Minimum Dwelling Size

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

5. Maximum Residential Lot Coverage

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

6. Setbacks

(a) The following setback requirements shall apply to **individual single family lots** within a development project, as illustrated in Figure 7-3:

- The minimum street yard setback shall be 15 feet, as measured from the property line, with the exception that garages shall be located to prevent vehicles from projecting into the street/sidewalk right-of-way. For street facing garages, the driveway depth shall be a minimum of 20 feet.
- For corner lots, all street-facing sides shall meet the street yard requirement noted above.
- The minimum rear yard setback shall be 10 feet, as measured from the property line, with the exception that the setback for a stand-alone garage may be reduced to five (5) feet as measured from the rear property line.
- If there is an alley, the minimum rear yard setback shall be five (5) feet from the rear property line, with the exception that no setback for a stand-alone garage is required.
- The sum of the interior side yard setbacks shall be 10 feet, as measured from the property lines. A zero setback on one of the interior sides between adjacent dwelling units and the creation of usable yard space on the other side is permitted, as illustrated in Figure 7-3. No shared building walls along property lines are permitted.

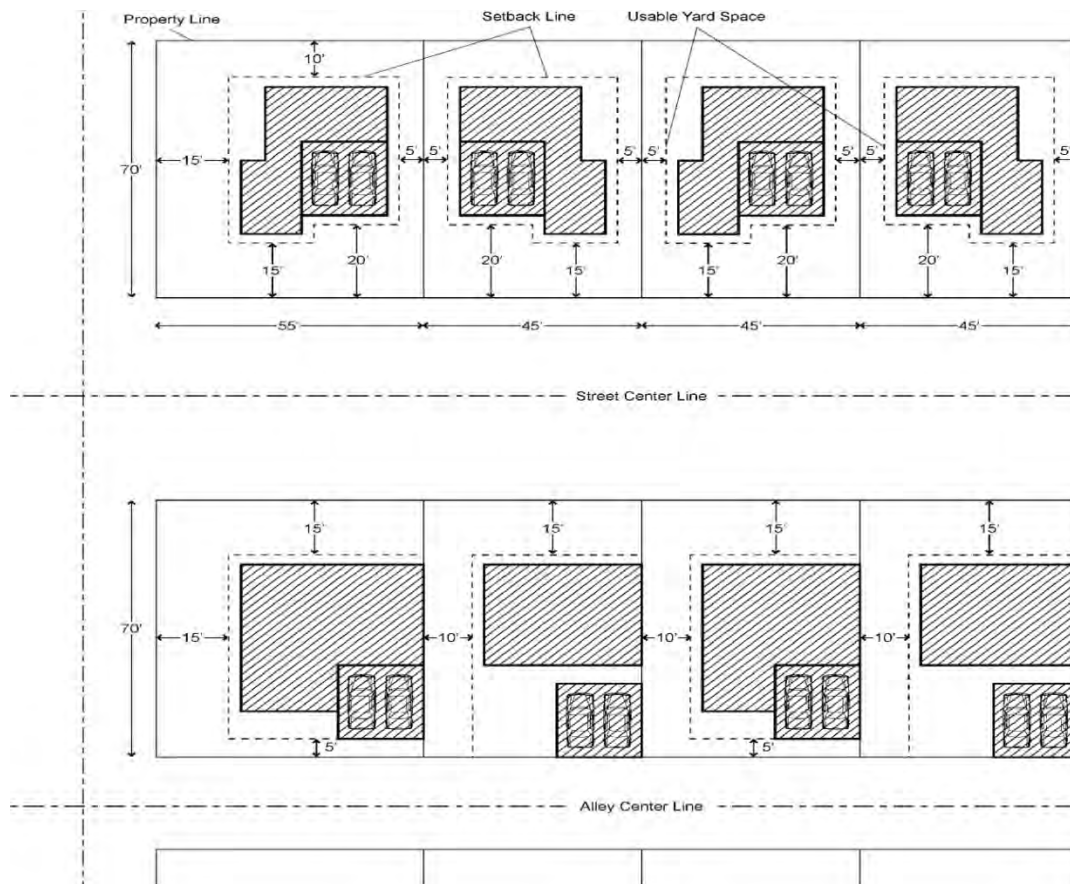


Figure 7-3
Setbacks and Garages for Individual Detached Single Family Dwelling Units

7. Open Space

- (a) A minimum of 100 square feet of **private open space** with at least one dimension of 10 feet shall be provided for each single family dwelling.
- (b) For each individual dwelling, 10% of the lineal length of the total perimeter wall area that is accessible to a side and rear yard shall contain penetrable openings, such as sliding glass doors, which open into private open space.
- (c) A minimum of 500 square feet of **common open space** per dwelling within a single family residential development shall be designated and permanently reserved as common open space within the development for use by its residents.
- (d) Common open space area amenities shall include, but are not limited to, two of the following recreational amenities, or equivalent, as approved by the Planning Commission:

- Tot lot with multiple play equipment
- Pool and spa
- Barbecue facility equipped with grill, picnic benches, etc.
- Exercise room
- Court facilities (e.g., tennis, volleyball, basketball, etc.)
- Clubhouse
- Common gardening area

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

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

8. Parking and Loading

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

9. Performance Standards

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

10. Additional Standards and Guidelines

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

G. Rowhouse Development Standards

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

1. Density

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

2. Minimum Development Project and Individual Lot Size and Dimensions

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

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

(b) Within an approved development project, smaller individual lots may be created for financing or sale purposes. The minimum sizes for individual rowhouse lots are established as follows:

- An interior lot shall have a minimum width of 26 feet, a minimum depth of 60 feet and a minimum net area of 2,000 square feet.
- A corner lot have a minimum width of 32 feet, a minimum depth of 60 feet and a minimum net area of 2,000 square feet.

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

3. Maximum Building Height

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

4. Minimum Dwelling Size

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

5. Maximum Residential Lot Coverage

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

6. Setbacks

(b) The following setback requirements shall apply to **individual rowhouse lots** within a development project, as illustrated in Figure 7-4:

- The minimum street yard setback shall be 10 feet, as measured from the property line. For corner lots, one of the street-facing sides may be 5 feet.
- The minimum rear yard setback shall be 10 feet as measured from the property line or five (5) feet from the rear property line if there is an alley.
- The interior side yard setbacks shall be zero feet, i.e., the units shall be attached, as illustrated in Figure 7-4.

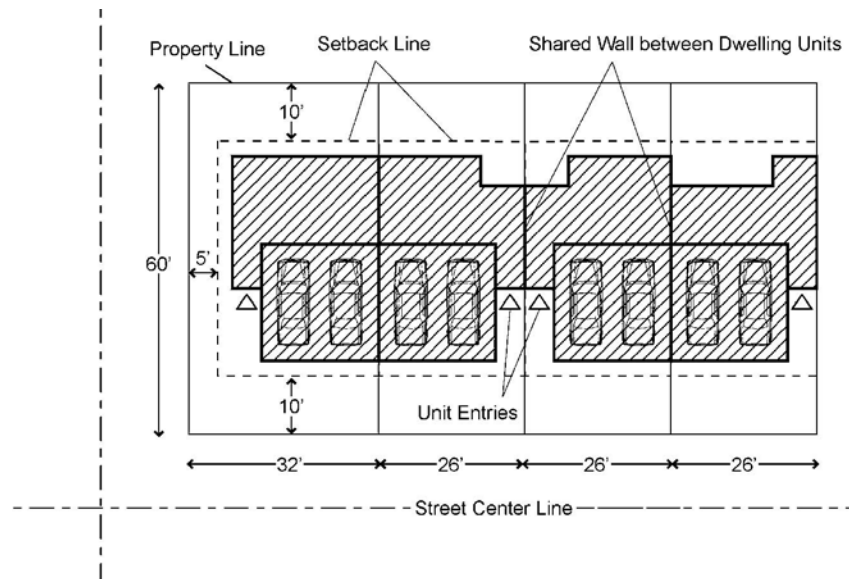


Figure 7-4 Setback for Rowhouses

7. Open Space

- (a) A minimum of 100 square feet of **private open space**. A rectangle inscribed within each private open space shall have no dimension less than ten (10) feet.
- (b) A minimum of 500 square feet of **common open space** per dwelling within a rowhouse residential development shall be designated and permanently reserved as common open space within the development for use by its residents.
- (c) Common open space area amenities shall include, but are not limited to, two of the following recreational amenities, or equivalent, as approved by the Planning Commission:
 - Tot lot(s) with multiple play equipment @ 1 per each 100 DU's
 - Pool and spa
 - Barbecue facilities equipped with grill, picnic benches, etc.
 - Exercise room(s) @ 2 per 200 DU's
 - Court facilities (e.g., tennis, volleyball, basketball, etc.) @ 1 per 200 DU's
 - Clubhouse
 - Laundry Room or laundry hook-ups in each unit
 - Common gardening area(s) @ 100 square feet per 200 DU
- (d) Areas used for providing site drainage and water retention cannot be used as part of the common open space area requirements described herein.
- (e) All required common open space shall be suitably improved for its intended purposes and all landscaped areas shall be provided with a permanent irrigation system to maintain such areas.
- (f) All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, assessment districts or

other mechanism, subject to City approval.

8. Parking and Loading

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

9. Performance Standards

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

10. Additional Standards and Guidelines

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

H. Multi-Family Residential Development Standards

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

1. Density

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

2. Minimum Development Project and Individual Lot Size and Dimensions

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

3. Maximum Building Height

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

4. Minimum Dwelling Size

- (a) The minimum living area for individual multi-family dwellings shall be

625 square feet for a studio dwelling, with 200 square feet for each additional bedroom.

5. **Maximum Residential Lot Coverage**

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

6. **Setbacks**

(a) For properties adjacent to the MSHCP Conservation Area, a minimum setback of 15 feet is required along the shared property line(s). This requirement fulfills the Land Use Adjacency Guidelines of the MSHCP.

(b) Except as noted in (a) above, the following setback requirements shall apply to **multifamily residential lots** within a development project:

- The minimum street yard setback shall be 20 feet, as measured from the property line. For corner lots, all street-facing sides shall meet this requirement.
- The minimum rear yard setback shall be 10 feet, as measured from the property line.
- The minimum interior side yard setback shall be 10 feet, as measured from the property line.

7. **Distance between Buildings**

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

8. **Open Space**

(a) Each multi-family dwelling unit shall have a minimum **private open space** of 70 square feet, accessible directly from the living area of the dwelling. A rectangle inscribed within each private open space shall have no dimension less than eight (8) feet.

(b) Private open space for ground floor dwelling units shall be in the form of a fenced yard, patio or deck. Private open space for above ground-level dwelling units shall have at least one exterior side open above the level of railing or fencing.

(c) All balconies and patios that front a public street shall have opaque balcony/railing enclosures to screen items being stored on the balcony or patio.

(d) In addition to the private open space required in (a), above, a minimum of 150 square feet of **common open space** shall be provided per multi-family dwelling unit. Common open space may be divided into more than one area, however, each area shall be a minimum of 1,000 square feet and a rectangle inscribed within each shall have no dimension less than 25 feet. Common open space may be provided in the form of rooftop garden/patio areas.

(e) Each multi-family development shall include, but not be limited to, two of the following recreational amenities, or equivalent, as approved by the Planning Commission:

- Tot lot(s) with multiple play equipment
 - Pool and spa
 - Barbecue facility equipped with grill, picnic benches, etc.
 - Exercise room (s) @ 2 per 200 DU's
 - Court facilities (e.g., tennis, volleyball, basketball, etc.) @ 1 per 200 DU's
 - Clubhouse
 - Laundry Room or laundry hook-ups in each unit
 - Common gardening area (s) @ 100 square feet per 200 DU's
- (f) Areas used for providing site drainage and water retention cannot be used as part of the common open space area requirements described herein.
- (g) All required common open space shall be suitably improved for its intended purposes and all landscaped areas shall be provided with a permanent irrigation system to maintain such areas.
- (h) All recreation areas or facilities required by this section shall be maintained by private homeowners associations, assessment districts, or other mechanism, subject to City approval.

9. Parking and Loading

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

- (a) All parking spaces shall be delineated and separated by a painted divider (double stripe). The stripes shall be a 4-inch solid line painted either white or yellow in color, with outside dimensions of 18-inches. The use of graphics or text in or around the striping is prohibited. The striping shall be maintained in a clear and visible manner.
- (b) No parking or loading is permitted in the street side setbacks. Except for required landscape areas (see Chapter 8 for landscaping requirements), parking and loading is permitted in the interior side yard and rear yard setbacks.
- (c) Driveways drive aisles and interior streets shall not be used for any purpose that would prevent vehicle access to parking spaces, inhibit vehicular circulation, or emergency response.
- (d) Parking areas should be designed in a way to allow room for turnarounds and prevent backing onto public streets.

10. Bicycle Parking and Storage Areas

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

11. Performance Standards

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

12. Additional Standards and Guidelines

- (a) Refer to Chapter 8 (Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscaping design standards and guidelines, for residential uses.
- (b) Refer to Chapter 9 (Implementation) for Specific Plan Administration of this Plan for general provisions.

3. LIGHT INDUSTRIAL (I-1) DISTRICT

A. Intended Character

The Light Industrial (I-1) District is intended to:

- Provide a wide diversity of industrial uses in areas where such use are not likely to have adverse effects upon each other or upon neighboring residential or commercial areas.
- Provide land areas for permitted or conditionally permitted uses that are generally regarded as “light industry”, conducted primarily indoors, but which may require limited outdoor storage or assembly areas.
- Create a comprehensive and master planned “business park” built environment.

(Ord. 80 Art. IV(C)(1)(a), 1984)

B. Definitions

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

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

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

C. Use Regulations

1. Permitted and Conditionally Permitted Uses

Table 7-3 identifies the permitted and conditionally permitted uses in the I-1 District. Other similar uses to those listed in Table 7-3, as interpreted by the City Planner or designee, are also permitted or conditionally permitted in the I-1 District. Certain uses may be subject to special conditions regarding the location, operation or design of the use. Where applicable, references to these provisions are provided in Table 7-3.

2. Prohibited Uses

The following uses are explicitly prohibited in the I-1 District:

- (a) Outdoor vehicle sales and display

(b) Residential uses

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

Table 7-3
Permitted and Conditionally Permitted Uses
In the Light Industrial (I-1) District

Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Animal boarding kennels and dog kennels	C	
Animal clinics	P	
<i>Any permitted use listed in the Business Park (BP) District</i>	<i>P</i>	
Automobile body and collision shops	C	CCMC Ch. 9.96
Automobile rental	C	CCMC Ch. 9.96
Automobile repair shops	C	CCMC Ch. 9.96
Automobile service stations	C	CCMC Ch. 9.96
Bakeries	P	
Bottling plants	P	
Breweries	P	
Business support services and facilities (graphic reproduction, computer services)	P	
Carwash, coin operated-manual, self-serve and full serve	C	CCMC Ch. 9.96
Catering establishments	P	
Corporation yards	C	
Electric or sign manufacture	P	
Equipment sales and rental	P	NCSP
Feed and fuel yards	C	CCMC Ch. 9.96
Fuel storage yards	C	CCMC Ch. 9.96
Furniture manufacture	P	
Garment manufacture	P	
Health and fitness clubs	P	
Helistop	C	NCSP
Home improvement sales and service	P	
Hotels	C	
Ice and cold storage plants	P	
Lumber yards	C	
Machine shops	P	
Manufacture of prefabricated buildings	P	
Motels	C	
Multimodal transportation facility	C	
Personal services	P	
Private recreational facility and incidental commercial use	C	
Plastics, fabrication	P	
Public buildings	C	

Public parks and recreational facilities	P	NCSP
Public utility structures	C	
Publishing and printing	P	
Recycling center	C	
Recycling collection facility (large)	C	CCMC Ch. 9.96
Research and development	P	NCSP
Residential uses for caretakers	C	
Retail sales and services operated on the same property and in conjunction with uses specifically allowable in this district	C	
Retail store, used	C	
Rubber sales or fabrication of products made from finished rubber	C	
Sheet metal shops	P	
Shoe manufacturing	P	
Stone monument works	P	
Textile manufacture	P	
Tire rebuilding, recapping and retreading	C	CCMC Ch. 9.96
Travel center	C	
Truck steam cleaning equipment	P	
Truck and automobile service stations	C	CCMC Ch. 9.96
Truck rental	C	CCMC Ch. 9.96
Veterinary services (clinics and small animal hospitals, including short-term boarding)	C	NCSP
Wholesale businesses, warehouses, storage buildings or enterprise	P	

D. Development Standards

All property in the I-1 District shall be development according to the following standards:

1. Minimum Lot Size and Dimensions

- (a) Minimum Lot Size shall be twenty thousand square feet;
- (b) Minimum Lot Depth shall be one hundred feet; and
- (c) Minimum Lot Width shall be one hundred feet.

2. Maximum Gross Floor Area and Site Coverage

- (a) The Maximum Gross FAR shall be 0.15.
- (b) The Maximum Site Coverage shall be eighty percent.

3. Maximum Building Height

- (a) Maximum Building Height shall be thirty six-feet or three stories except where abutting a residential district in which case the maximum height shall be that of the residential district, at all locations within fifty feet of the residential district boundary.

4. Setbacks

- (a) Minimum Front Yard shall be equal to the height of the primary structure on the lot, but in no case less than fifteen feet.
- (b) Side Yard Setbacks are not required for lots located in the I-1 District unless adjacent to a residential zone, and in such case the side yard shall be a minimum of ten feet unless otherwise specified in an approved development plan.
- (c) Rear Yard Setbacks are not required in the I-1 District unless adjacent to a residential zone, and in such case the rear yard shall be a minimum of twenty feet unless otherwise specified in an approved development plan.

5. Parking and Loading

- (a) Off-street parking requirements and standards shall be based on specific uses set forth in CCMC Chapter 9.58 (Off Street Parking).
- (b) No parking is permitted in the street side setbacks. Except for required landscape areas, parking and loading is permitted in the interior sideyards and rear yard setbacks.
- (c) Shared parking between adjacent businesses and/or developments is encouraged where feasible, per the requirements established in CCMC Chapter 9.58 (Off-Street Parking).
- (d) Driveways drive aisles and interior streets shall not be used for any purpose that would inhibit vehicle access to parking spaces, vehicular circulation or emergency response.
- (e) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities shall be typically located at the rear of the site where they may be screened appropriately. When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the building but should not dominate the facades and shall be screened from the public areas of the development. Loading facilities shall be offset from driveway openings.

6. Performance Standards

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

7. Additional Standards and Guidelines

- (a) Signs shall be subject to the provisions of the sign regulations as prescribed in CCMC Chapter 9.623 as well as the signage design guidelines of this Specific Plan.
- (b) Architectural and site plan approval shall be required for all principal structures including buildings, carports, garages, screen walls, fences, parking lots, and trash enclosures.

- (c) Proposed uses abutting residential districts shall submit detailed plans for screening and landscaping the common boundary with the residential district.
- (d) All developments shall have landscaping and irrigation plans approved by city staff before installation.
- (e) Refer to Chapter 8 “Design Standards and Guidelines” of this specific Plan for site and architectural design standards and guidelines, including landscaping and lighting for commercial and industrial uses.
- (f) Refer to Specific Plan Administration section of this Specific Plan for general provisions.

4. OPEN SPACE (O-S) DISTRICT

A. Intended Character

The Open Space (O-S) District is intended to:

- Provide for an environmentally suitable use of property when by the nature of its use, such as regional transmission of electricity, or its natural limitation, such as being subject to flooding or faulting, make the property inappropriate for habitation or intensive development.
- Provide land areas for the development of public uses, including public use buildings, when the property is under public control.
- Create a comprehensive and master planned Open Space network of noise and wind buffer areas, pedestrian and bicycle trail linkages, outdoor recreational facilities and stormwater retention and drainage system components.
(Ord. 394 S 3, 1993; Ord. 256 S 5(1) (part), 1989)

B. Definitions

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

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

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

C. Use Regulations

1. Permitted and Conditionally Permitted Uses

Table 7-4 identifies the permitted and conditionally permitted uses in the O-S district. Other similar uses to those listed in Table 7-4, as interpreted by the City Planner of designee, are also permitted or conditionally permitted in the O-S District. Certain uses may be subject to special conditions regarding the location, operation or design of the use. Where applicable, references to these provisions are provided in Table 7-4.

2. Prohibited Uses

Uses not listed in Table 7-4 are expressly prohibited. No land shall be used nor buildings and structures hereafter erected, altered, enlarges, or otherwise

modified in this zoning district unless said use and improvements are in compliance with the district provisions. *Residential uses are expressly prohibited.*

(Ord. 256 S 5(10) (part), 1989)

Table 7-4
Permitted and Conditionally Permitted Uses
In the Open Space(O-S) District

Land Use	Permitted (P) or Conditionally Permitted (C)	Specific Regulation
Agriculture	P	Ord.256 S 5(1) (part), 1989
Cemeteries	P	Ord.256 S 5(1) (part), 1989
Public utility structures and public service facilities; however electrical transmission lines serving only the immediate area are permitted without a conditional use permit.	C	Ord. 394 S 2, 1993; Ord. 256 S 5(1) (part),1989
Public parks, recreational facilities and community gardens	C	Ord. 394 S 2, 1993; Ord. 256 S 5(1) (part),1989
Private recreational facilities and ancillary commercial uses	C	Ord. 394 S 2, 1993; Ord. 256 S 5(1) (part),1989
Public buildings; when public building is ancillary to a public park and/or recreation facility	C	Ord. 394 S 2, 1993; Ord. 256 S 5(1) (part),1989
Other uses not involving buildings or other permanent improvements, and not involving undue present or future hazard to life or property, within the judgment of the Planning Commission.	C	Ord. 394 S 2, 1993; Ord. 256 S 5(1) (part),1989
Solar and Wind Energy generation facilities	P	

D. Development Standards

All property in the O-S District shall be development according to the following standards:

1. Infiltration Basin

If Infiltration Basin #2 is relocated from where shown on Figure 7-1, then Open Space designation can be replaced by MU-U and MU-N land uses.

2. Minimum Lot Size and Dimensions

All newly created lots shall meet the following minimum net dimensions:

- (d) Minimum Lot Size: five-acre net lot area;
- (e) Minimum Lot Depth: no minimum requirement; and
- (f) Minimum Lot Width: no minimum requirement.

(Ord. 256 S 5 (10) (part), 1989)

3. Performance Standards

Areas within the O-S district are to be protected from extensive building encroachment. Necessary amenities, appurtenant structures, or public services, (e.g. picnic shelters, mausoleums, clubhouses, or public buildings), may be allowed in these areas where such facilities are warranted or necessary providing that approval is granted under appropriate provisions of this code.

Ord. 394 S 4, 1993: Ord. 256 S 5(1) (part), 1989

CHAPTER 8 DESIGN STANDARDS AND GUIDELINES

A. Architectural Development Standards and Guidelines

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

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

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

The North City Specific Plan design standards and guidelines, as incorporated by reference into this North City Extended Specific Plan, *are in addition to* those contained in the *City of Cathedral City Design Guidelines*. Reference should be made to Chapter 7 of this Specific Plan, as incorporated by reference from the North City Specific Plan, for specific development standards pertaining to the various zoning districts. As presented in full within the North City Specific Plan, the design guidelines and standards are organized as follows:

- 1) Design Standards and Guidelines for Mixed Use, Commercial and Industrial Uses (pages 12-4 through 12-22 of the North City SP);
- 2) Design Standards and Guidelines for Residential Uses (pages 12-23 through 12-30 of the North City SP; and
- 3) General Landscape Design Standards (pages 12-31 through 12-40 of the North City SP).



Village Center



Location Key Map

**Illustrative Site Plan
of Mixed Use Urban
(MU-U) District**

Figure 8-1 Page 136

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

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

1. “Desert Oasis” Theme

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

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



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

2. Site Layout

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

reinforces and strengthens the streetscape, and helps to screen off-street parking areas.

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

3. Site Circulation and Parking

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



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

4. Massing, Form and Scale

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

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

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

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

- (g) Offsets, pop-outs, overhangs and recesses may be used to produce effective shadow interest areas and add articulation to long planar surfaces to allow visual relief and interest. Larger buildings should have more relief than smaller buildings.
- (h) Planes along an exterior wall elevation should be staggered to create pockets of light and shadows and provide relief from monotonous, uninterrupted expanses of wall. Building façades should be modulated at least every 60 feet by changes in building mass or façade treatment, such as projected entrance windows, roof form or other architectural features.
- (i) Building articulation can be accomplished with the use of the following features:
- Building separations
 - Building volume changes
 - Variations in plane and height
 - Variable roof forms and heights



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

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



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

5. Building Façade and Elevation Design

- (a) Building elements should relate logically to each other, as well as to surrounding buildings to enhance the characteristics of a particular building or area. Buildings should present an “active” building elevation, including entrances and windows to the street, not blank walls or parking.
- (b) When buildings have a direct relationship to both the street and a major pedestrian corridor or parking lot, all facing façades should be designed to assure an attractive appearance and include architectural features such as windows, arcades, canopies, pop-outs, and trim to create visual interest, provide “eyes on the street” and avoid a blank wall appearance.
- (c) Buildings should contain the traditional “three parts of a building”: a base, mid-section and a top. On low-rise buildings, the different parts may be expressed simply through detailing at the building base, eave or cornice line. On taller structures, different treatment of the first, middle and top stories should be used to define the three parts.
- (d) The base should visually relate to the proportion and scale of the building. Techniques for establishing a base may include richly textured materials (e.g., tile or masonry treatments), darker colored materials, mullions, panels, reveals and/or enriched landscaping.
- (e) Tops take advantage of the visual prominence of a building's silhouette. Techniques for clearly expressing a top may include cornice treatments, roof overhangs with brackets, richly textured materials (e.g., tile, masonry or fluted concrete), and/or differently colored materials. Colored “stripes” are not acceptable as the only treatment.
- (f) Façades should reflect the quality and integrity of the underlying structure in a clear and consistent manner.



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

- (g) Architectural elements that define scale and organize space are encouraged; façades should display a sense of order.
- (h) Building façades shall be designed to give individual identity to each vertical module, structural unit or component by using techniques such as:
 - Providing a deep notch between the modules
 - Varying architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type, etc.)
 - Providing porches and balconies
 - Verifying color or materials of each individual module within a harmonious palette of colors and materials, etc.



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

6. Building Elements

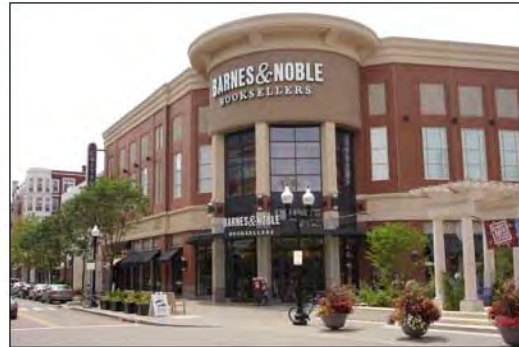
- (a) Buildings should incorporate architectural details and elements that reduce building scale at the street level, especially along pedestrian walkways. Awnings, canopies, arbors, arcades, colonnades, trellises, etc. are effective in this regard. The appropriate use of other architectural details,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

entries.

- (i) Vertical architectural elements such as towers should be used as focal points.
- (j) Gutters and downspouts shall be concealed, unless designed as a decorative architectural feature.

7. Building Entries

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



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

8. Architectural Style

- (a) Creation of a unique North City can be achieved with varying approaches to stylistic unity.
 - Projects that have a single architectural style or theme should be well designed in relation to the elements of that style.
 - Projects that have varied architectural styles should create harmonious, but not monotonous, environment through

compatible massing, colors, materials and building form. Buildings or building complexes may have differing architectural styles, materials, color and forms that work together in creating unity with variety.

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

9. Building Materials and Colors

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

10. Open Space, Plazas and Courtyards

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

- Lush landscaping in pots and planters, and planting areas
 - Outdoor dining areas
 - Durable seating (plastic or petroleum-based resin seating and planters are prohibited)
 - Decorative bollards
 - Enhanced paving and planters
 - Decorative water features
 - Bike Racks
- (d) Fountains in areas of public contact shall use potable water. Decorative water features using reclaimed water may be used in other areas where they function as visual elements, such as in gateways and building frontage design elements.
- (e) Materials with a variety of texture, color and form shall be used to create integrated landscape patterns and themes along street frontages. Plant material in pots, planter boxes and hanging baskets, in combination with ground plane plantings, is encouraged along commercial frontages.



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



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

11. Setback Landscaping

- (a) All setback areas shall be landscaped with softscape and hardscape features.
- (b) In **commercial or mixed developments**, a minimum of 10 feet of the

required street yard setback and 5 feet of the interior and rear yard setbacks adjacent to the property line shall be planted with trees and a mix of deciduous and evergreen shrubs, vines, cacti and groundcovers. One evergreen tree shall be planted in the setbacks for every 40 feet of property perimeter.

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

12. Parking Lot Landscaping

- (a) Parking areas shall be screened from street and adjacent property view.



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



Figure 8-2
Illustrative site plan showing parking lot and setback landscaping

13. Walls and Fences

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



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

14. Site and Architectural Lighting

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

- Directed to illuminate only the areas and elements intended, such as paths, entryways and focal elements
 - Shielded to avoid direct views to any unshielded light source from pedestrian or vehicular sight lines (light sources include freestanding and façade lighting, as well as interior light within 10 feet of the structure's windows)
 - Shielded to direct light spillover away from MSHCP Conservation Area. Lighting adjacent to the MSHCP Conservation Area shall have 100% cut-off capability.
 - Equipped with an appropriate level of fixture dimming and cut-off capability (fixtures certified by the *International Dark Sky Association*)
- (f) Energy-efficient ENERGY STAR® certified lighting fixtures and equipment should be used. Energy-efficient means of lighting, including light sensors, low voltage lighting, fiber optics and solar lighting should be used where applicable. Timers or other controls should be used to assure that lights are on only when needed. Use light-colored surface material where additional light is needed to take advantage of higher reflectance values.
- (g) Non-decorative landscape light fixtures should be screened in and located behind landscape features when possible.
- (h) Light fixtures shall be at a maximum height of eight (8) feet when adjacent to residential areas. Floodlights are not permitted in areas adjacent to residential areas.

15. Outdoor Displays and Storage, Equipment and Work Areas

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

16. Trash Collection Areas

- (a) At least one trash/recyclable materials collection area shall be provided for commercial projects. These trash/recyclable materials collection enclosure areas shall be easily accessible to retail and office tenants, including easy access for the disposal of materials and collection by refuse vehicles. In mixed use projects, separate trash/recyclable materials collection areas shall be provided for the residents and tenants.
- (b) All such required areas shall be enclosed and screened pursuant to the

requirements of this section and in accordance with City standards.

- (c) Collection area(s) shall be enclosed on three sides by a 6-foot tall, decorative, capped, masonry wall. The wall materials shall be complementary in color and style to architectural components of the development they serve. The fourth side of the enclosure shall be enclosed with an opaque, self-latching gate.

17. Mechanical Equipment Screening

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

18. Interface between Non-Residential and Residential Uses

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

- (a) To provide privacy for, and avoid significant shading of, adjacent residential properties, building massing of non-residential buildings shall be set away from residential uses. At residential edges, non-residential buildings should maintain low profiles with building heights stepped down to the height of adjacent residential uses incorporating architectural elements, such as gables or hip roofs, to reduce building mass.
- (b) Buildings shall be oriented to promote privacy for residential uses to the greatest extent possible. Windows in non-residential buildings should be

oriented to avoid a direct line of sight into adjacent residential buildings or property.

- (c) In mixed use developments, residential windows, balconies or similar openings should face away from loading areas and docks.
- (d) Windows, balconies or similar openings should be offset so as not to have a direct line-of-sight into adjacent units within the development. In addition, units above the first story should be designed so that they do not look directly onto private patios or backyards of adjoining residential property or units.
- (e) Whenever adjacent residential and commercial uses can mutually benefit from connection rather than separation, appropriate connective elements such as walkways, common landscaped areas, building orientation, gates and/or unfenced property lines should be employed.
- (f) Landscaping may be used to aid in privacy screening and as a buffer for residential development. Screening may consist of one, or more, of the following:
 - “Vertical” trees closely spaced
 - “Green” (vine-covered) solid or fenced walls
 - Hedges
 - Eighty percent of the screen (wall, hedge, fence, etc.) at the property line shall be opaque.
- (g) Noise or odor generating activities in general, and loading areas, trash and storage areas, and rooftop equipment in particular, should be located as far as possible from adjacent residential uses and not be located next to residential properties without fully mitigating their negative effects.

19. Vertical Mixed Use Buildings – Additional Standards and Guidelines

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



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

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

20. Industrial Uses – Additional Standards and Guidelines

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



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

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

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

- (c) Emphasis should be placed on the design of the main building entry and its landscaping.
- (d) Pedestrian walkways and connections between plazas and landscaped open space areas for employees should be provided.
- (e) Convenient and controlled access for employees and visitors to parking areas should be provided.

C. Design Standards and Guidelines for Residential Uses

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

1. Preservation of Natural Site Features

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

2. Site Layout

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



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

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

3. Building Design

- (a) Residential structures shall be designed to make the best use of available sun, light and shade. This can be accomplished in the following ways:
 - Windows for natural light, create through airflow and promote natural cooling
 - Trees, roofs with large overhangs, or other methods to shade structure(s), particularly over south facing windows
 - Covered patios and porches to buffer the building from heat gain
 - Attic turbines for ventilation and energy-efficient heating and air conditioning systems
- (b) Building massing should be used to shelter courtyards, patios and other private and common open space areas from prevailing desert winds.
- (c) A multitude of building volumes, masses, setbacks as well as a variety of roof forms, including hips, gables and clipped gables should be included to vary the streetscape and reduce monotony.
- (d) All residential structures should possess articulated façades to provide depth and contrast and to avoid flat building façades, including:
 - Recesses and recessed openings
 - Variations in plane and height



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



Residential facades should be articulated to add visual interest.

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

4. Common Open Space Areas

- (a) Common open space areas shall:

- Be sited to take advantage of views and preserve views to significant architectural and landscape features within the site and in the surrounding area. The location of all open space areas should take into account climatic factors such as sun orientation and prevailing winds in a manner that maximizes use of sun and shade patterns, natural drainage and wind protection.
- Where feasible, provide connections to open space systems, including public parks, multi-use trails and bicycle and pedestrian pathways.
- Be used to visually unify a development, link development clusters, and provide enhanced pedestrian circulation within the development.



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

- (b) Direct access should be provided from as many individual units as possible to common open space, sidewalks and recreational facilities.
- (c) Trees and shrubs shall be located to delineate gathering spaces into ‘out door rooms’ and to provide shade in open space and recreation areas.
- (d) Enhanced paving, such as colored and/or textured concrete, that complements the architecture and landscape palette should be used in common areas.
- (e) Common areas, including open gathering areas and pedestrian walkways, shall be well lit within the requirements established in CCMC Chapter 9.89 (Outdoor Lighting Standards).



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

5. Single Family Garage Placement and Design

- (a) Varied driveway locations and garage location and orientations should be used to break up repetitive curb cuts and yard patterns. No more than three consecutive homes shall have the same garage style.
- (b) The garage placement (in front half of lot or in rear half of lot) and other orientation (front entry or side entry or other alternatives) should be varied to create visual interest and avoid monotony.
- (c) All garages facing a public street shall be set back a minimum of five (5) feet behind the front wall plane of the residence.
- (d) Maximum of 40% of street facing façade to be garage door unless a “swing-in” driveway is provided.



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

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



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

6. Multi-family Parking Lot Landscaping

- (a) Parking areas shall be screened from street and adjacent property views.
- (b) A minimum of one tree per six (6) parking spaces shall be provided.
- (c) All parking lot trees shall be planted in tree well planters according to the following standards:

- The tree well planters shall be of a size no less than 4 by 4 feet. Wells 4 by 9 feet, or the width of a parking space are preferred.
- Tree well planters shall be protected by standard curbing and/or stationary wheel stops.
- Planters should be designed to accept and treat parking lot stormwater runoff.



Parking lot landscaping should shield parking from public view.

- (d) Selected trees shall provide shade in the summer months, and at maturity, the lowest branches shall be a minimum of six (6) feet from the ground.
- (e) Plant material, except for trees, located in parking lots shall not exceed 36 inches in height at full maturity.

7. Setback Landscaping

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

- (d) One evergreen tree shall be planted for every 25 feet of property perimeter for **multifamily residential development**.
- (e) A minimum of 10 feet of the required street yard setback and 5 feet of the interior and rear yard setbacks adjacent to the property line in **multi-deciduous** and evergreen **family developments** shall be planted with evergreen trees and a mix of shrubs, cacti, vines and groundcovers.
- (f) Stone, gravel, cobble or other pervious paving material should be used for the remaining setback areas.
- (g) If the property is adjacent to the MSHCP Conservation Area, it shall be planted with MSHCP-approved materials (per Table 12-1) to prevent invasive species from migrating into the MSHCP Conservation Area.



Front yard landscaping should be compatible with the primary structure.



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

8. Walls, Fences and Hedges

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

9. Site and Architectural Lighting

- (a) Lighting should be designed to satisfy both functional and decorative needs and to facilitate “dark skies” and to mitigate light glare.

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

10. Trash Collection Areas

- (a) Centralized trash/recyclable materials collection areas shall be provided

for all **multifamily residential** development projects.

- (b) All trash/recyclable materials collection enclosure areas shall be easily accessible to residents and tenants, including easy access for the disposal of materials and collection by refuse vehicles.
- (c) All such required areas shall be enclosed and screened pursuant to the requirements of this section and in accordance with City standards. The collection area(s) shall be enclosed on three sides by a 6-foot tall, decorative, capped, masonry wall. The wall materials shall be complementary in color and style to architectural components of the development they serve. The fourth side of the enclosure shall be enclosed with an opaque, self-latching gate.
- (d) Shrubs and vines should be planted along the wall perimeter to screen the trash enclosures.

11. Mechanical Equipment Screening

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

D. General Landscape Design Standards and Guidelines

Landscape design in North City should be sensitive to its natural setting. New development should be integrated into the natural environment by respecting the existing native habitat and unique natural systems. This is achieved by preserving a network of open natural areas and creating recreation spaces, urban streetscapes, parks and plazas that are designed and planted with an ecologically appropriate palette of materials. Landscape design guidelines and standards are set forth in this section to achieve this landscape concept. Refer to Sustainability section 6F.

1. Landscape Design Intent

(a) Landscape design shall be used to:

- Enhance development by contributing to a pedestrian-friendly environment
- Provide a backdrop and visual setting for architecture and highlight important architectural elements
- Create focal points with color, scale and visual interest
- Provide shading and climate control
- Protect sensitive uses from excessive solar exposure, glare, wind, noise, dust, and odors
- Provide a unified appearance along street frontages and reinforce the street hierarchy
- Direct vehicular and pedestrian traffic
- Define building and parking area entrances
- Identify and shelter pedestrian walkways
- Provide respite from the built environment; soften and visually enhance blank walls
- Provide a buffer between neighboring properties
- Screen undesirable views and uses, including service structures and loading areas
- Establish an attractive landscape edge around all sides of stormwater retention basins and drainage swales



A mix of landscape and hardscape materials appropriate for the desert environment provide visual interest.

(b) Landscape design plans shall be prepared by a landscape architect

registered to practice in the state of California.

- (c) Landscape shall be designed to encourage the use of drip irrigation and other low-flow irrigation methods, with no water overflow onto pavement, and such that wind does not blow irrigation water onto people, cars and pavement.

2. Plant Materials

- (a) Wherever possible, mature native trees should be preserved or relocated on site. Mature trees are defined as individual trees with a trunk diameter of greater than four (4) inches when measured four (4) feet above the finished grade.
- (b) Selected landscape materials shall be drought-tolerant and low maintenance.
- (c) Plant materials listed in the plant material palette (Table 12-1) shall be used, as well as approved plants listed in the Coachella Valley Water District's (CVWD's) *Lush and Efficient Landscape Gardening* book and in the MSHCP are also appropriate.
- (d) Vegetative turf shall only be used in parks and recreation areas or as an accent material in limited quantities. Artificial turf may also be used as an accent material.
- (e) Both deciduous and evergreen trees shall be planted to provide seasonal interest and a variety of texture, color and form. In general, deciduous trees should be placed on the south and west sides of structures and outdoor gathering areas to provide summer shade and winter sun.
- (f) Woody plants shall be appropriately sized and placed on site to allow them to reach their natural size and to reduce the need for pruning and trimming.
- (g) Plants selected as windscreens to provide protection from wind should have dense, low, non-brittle branching material.
- (h) Plant species with seasonal fruit and excessive leaf drop and sap shall not be planted in public areas.
- (i) Plants with similar soil, water and sun exposure needs should be grouped to conserve water and encourage optimal growth.
- (j) All required trees shall be a minimum of 24-inch box size. Specimen trees used to emphasize major focal points and project entries shall be 36-inch box or larger.
- (k) A root barrier shall be used around all trees planted within seven (7) feet of a property line or public sidewalk.
- (l) Planting in landscaped setback areas shall not obstruct views into retail display windows. In these areas, the height of plant material, other than trees, shall not exceed 36 inches for security and safety.
- (m) Plant material shall not interfere with site lighting or restrict access to utility equipment or emergency apparatus, such as fire hydrants or fire alarm boxes.
- (n) Locally grown landscape material should be selected to promote plant health after installation.
- (o) All landscaped areas shall be kept free of invasive weeds.
- (p) *All tree trimming, particularly within public rights of way will be done per accepted horticultural standards.*

Table 8-1 Plant Material Palette

	Characteristics								Growth Rate			Location										
	Evergreen	Deciduous	Sun	Partial Shade	Shade	Height	Width	Flower Color	MSHCP Approved	Fast	Moderate	Slow	Parking Lot	Landscape Setback	Street Tree	Median	Open Space/Park Area	Wind Break	Freeway Parkway	Gateway/Specimen	Residential	
Trees																						
Acacia greggii (Catclaw Acacia)						20'	15'	Y														
Acacia baileyana (Bailey Acacia)						30'	40'	Y														
Acacia salicina (Willow Acacia)						25'	15'	W														
Acacia saligna (Blue Leaf Wattle)						20'	20'	W														
Albizia julibrissin (Silk Tree)						40'	50'	V														
Arbutus Unedo (Strawberry Tree)						20'	30'	W														
Brahea armata (Mexican Blue Palm)						25'	10'	W														
Butia capitata (Pindo Palm)						15'	15'	-														
Caesalpinia cacalaco (Cascalote Tree)						20'	20'	Y														
Chamaerops humilis (Mediterranean Fan Palm)						15'	15'	-														
Chilopsis linearis (Desert Willow)						25'	15'	P														
Chitalpa X tashkentensis (Chitalpa)						25'	25'	W, P														
Cotinus coggygria purpureus (Smoke Tree)						25'	25'	P														
Cupressus arizonica (Arizona Cypress)						30'	15'	-														
Cupressus sempervirens (Italian Cypress)						60'	8'	-														
Dalea spinosa (Desert Smoke Tree)						20'	15'	V														
Dalbergia sissoo (Indian Rosewood)						40'	40'	W														
Elaeagnus angustifolia (Russian Olive)						20'	15'	Y														
Eucalyptus microtheca (Coolibah)						30'	25'	-														
Fraxinus uhdei "Majestic Beauty" (Evergreen Ash)						30'	30'	-														
Koeleruteria paniculata (Goldenrain Tree)						40'	25'	W														
Lagerstroemia indica (Crape Myrtle)						25'	25'	P, V														
Lysiloma watsonii var. thornberi (Feather Tree)						20'	15'	W														
Olea europaea (Fruitless Olive)						25'	25'	W														
Olneya tesota (Ironwood Tree)						25'	30'	L														
Parkinsonia floridum (Blue Palo Verde)						30'	20'	Y														
Parkinsonia microphylla (Yellow Palo Verde)						20'	20'	Y														
Parkinsonia x. Desert Museum (Desert Museum Palo Verde)						30'	30'	Y														
Phoenix dactylifera (Date Palm)						70'-80'	20'	-														
Pinus eldarica (Afghan Pine)						35'	25'	-														
Pinus pinea (Italian Stone Pine)						40'	25'	-														
Pistacia chinensis (Chinese Pistache)						35'	30'	-														
Pithecellobium mexicanum (Mexican Ebony)						30'	30'	W														
Prosopis chilensis (Chilean Mesquite)						40'	30'	-														
Punica granatum (Pomegranate)						20'	15'	R														
Quercus ilex (Holly Oak)						25'	30'	-														
Quercus suber (Cork Oak)						35'	35'	-														

B – Blue
O – Orange

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V – Violet
W – White

Y – Yellow
M – Multi-colored

Table 8-1 Plant Material Palette (Cont'd.)

	Characteristics									Growth Rate			Location								
	Evergreen	Deciduous	Sun	Partial Shade	Shade	Height	Width	Flower Color	MSHCP Approved	Fast	Moderate	Slow	Parking Lot	Landscape Setback	Street Tree	Median	Open Space/Park Area	Wind Break	Freeway Parkway	Gateway/Specimen	Residential
Trees (Cont'd.)																					
Quercus virginiana (Southern Live Oak)						40'	60'	-													
Rhus Lancea (African Sumac)						20'	25'	-													
Sophora secundiflora (Texas Mountain Laurel)						15'	15'	✓													
Trachycarpus fortunei (Windmill Palm)						30'	10'	-													
Vitex agnus-castus (Chaste Tree)						25'	25'	✓													
Washingtonia filifera (California Fan Palm)						60'	20'	-													
Washingtonia robusta (Mexican Fan Palm)						50'	10'	-													

Shrubs and Cacti

Abutilon palmeri (Desert Abutilon/Indian Mallow)						5'	5'	P													
Agave spp.						3'-10'	3'-10'	O													
Agave murpheyi (Murphey's Agave)						2'-4'	2'-4'	-													
Agave parryi (Parry's Agave)						2'	2'	-													
Arctostaphylos densiflora 'Howard McMinn' (Manzanita)						5'-6'	5'	W													
Artemisia spp. (Sage)						2'-3'	2'-4'	M													
Atriplex hymenelytra and A. canescens (Desert Holly, Saltbush)						2'	3'	Y													
Baileya multiradiata (Desert Marigold)						2'	1'	Y													
Buddleia marrabifolia (Woolly Butterfly Bush)						5'	5'	Y, O													
Bulbine frutescens (Bulbine)						2'	2'	P, V													
Caesalpinia gilliesii (Yellow Bird of Paradise Bush)						8'	6'	Y													
Calliandra californica (Baja Feather Duster)						6'	4'-5'	R													
Cassia artemisioides (Feathery Cassia)						5'	4'	Y													
Cercocarpus betuloides (Mountain Mahogany)						8'	8'	-													
Cistus species (Rockrose)						3'	8'	W													
Chrysactinia mexicana 'Gray' (Damianita)						2'	2'	Y													
Convolvulus cneorum (Silver Bush Morning Glory)						4'	4'	W													
Cotoneaster species (Cotoneaster)						1'-4'	2'-5'	M													
Dalea psoraleum (Indigo Bush)						4'	3'	P													
Dasylium wheeleri (Desert Spoon)						4'	4'	W													
Dicliptera resupinata (Dicliptera)						2'	2'	P, R													
Echinocereus engelmannii (Hedgehog Cactus)						2'	3'	P, R													
Elaeagnus pungens (Silverberry)						10'	10'	Y													
Encelia farinosa (Brittlebush)						2'-3'	3'-4'	Y													
Ephedra aspera (Mormon Tea)						3'	3'	Y													
Eriogonum fasciculatum (California Buckwheat)						3'	3'	W													
Eriogonum ubellatum (Sulfur Flower)						18"	3'	Y													
Euphorbia rigidis and Euphorbia characias (Gopher Purge)						3'-6'	4'	Y													
Fallugia paradoxa (Apache Plume)						3'-6'	5'	W, P													

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Table 8-1 Plant Material Palette (Cont'd.)

	Characteristics								Growth Rate			Location										
	Evergreen	Deciduous	Sun	Partial Shade	Shade	Height	Width	Flower Color	MSHCP Approved	Fast	Moderate	Slow	Parking Lot	Landscape Setback	Street Tree	Median	Open Space/Park Area	Wind Break	Freeway Parkway	Gateway/Specimen	Residential	
Shrubs and Cacti (Cont'd.)																						
Ferocactus (Barrel Cactus)						2'	3'	O														
Forestiera neomexicana (New Mexican Privet)						8'	8'	-														
Fouquieria splendens (Ocotillo)						15'	8'	R														
Genista (Sweet Broom)						3'	10'	Y														
Hesperaloe parviflora (Red Yucca)						3'	3'	R														
Hibiscus denudatus (Desert Hibiscus)						3'	6'	P														
Hyptis emoryi (Desert Lavender)						5'-8'	8'	V														
Juniperus spp.						1'-15'	6'	-														
Larrea tridentata (Creosote Bush)						4'-8'	4'-8'	Y														
Lavandula stoechas (Spanish Lavender)						3'	3'	V														
Leucophyllum candidum 'Thunder Cloud' (Texas Ranger)						3'	3'	P														
Leucophyllum frutescens (Texas Ranger)						4'-10'	4'-8'	P														
Lotus rigidus (Desert Rock Pea)						3'	1'	Y														
Lysiloma microphylla thomberi (Feather Bush)						12'	12'	W														
Muhlenbergia rigens (Deer Grass)						4'	4'	-														
Oenothera caespitosa (White Evening Primrose)						1'-6'	3'	W														
Opuntia spp. (Cacti)						2'-6'	1'-5'	P, R														
Petalonyx thurberi (Sandpiper Plant)						3'-6'	6'	W														
Potentilla cinquefoil (Shrubby Cinquefoil)						1'-4'	2'-4'	Y														
Psilostrophe tagetina (Texas Paperflower)						1'-2'	3'	Y														
Pyracantha species (Pyracantha)						5'-12'	5'-12'	W														
Rhus ovata (Sugar Bush)						6'	8'	W														
Rhus virens (Desert Sumac)						10'	12'	W														
Ribes aureum (Golden Currant)						3'-6'	4'-6'	Y														
Rosa banksiae (Banks Rose)						6'	6'	Y, W														
Rosa damascena (Damask Rose)						3'-6'	6'	P														
Rosmarinus officinalis (Rosemary)						2'	4'	V														
Rosmarinus officinalis 'prostratus' (Prostrate Rosemary)						2'	6'	V														
Ruellia spp.						3'-4'	3'	P, V														
Salvia spp. (Sage)						3'	4'	V														
Salvia apiana (California White Sage)						5'	5'	W														
Salvia farinacea (Mealycup Sage)						4'	2'	B														
Senna spp.						6'	6'	Y														
Simmondsia chinensis (Jojoba)						3'-6'	3'-6'	Y														
Santolina chamaecyparissus (Lavender Cotton)						2'	3'	Y														
Sphaeralcea ambigua rosacea (Apricot Mallow)						4'	3'	O														
Sphaeralcea ambigua (Globe Mallow/ Fuschia Red flower)						3'	3'	R														
Thymus spp.						2'	3'	B, V														

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Table 8-1 Plant Material Palette (Cont'd.)

	Characteristics									Growth Rate			Location									
	Evergreen	Deciduous	Sun	Partial Shade	Shade	Height	Width	Flower Color	MSHCP Approved	Fast	Moderate	Slow	Parking Lot	Landscape Setback	Street Tree	Median	Open Space/Park Area	Wind Break	Freeway/Parkway	Gateway/Specimen	Residential	
Shrubs and Caeti (Cont'd.)																						
Vauquelinia californica (arizona rosewood)						10'-15'	10'	W														
Yucca spp.						2'	3'	W														
Yucca schidigera (Spanish Dagger)						3-12'	3'	W														
Zauschneria califomica (California Fuschia)						3'	3'	R														
Zinnia acerosa (Desert Zinnia)						2'	3'	R, Y														
Groundcover																						
Acacia redolens (Prostrate Acacia)						1'-2'	15'	Y														
Achillea species (Yarrow)						1'	18"	Y/W														
Baccharis pilularis (Dwarf Coyote Bush)						18"	6'	-														
Centaurea cineraria (Dusty Miller)						1'	1'	Y														
Cerastium tomentosa (Snow in Summer)						8"	3'	W														
Convolvulus cneorum (Bush Morning Glory)						4'	4'	P, V														
Cosmos (Cosmos)						3'	1'	P														
Coreopsis grandiflora (Coreopsis)						4"	1'	Y														
Dalea capitata 'Sierra Gold' (Lemon Dalea)						2'	4'	Y														
Dalea greggii (Trailing Indigo Bush)						18"	6'	V														
Dalea parryi (Parry Dalea)						2'	3'	V														
Dudleya Spp. (Hen and Chicks, Rock Dudleya)						1'	2'-6'	R														
Gazania rigens (Sun Gold)						8"	2'	Y														
Helianthemum nummularium (Sunrose)						1'	3'	M														
Lantana montevidensis (Trailing Lantana)						1'-5'	6'	M														
Myoporum parvifolium 'Putah Creek' (Creeping Myoporum)						3"-6"	9'	W														
Mirabilis bigelovii (Wishbone Bush)						1'	4'	R, P														
Rosmarinus o. 'Prostratus' (Prostrate Rosemary)						2'	4'	B														
Santolina chamaecyparissus 'nana' (Lavender Cotton)						1'	3'	Y														
Sedum acre (Goldmoss sedum)						4"	1'	W														
Teucrium chamaedrys 'Prostratum' (Creeping Germander)						8"-10"	5'	L														
Thymus serpyllum (Creeping Thyme)						1'	1'	B														
Verbena gooddingii (Mojave Verbena)						1'	4'	M														
Vines																						
Campsis radicans (Trumpet Vine)						20'	12'	R														
Hardenbergia violacea (Lilac vine)						10"	10'	V														
Verbena peruviana (Verbena)						1'	5'	M														
Vitis girdiana (Desert Grape)						1'	4'	W														

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3. Hardscape Materials

- (a) Materials found on site should be reused in the landscape design to enhance the natural appearance and conserve resources.
- (b) Boulders and stones should be used to stabilize slopes and to provide visual interest. Boulders and stones from local sources are preferred, as they would more closely blend with the natural environment.
- (c) Non-vegetative groundcover such as stone, gravel, cobble and other pervious paving materials that allow air and water transfer should be used for paths, walkways and setbacks. Pervious paving materials may be used in driveways and parking lots when appropriate pollution mitigation measures, such as the installation of grease traps and bio-filters, are incorporated.
- (d) Groundcover color should complement the building architecture and overall site design.
- (e) Compliance with ADA accessibility is required for all pedestrian areas.
- (f) Light colored materials should be used for paving to reduce heat absorption and limit heat gain in paved areas.
- (g) Recycled content materials, salvaged materials and sustainably harvested forest products should be used.
- (h) Non-vegetative groundcovers shall be installed at 2-inch minimum depth and 2 inches below adjacent paving, and maintained to provide complete ground coverage.

4. Landscape Irrigation and Maintenance

- (a) An approved efficient irrigation system shall be installed at the time of construction for all planted areas as follows:
 - Water-efficient irrigation systems such as low flow and drip equipment shall be used.
 - Rain sensors are required on all irrigation systems.
 - Reclaimed water irrigation systems are encouraged for development project sites that are 10 acres or more in size.
 - Rainwater harvesting and reuse strategies should be used.
 - It is recommended that City-maintained landscape areas and large-scale developments managed by homeowner's associations and development companies utilize centrally controlled, highly efficient irrigation systems.
 - Pollutants, chemicals or soil amendments that can harm human and ecological health shall not be used.
- (c) Compost and mulch (recovered from landscape trimmings when available) shall be used as a soil amendment to increase organic matter and retain soil moisture.
- (d) Mulch shall be added to all tree and plant beds.

5. Storm Water Management

- (a) Rainwater runoff from all on-site project surfaces, including parking lots, roofs and sidewalks, shall be treated and retained on-site. In addition,

the amount of impervious surfaces shall be minimized to limit the quantity of water runoff for on-site retention. Extensive impervious paving in setbacks and other open space areas is strongly discouraged. Pervious ground cover shall be maximized to absorb rainwater, provide drainage to large trees on the site and reduce runoff.

- (b) Natural drainage systems shall be protected and maintained.
- (c) Grading and plan layout shall be designed to capture and slow water runoff.
- (d) Landscape-based water treatment methods instead of curb and gutter systems should be used. Examples include dry wells, vegetated swales and bio-retention basins.
- (e) All storm water management systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes.

6. Grading Standards and Guidelines

- (a) Grading should be limited to building pads and access roads in order to preserve environmentally sensitive habitat lands, to discourage scarring of hillside areas and to encourage the maximum retention of natural topographic features, such as natural drainage swales, slopes, rock outcroppings, vistas, and natural plant assemblages. Said grading limitation shall be required as a condition of approval for all discretionary approvals within the Hillside Overlay in the Specific Plan area.
- (b) The maximum surface area of undisturbed grade should be preserved.
- (c) Access road design shall respect the natural contours of the land to minimize grading requirements and the percentage of land devoted to streets.
- (d) Grading shall be designed to limit the height of retaining walls and perimeter walls to meet City's requirements.
- (e) Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily maintained and can be used to add visual interest, preserve views and provide visual buffers where necessary.
- (f) Graded slopes and/or building pads should provide a variety of both slope percentages and slope direction in a pattern that is similar to existing or naturally occurring terrain, in contrast to sharp angles and constant direction of the contours.
- (g) Developments comprised of uniformly sized lots on rigidly manufactured slopes shall not be permitted.
- (h) Soils shall be retained on site and the quantity of cut-and-fill balanced when possible.
- (i) During construction, best practices shall be employed to prevent erosion, protect exposed areas and stabilize the soil as quickly as practical.

- (j) Disturbed slopes shall be stabilized and softened with planting and naturalistic stone groupings on 80% of the affected area at time of occupancy. Use a combination of small, medium and large-scale trees, shrubs, cacti, groundcovers and /or hydroseed.

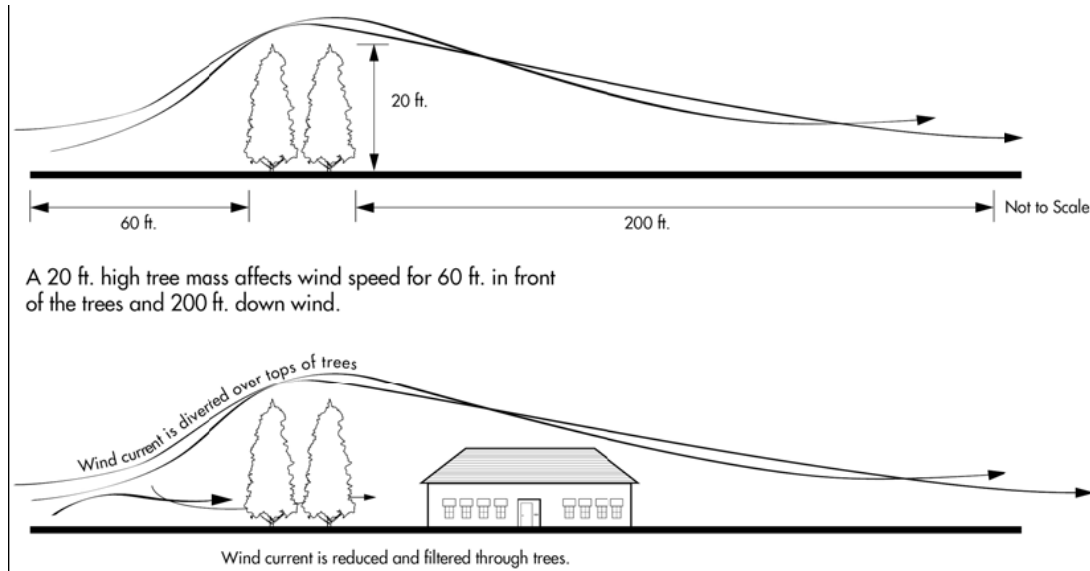
- (k) Changes in grade shall not extend into the MSHCP Conservation Area.

7. Screening of Wind Turbines and Utility Transmission Towers and Lines

- (a) Walls that fence off the transmission corridor from public access and close-distance visibility should be built per the standards and guidelines in Section B.13 in this chapter.
- (b) To minimize the visual impact of off-site utility structures (transmission towers or wind turbines) on a development site, strategically plant tall trees on the development site to block or reduce their view.

8. Windscreens and Blow Sand Protection

- (a) Creating appropriate windscreens may be necessary to allow for successful development in North City. In general, a windscreen can protect an area ten times greater than the height of the windscreen. For example, if the height of a wall or the mature height of a hedge is four (4) feet, it will protect the area 40 feet out from its base. Windscreens shall be designed to protect only the specific development for which they are intended. The potential impacts of any large-scale interruptions in wind flow and sand transport on the surrounding fragile environment shall be minimized.



Trees and other planting can be effectively used as wind buffer for public areas.

- (b) Methods for providing effective protection from prevailing winds include:
- Shrubs and trees in tight rows and masses. Two rows of trees or shrubs spaced 15 feet apart offer a superior wind screen. The second row reduces wind forces by an additional 75 percent.
 - Earthen berms with stones and planted with indigenous shrubs are suitable for use in sandy soils.
- (c) Walls and fences shall be constructed of durable materials that will not deteriorate in strong wind and blowing sand conditions.
- (d) Ideal plant characteristics for planted wind screens are:
- Close-knit branching pattern
 - Small leaves
 - Deep and/or tightly knit root systems
 - Flexible branching (non-brittle)
- (e) Deciduous trees should be regularly pruned to prevent high winds from damaging their branches. Removing small branches (“lacing”) throughout the interior of the trees will allow wind gusts to pass through without causing breakage.
- (f) Trees should be planted in narrow spaces created by building placement to break up or reduce wind tunneling between buildings.

E. General Signage Design Standards and Guidelines

A well designed and executed signage system within a community identifies places and gateways, provides direction and way finding assistance, and advertises community businesses and industries. Along with communicating information, signage should add to the unique character of a community and reinforce a sense of place. These functions and characteristics of a good signage program should become an asset to the North City Extended Specific Plan community as a key gateway to Cathedral City. Thus, these guidelines address the general design characteristics and individual signage standards that pertain specifically to the major sign systems for the North City Extended Specific Plan.

These signage design standards and guidelines are intended to be consistent with *but supplementary to* the provisions of Cathedral City Municipal Code Chapter 9.62 “Signs” as applied to the North City Extended Specific Plan, and will take precedence in signage design issues that will help define a high quality and distinctive signage system within this Specific Plan.

1. Signage Program Design Guidelines

- (a) Signs shall consist of high quality materials and color palettes that complement the architecture of the surrounding environment in the Specific Plan.
- (b) The design of all signage within the project should be consistent in quality of design and implementation and convey the realization of an integrated signage system throughout the community.
- (c) Externally illuminated signs or backlighting of individual sign letters should be the standard, and internally illuminated signs are discouraged, and externally lit signs may be discouraged in light sensitive locations.
- (d) The use of “pole signs”, roof signs, reader boards, and blinking/ flashing signs is prohibited. The use of temporary signs is discouraged, with “grand opening” signs to be limited to 60 days.
- (e) The use of natural stone as a base material for signs is encouraged.
- (f) The location or placement of signs should not obstruct or hinder pedestrian or vehicular movement.
- (g) Sign programs should respect the following hierarchy:
 - Freeway Signage;
 - Community Gateway Entrance Signs;
 - Primary Project Entrance Signs;
 - Secondary Project Entrance Signs;
 - Individual Project Signs; and
 - Complementary Blade Signs.

2. Individual Signage Design Standards

- (a) Freeway Signage shall consist of three (3) repeated four-sided “obelisks” located along the southern edge of the Specific Plan and along the

Interstate Highway 10 right-of-way at the Bob Hope Drive on-ramp and at two other locations along the south side of the Valley Center Boulevard as it passes through Planning Areas 4 and 5. Each “obelisk” should contain a definable base, center and top, as well as a Cathedral City logo at the top. The center section of each obelisk may contain the signage for significant commercial or industrial centers, businesses or tenants near that location.

The maximum height of a Freeway Signage “obelisk” shall be 100 feet.

- (b) Community Gateway Entrance Signs shall consist of four (4) repeated monument signs located along Varner Road at: 1) the Bob Hope Drive intersection at the eastern SP boundary; 2) the future Vista Chino intersection at the western SP boundary and 3) two other intermediate locations along Varner Road at intersecting SP boundary locations. Each sign will feature a Cathedral City logo, but signage for commercial businesses or tenants will not be incorporated into community gateway entrance signs.

The maximum height of a Community Gateway Entrance Sign shall be 20 feet.

- (c) Primary Project Entrance Signs shall consist of three (3) repeated monument signs located along the Valley Center Boulevard, two within or adjacent to roundabouts in Planning Area 1 and one at the Stormwater Retention Basin structure in Planning Area 4. Each sign will feature a logo and identification text for the adjacent residential neighborhood, commercial center or business park. Signage for nearby commercial businesses or tenants may not be incorporated into primary project entrance signs.

The maximum height of Primary Project Entrance Signs shall be 15 feet.

- (d) Secondary Project Entrance Signs shall be permitted as monument signs at each of the remaining Varner Road intersections within the SP, located between Bob Hope Drive on the east and Vista Chino on the west. Each sign will feature a logo and identification text for the adjacent residential neighborhood, commercial center or business park, and signage for nearby commercial businesses or tenants may be incorporated into secondary project entrance signs as well.

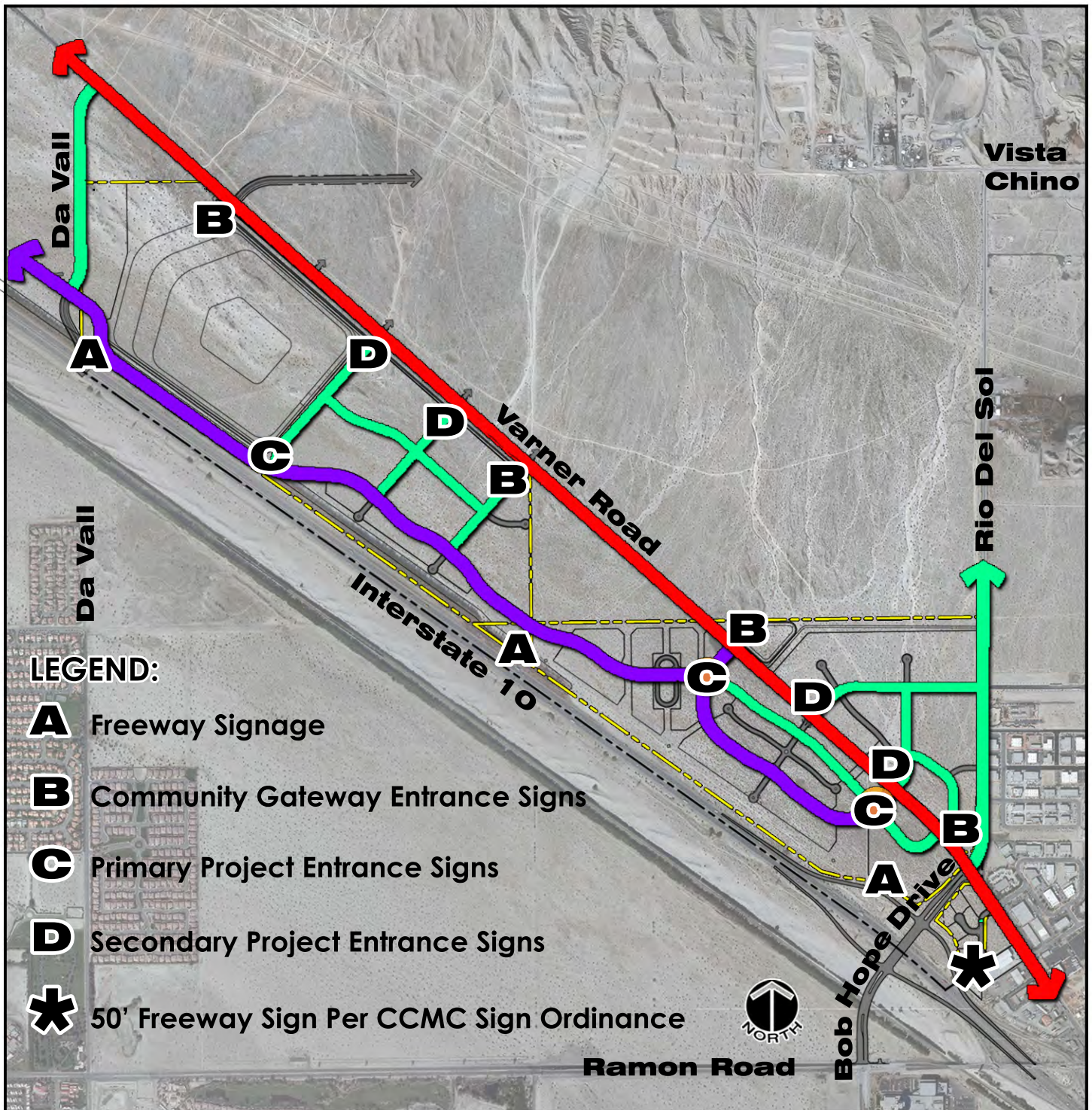
The maximum height of Secondary Project Entrance Signs shall be 10 feet.

- (e) Individual business identification shall be single-sided, secured parallel to building facades and have a *maximum area of 0.5 square foot of sign face area per linear foot of tenant or business street frontage, up to a maximum total area of 50 square feet per sign face*. In instances where a building has the principal entrance on a side façade, that side façade may be counted as street frontage in calculating maximum sign area.
- (f) Complementary Blade Signs shall be double-sided, secured perpendicular to building facades, shall complement a specific Individual Project Sign, and shall have a *maximum size of four square feet per sign*

face. The bottom of the blade sign shall have a minimum clearance of 6'-10" above a pedestrian path of travel.

- (g) A maximum of two (2) signs per street frontage shall be allowed.

Reference should be made to the following Figure 8-3: "Signage Program Location Key Map" as well as the following signage program photo examples on Figure 8-4.



Signage Program Location Key Map



MSA CONSULTING, INC.
PLANNING ■ CIVIL ENGINEERING ■ LAND SURVEYING

34200 BOB HOPE DRIVE ■ RANCHO MIRAGE ■ CA 92270
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Figure 8-3

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Signage Program Examples

Figure 8-4



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SECTION V: IMPLEMENTATION



CHAPTER 9 IMPLEMENTATION**A. Introduction**

The North City Extended Specific Plan (SP) encompass approximately 590 acres of vacant land located north of Interstate Highway 10 along the Varner Road corridor, and is defined by Bob Hope Drive/Rio Del Sol Road on the east and DaVall Drive on the west. At project build-out, the SP could accommodate a blend of Mixed Use Development (MXD) of an equivalent of up to 200,000 square feet of retail/commercial buildings; 120,000 square feet of restaurants; 190,000 square feet of office/service buildings; 595,000 square feet of light industrial (L-I) building; 400 hotel rooms and 3200 residential units. Further, a total of 240.44 acres of Open Space of about 40% of the SP would be preserved and maintained for use as stormwater retention basins, community and neighborhood parks with public recreational facilities, and a network of bikeways, multi-use pathways and pedestrian walkways.

The build-out of this mixed-use community within a newly annexed area in Cathedral City is anticipated to be phased over a fifteen (15) year absorption period.

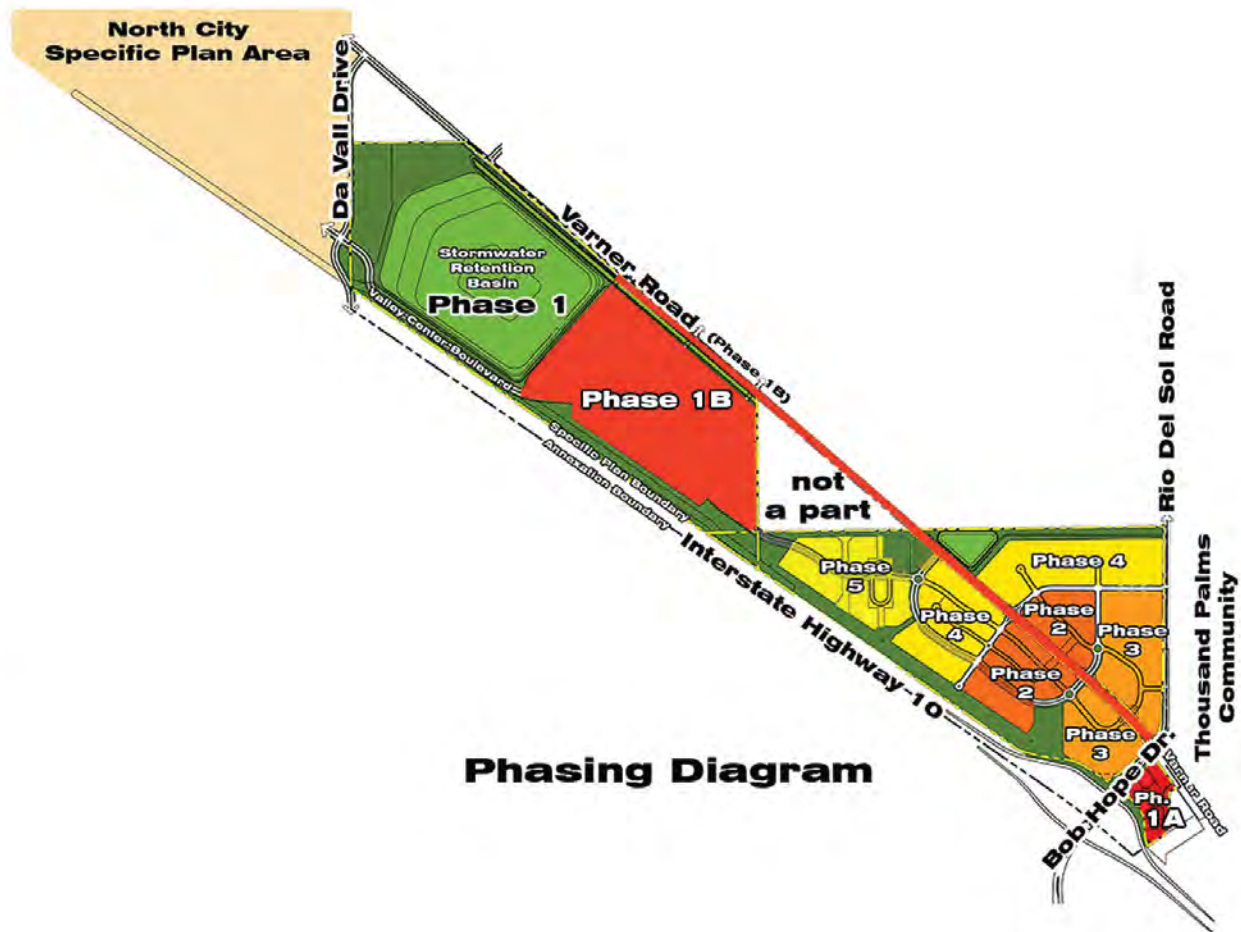
Reference should be made to the following Table 9-1 “Phased Development Program by Planning Area” and the accompanying “Phasing Diagram”.

This summary is followed by several implementation-oriented tools and mechanisms for directing the development process of the North City Extended Specific Plan. These include:

- A. Specific Plan Implementation
- B. Implementation Strategy
- C. Transfer of Development Rights
- D. Land Use Equivalency Program
- E. Infrastructure Financing Mechanisms; and
- F. Fiscal Impact Analysis

Table 9-1
Phased Development Program by Planning Area

PHASE	PLANNING AREA(s)	Retail/Commercial	Restaurant	Office/Services	Light Industrial	Hotel	Resident'l.
1A Yrs. 1-2	2	10,000 SF	40,000 SF	-0-	-0-	100 rms.	-0-
1B Yrs. 1-2	4	-0-	-0-	-0-	-0-	-0-	1,000 DU's
2 Yrs. 3-5	1 & 3	30,000 SF	20,000 SF	50,000 SF	150,000 SF	-0-	600 DU's
3 Yrs. 6-8	1 & 3	150,000 SF	30,000 SF	60,000 SF	200,000 SF	300 rms.	300 DU's
4 Yr. 9-11	1 & 3	10,000 SF	30,000 SF	80,000 SF	245,000 SF	-0-	600 DU's
5 Yrs. 12-15	1	-0-	-0-	-0-	-0-	-0-	700 DU's
SP	Build-Out	200,000 SF	120,000 SF	190,000 SF	595,000 SF	400 rms.	3,200 DU's



Note: The phased development of Roadway, Domestic Water and Sanitary Sewer systems is to be keyed to the Phasing Diagram which accompanies Table 9-1 on the previous page. A brief summary of systems phasing is as follows:

Roadways

The build-out system of Roadways for this Specific Plan is illustrated on Figure 5-1 located on page 50 of this Specific Plan. Phase One of the overall development program includes the land development of Phases 1A and 1B per the Phasing Diagram. During Phase One, Varner Road will be improved to Modified Major Highway standards with two lanes in each direction and a landscaped central median and parkways between Bob Hope/ Rio Del Sol and the northwest edge of PA1 and PA3. Also, Varner Road between the eastern edge of Retention Basin 1 and the eastern edge of PA4 will be improved with the two eastbound lanes and the landscaped central median and southern parkway frontage during Phase One.

Valley Center Boulevard will be completed as a Major Highway within PA4 during Phase One. Also, the system of North City Collectors shown within Figure 5-1 within PA4 will be completed in Phase One.

Other Roadway system improvements will be made within each land development phase as illustrated in the Phasing Diagram.

Domestic Water

The build-out and Phase One Domestic Water system improvements are illustrated on Figure 6-1 located on page 70 of this Specific Plan. Phase One water main construction is planned for the entire length of Varner Road from Bob Hope Drive/ss Rio Del Sol Road to the eastern edge of Retention Basin 1 in order to serve both Phase 1A and 1B. Also, water mains are planned during Phase One along the Valley Center Boulevard and North City Collectors located in PA4. The water mains along Valley Center Boulevard through PA1 will also be constructed in order to complete a loop back to Varner Road.

Other Domestic Water system improvements will be made within each land development phase as illustrated in the Phasing Diagram.

Sanitary Sewer

The build-out and Phase One Sanitary Sewer system improvements are illustrated on Figure 6-3 located on page 71 of this Specific Plan. Phase One sewer main construction is planned for the entire length of the North City Collector and Valley Center Boulevard from Bob Hope Drive/ Rio Del Sol Road to the eastern edge of Retention Basin 1 in order to serve both Phase 1A and 1B. Also, sewer mains are planned during Phase One along the North City Collectors located in PA4. Other Sanitary Sewer system improvements will be made within each land development phase as illustrated in the Phasing Diagram.

1. Responsible Agencies

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

2. Additional Permitting Agencies

As a rule, additional State or Federal permitting may be required for streambed alteration based on the exact location of delineated waterways, natural washes, channels and floodways in the area of the Specific Plan if it is determined necessary. However, a Biological Assessment conducted on the property did not have any riverine habitat. Each individual property owner shall work with the applicable stormwater management Agency (e.g.: CVWD, RCFCD, U.S. Army Corps of Engineers, City of Cathedral City) to establish any potential constraints or requirements. Any principal use or conditional use permitted in the underlying district is permitted, subject to the conditions and restrictions, as related to regional drainage, imposed by the applicable stormwater management agency.

B. SPECIFIC PLAN ADMINISTRATION

1. Responsibility

The City Planner or their designee(s) shall be responsible for administering the provisions of the North City Extended Specific Plan in accordance with the provisions of this Specific Plan, the State of California Government Code, the City of Cathedral City General Plan and the Cathedral City Municipal Code.

2. Land Uses Not Listed

All uses not specifically listed in this Specific Plan are prohibited. However, the City Planner may determine that a use not listed is comparable to a listed use and, once so determined, it shall be treated in the same manner as a listed use. Such determination may be appealed to the Planning Commission, and a Planning Commission determination may be appealed to the City Council.

3. Development Regulations and Standards Not Listed

Any development regulation or standard not specifically covered in this Specific Plan shall be subject to Cathedral City Municipal Code Title 9 (Planning and Zoning). In cases where development regulations and standards set forth in this Specific Plan are inconsistent with CCMC Title 9 (Planning and Zoning), the Specific Plan shall prevail.

The provisions of this Specific Plan shall also prevail where there is an inconsistency between this Specific Plan and other City ordinances, rules and regulations. However, the provisions of this Specific Plan will not prevail should there be any inconsistency between the Specific Plan and the City's General Plan. Any development regulation and standard not addressed in this Specific Plan shall be subject to the City's adopted regulations in place at the time of the individual application.

4. Interpretation

The City Planner shall interpret the phrases "other similar uses", "uses customarily incidental to," etc., as used in this Specific Plan. Whenever there is any question regarding the interpretation of the provisions of this Specific Plan or their application to any specific case or situation, the City Planner shall interpret the intent of this Specific Plan. Such determination may be appealed to the Planning Commission, and a Planning Commission determination may be appealed to the City Council. A determination to the City Council is final. All provisions of this Specific Plan shall be held to the minimum standards for the promotion of the public health, safety, comfort, and general welfare.

5. Severability

If any section, subsection, sentence, clause or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held as invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the plan.

6. Approval Process

All development projects and new uses shall be subject to the review and appeal procedures, findings and provisions of the CCMC, such as but not limited to, Conditional Use Permits, Variances, and Planned Unit Development (PUD), etc.

7. Application of the CEQA Process

As required by the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) has been prepared for the North City Extended Specific Plan. This report identifies potential impacts that could result with the adoption of the North City Extended Specific Plan. Future development of projects within the Specific Plan areas are anticipated, and while the EIR has been prepared at the program level, subsequent projects within the EIR scope may require additional environmental review if deemed necessary by the Community Development Director.

8. Development Analyzed in the Environmental Impact Report

The EIR analyzed development scenarios for the horizon year 2033 to evaluate the potential environmental impacts of the NCESP. The horizon year development capacity represents an estimate as to the overall development capacity of the Specific Plan area within the foreseeable future (15-20 years) based on market analysis and environmental constraints. Development scenarios analyzed in the EIR range from “No Project” (retain existing zoning and allow development to happen pursuant to that zoning) to aggressive development scenarios including residential, retail, office, business park and industrial uses.

9. Environmental Review Process for Projects within the North City Extended Specific Plan

Pursuant to the provisions of CEQA, all discretionary actions must be reviewed for their potential effects on the environment. Future actions within the Specific Plan area will not require subsequent environmental review, unless the use and/or intensity are different from the land use patterns and alternatives identified in the NCESP. In reviewing subsequent development proposals within

the Specific Plan the impacts of these proposals will be compared to the level of impacts addressed in the Final EIR.

Pursuant to Sections 15162 and 15163 of CEQA guidelines, a subsequent or supplemental EIR would be required if any of the following findings are made regarding a proposed development permit. If none of these findings can be made no further documentation CEQA analysis will be necessary (Section 15162):

- a) The proposed project represents a substantial change in the use and/or intensity from the Specific Plan that was analyzed in the Final EIR. Generally, Specific Plan amendments would be considered to be a substantial change.
- b) Substantial changes have occurred with respect to the circumstances under which the proposed permit is being undertaken as compared to the circumstances assumed in the Final EIR. Such substantial changes could include (but are not necessarily limited to) substantial changes in land use or circulation patterns surrounding the Specific Plan area.
- c) New information of substantial importance, which was not known and could not have been known at the time the Final EIR was certified, shows that, as a result of the proposed project, either new significant impacts would occur, significant impacts identified in the Final EIR will be substantially more severe, or mitigation measures proposed in the Final EIR are infeasible or not included in the proposed project.

Section 15164 of CEQA Guidelines states that an addendum to a previously certified EIR shall be prepared if some changes or additions are necessary to a project, but none of the conditions described in Section 15162 calling for a preparation of a subsequent EIR have occurred. An addendum, unlike a subsequent EIR and supplement to an EIR, need not be circulated for public review and can be included in or attached to the Final EIR. A brief explanation of the decision not to prepare a subsequent EIR should be included in an addendum to the EIR.

It is not anticipated (but could nevertheless occur) that preparation of a supplemental or subsequent EIR would be needed unless the level of overall development within the Specific Plan area exceeds the overall level of development addressed in the Final EIR. As previously noted, the actual determination as to the appropriate form of environmental documentation must be made on a project-by-project basis pursuant to the provisions of CEQA Guidelines Section 15162, 15163, and 15164.

10. Mitigation Monitoring and Reporting Program

The Mitigation Monitoring and Report for the North City Extended Specific Plan can be found in the Final EIR. Pursuant to Section 21081.6 of the Public Resources Code and the California Environmental Quality Act (CEQA) Guidelines Section 15097, public agencies are required to adopt a monitoring or reporting program to assure that the mitigation measures and revisions identified in the Final EIR are implemented.

C. IMPLEMENTATION STRATEGY

Introduction

The North City Specific Plan included an implementation strategy that needs to be revisited and refined with the property owners in the North City Extended Specific Plan. At this point, the original strategy summary incorporated by reference into this Specific Plan with the intent that it will be refined through discussions with affected property owners and City staff during the document review phase.

A top implementation program priority is the construction of adequate stormwater retention/ debris basins as delineated in the Specific Plan as Phase One improvements in advance of other private land development and public improvements.

The attached Table 14-2 presents an implementation strategy for achieving desired public and private improvements in the Specific Plan area. The strategy presents six major implementation steps, and identifies key action steps, priority/timing, responsible parties, and potential funding sources for each. The major implementation steps include:

#1 – Prioritize and implement catalyst developments.

The City should work closely with property owners and developers, as well as other private business interests, to ensure that well-designed, fiscally sound, mixed-use development occurs in the Specific Plan area. It will be important for the City to work with developers and property owners to review potential development opportunities and/or major land use proposals that might serve as catalysts for the Plan area. The City should evaluate development proposals in the context of the City's goals for North City.

#2 – Attract and implement high-quality destination attractions and employment uses to ensure that North City develops as an integrated mixed-use community that complements its unique natural environment.

The City and stakeholders have indicated a strong desire to create a sustainable built environment in North City that includes: (a) a major attraction or visitor destination; and (b) high-quality ecofriendly employment. The City and property owners/developers should work together to identify suitable uses and "placemaking" amenities for the Specific Plan area. This effort should focus on the unique assets offered by the Specific Plan area's natural environment. Specific targets for employment uses could include industries involved in solar and wind-related technologies and other "green" development techniques. One such recent example of a sustainable development plan for a large-acreage site is the redevelopment plan for Treasure Island in San Francisco Bay. Strategic partners for

this implementation step might include institutions such as the Palm Springs Desert Resorts Convention and Visitors Authority, Coachella Valley Economic Partnership, College of the Desert, California State University at San Bernardino, and University of California at Riverside.

#3 – Form public/private partnerships between City and property owners/Developers.

Development of the required backbone infrastructure to support private development in the Specific Plan area will require partnerships among the City, property owners and developers. It is appropriate for the City to establish and maintain the vision for mixed-use development of high-quality design in the Specific Plan area. The City will also need to educate property owners and developers regarding the City's fiscal limitations, and the necessity for developers to fund infrastructure needed for their development projects.

The City may also seek to establish parameters for potential financial participation to assist infrastructure requirements for targeted development projects. This may be particularly appropriate for developments that will support significant new sales tax or Transient Occupancy Tax (TOT) revenues.

#4 – Create a Transfer of Development Rights Program for land within the MSHCP Conservation Area.

Setting up a Transfer of Development Rights (TDR) program that allows the transfer of development rights from properties within the MSHCP Conservation Areas to designated sites within the Specific Plan boundaries may minimize the impact on private property owners. This section contains a discussion of TDR programs as well as the necessary steps needed to establish one for the Specific Plan area. (See also discussion of Land Use Equivalency (LUE) Program within this section.

#5 – Adopt Public Facilities Financing Plan(s) for phased implementation of backbone infrastructure.

The major responsibility for financing backbone infrastructure belongs to property owners and developers undertaking private development pursuant to the Specific Plan. The first step is to determine which development projects are ready to proceed, and what associated first-phase backbone infrastructure is required to implement those projects. The City will need to work closely with these development partners to prioritize infrastructure needs and establish preferred methods of financing.

As discussed in the previous section, there is a variety of tools available to developers to assist them in absorbing the backbone infrastructure cost burden. Developers can fund backbone infrastructure directly, and in some cases receive reimbursements from subsequent developers. The City can establish development

impact fees (DIFs) for specific infrastructure items, and collect these funds until there are sufficient resources and/or need for the facilities. More typical in large-acreage Specific Plans is the formation of one or more assessment districts, such as a Community Facilities District (CFD) or Special Assessment District. These districts can be used to fund a broad variety of backbone infrastructure by issuing tax-exempt bonds that are repaid with revenues from assessments on the ultimate buyers of the completed development (homeowners, commercial landlords, etc.)

Development of backbone infrastructure for the Specific Plan will likely occur over an extended time period, involve multiple methods of financing, and require a series of City Council actions. These may include adoption of Public Facilities Financing Plan(s), developer reimbursement agreements, and/or assessment districts.

Preparation of a Public Facilities Financing Plan (PFFP) would ensure that all owners of undeveloped property pay their fair share of funding to finance public facilities. A PFFP for the Specific Plan area should include:

- Forecast and analysis of residential and non-residential development planned for the Specific Plan area.
- Identification of specific capital improvement projects including the cost and anticipated timing associated with each individual project.
- A fee schedule showing the projected rate of assessment for various land uses.
- The strategy proposed to finance each capital improvement project such as Facilities Benefit Assessments, Development Impact Fees, Assessment Districts, Community Facilities Districts, and State/Federal funding.

#6 – Pursue State and Federal infrastructure funding sources.

While the burden of installing new infrastructure rests with property owners and developers, the City should be vigilant in exploring other governmental funding sources that can be secured to jumpstart the Specific Plan area's backbone infrastructure.

#7 – Ensure long-term maintenance of public infrastructure and facilities.

As major new public infrastructure and facilities are developed within the Specific Plan, the City will want to implement improvement districts and maintenance agreements that assure long-term maintenance and repair by sharing these costs with future business and residents.

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Source
#1 Prioritize and Implement Catalyst Developments	<p>(a) Promote well designed, fiscally sound, mixed-use development within the plan area, including:</p> <ul style="list-style-type: none"> A critical mass of employment uses supporting high- quality jobs. Establishment of a dominant commercial (retail) node within the Coachella Valley A broad range of housing types and prices, from entry-level to upper-end retirement, including single family homes and higher density multi-family and clustered development Visitor serving and hospitality uses that further establish North City as an important destination <p>(b) Identify catalyst development projects that frame key entries to the plan, i.e., at the existing freeway interchanges</p> <p>(c) Partner with private sector business and economic development organizations to promote desired development in plan area</p>	High / Years 1 and 2	<p>City of Cathedral City</p> <p>Property owners and developers</p> <p>Cathedral City Chamber of Commerce</p> <p>Coachella Valley Economic Partnership</p> <p>The Palm Springs Desert Resort Convention and Visitors Authority</p>	<p>Enterprise Zone tax benefits</p> <p>Business improvements districts</p> <p>Landscaping / parking districts</p>

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Source
#2 Attract and Implement High Quality Destination Attractions and Employment Uses to Ensure That North City Develops As an Integrated Mixed-Use Community that Complements its Unique Natural Environment	<p>(a) Explore and actively recruit opportunities to create a sustainable built environment, including:</p> <ul style="list-style-type: none"> A major attraction or visitor destination. Partners to promote desired development in the plan area could include regional visitor association and the hotel industry High quality eco- friendly employment. Targets for employment uses could include industries involved in solar and wind related technologies and other “green” development techniques, e.g., Treasure Island in San Francisco Bay Inclusion of placemaking amenities and pedestrian friendly features Visitor serving and hospitality uses that further establish North City as an important destination <p>(b) Encourage government sponsored demonstration projects</p>	Medium / Years 2 and ongoing	<p>City of Cathedral City</p> <p>Property owners and developers</p> <p>College of the Desert</p> <p>Coachella Valley Economic Partnership</p> <p>The Palm Springs Desert Resort Convention and Visitors Authority</p>	<p>Transient Occupancy Tax (TOT) revenues generated by new development in Plan area</p> <p>Landscaping / parking districts</p>

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Source
#3 From Public/Private partnerships Between City and Property Owners/Developers	<p>(a) Explore public/private partnerships to bring high quality development and visionary new uses to the plan area</p> <p>(b) Educate property owners and developers regarding the fiscal impacts and infrastructure funding responsibilities for new development projects</p> <p>(c) Develop parameters for potential City financial participation to assist targeted development projects with extraordinary infrastructure requirements through sales tax sharing and or Transient Occupancy Tax (TOT)</p> <p>(d) Review individual development proposals in terms of fiscal impact and sustainability and work with applicants to modify proposals is needed</p>	Medium / Year 1 and ongoing	<p>City of Cathedral City</p> <p>Property owners and developers</p>	<p>New sales tax generated by project specific development in Plan area</p> <p>New Transient Occupancy Tax (TOT) revenues generated by project-specific development in Plan area</p>

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Source
#4 Create a Transfer of Development Rights Program for Land within the MSHCP Conservation Area	<p>(a) Designate sending areas – identify properties within the MSHCP Conservation Areas suitable for being designated as sending parcels</p> <p>(b) Designate receiving areas – identify areas outside of the MSHCP Conservation Areas (either within or outside the Specific Plan area boundaries) suitable for receiving the density from the receiving areas</p> <p>(c) Establish a process by which the specific amount of development rights for a sending parcel is transferred to a receiving parcel</p> <p>(d) Consider establishment of a development rights bank, a mechanism by which the local government or a governmental/non-profit agency purchases development rights before they are applied to receiving parcels, retains them permanently in order to prevent development, or sells them as appropriate</p>	Medium / Year 1 and ongoing	<p>City of Cathedral City</p> <p>Non-profit agencies</p> <p>Other governmental agencies</p>	<p>City of Cathedral City</p> <p>Non-profit agencies</p> <p>Grants and loans from other government agencies</p>

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Source
#5 Adopt Public Facilities Financing Plan(s) for Phased Implementation of Backbone Infrastructure	(a) Identify property owners and developers ready to proceed with major development projects and willing to partner in implementing key backbone infrastructure needs	Medium / Year 1 and ongoing	City of Cathedral City Property owners and developers	<u>Primary Sources</u>
	(b) Assess the probable timeline of specific development projects and associated backbone infrastructure needs			Property owner/developer
	(c) Work with property owners and developers to review cost estimates for required backbone infrastructure improvements and potential financing mechanisms			Developer
	(d) Further review of feasibility of key infrastructure financing mechanisms in terms of both legal/implementation issues and market/financial viability. Based on this review, adopt City guidelines regarding infrastructure financing requirements for new development in the plan area. These guidelines should prioritize key methods of financing acceptable to the City for the major categories of backbone infrastructure.			Developer Impact Fees
	(e) Conduct nexus analyses as necessary to set cost of specific infrastructure items relative to land ownerships and land use designations			Community Facility Districts
	(f) Adopt Public Facilities Financing Plan(s), developer reimbursement agreements, Community Facilities Districts (CFDs), and or implementing actions, as appropriate			User Fees
				<u>Secondary Sources</u>
				New sales tax generated by project-specific development in Plan area
				New Transient Occupancy Tax (TOT) revenues generated by project-specific development in Plan area

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Source
#6 Pursue State and Federal Infrastructure Funding Sources	<p>(a) Identify, monitor, and apply for other government funding sources for backbone infrastructure, including State and Federal loans and grants</p> <p>(b) Partner with the Coachella Valley Association of Governments in prioritizing and phasing regional road and utility improvements through the Plan area in conjunction with required backbone infrastructure</p>	Medium / Year 2 and ongoing	<p>City of Cathedral City</p> <p>Property owners and developers</p> <p>Coachella Valley Association of Governments</p> <p>Riverside County Transportation Commission</p> <p>Riverside County Flood Control and Water Conservation District</p>	<p>California Infrastructure and Economic Development Bank</p> <p>State Propositions 42/1A and 1B</p> <p>Other loans and grants that may become available in the future</p>

Implementation Step	Key Action Steps	Priority / Timing	Responsible Parties	Potential Funding Source
#7 Ensure Long-Term Maintenance of Public Infrastructure and Facilities	<p>(a) Work with property owners and developers to implement landscape districts, business improvement districts, and maintenance agreements to ensure ongoing maintenance and capital repairs for major facilities and community amenities developed in the Plan area</p>	Low / Year 3 and ongoing	<p>City of Cathedral City</p> <p>Property owners and developers</p>	<p>Property owner/developer exactions</p> <p>User Fees</p> <p>Business Improvement Districts</p> <p>Landscaping/ Parking Districts</p>

D. TRANSFER OF DEVELOPMENT RIGHTS (TDR) PROGRAM

Introduction

The adopted North City Specific Plan includes a Transfer of Development Rights (TDR) Program and Model Ordinance to provide the opportunity for owners of residentially-zoned properties within the Coachella Valley Multiple Species Habitat Plan (MSHCP) Conservation Area to transfer development rights to other sites located outside the MSHCP boundary. The intent of this TDR Program was to preserve the majority of MSHCP land as Open Space while giving affected property owners' compensation for externally generated restrictions on the development potential of their properties.

1. Application of TDR to this Specific Plan

This North City Extended Specific Plan does not include MSHCP Conservation Area lands, but does include approximately 180 acres of Open Space for the development of three major Stormwater Retention Basins which are required to intercept and manage stormwater flows primarily originating outside of this Specific Plan Area, essentially from the North City Specific Plan Area and Sections 12, 11 and 2 to the west and north of this SP Area. Thus, this Specific Plan includes a provision for the application of Cathedral City's Transfer of Development Rights Program and Ordinance (TDR) to properties included within the three defined Stormwater Retention Basins in order to shift densities from one site within the basin areas to another site outside of the basin areas through a negotiated transaction administered by the City of Cathedral City. In this manner the land areas for designated Stormwater Retention Basins can be established and maintained for this specific Open Space use while owners of affected properties can realize negotiated compensation in the form of density bonuses on other developable properties located within this Specific Plan.

2. How TDR will Work within this Specific Plan

TDR programs use the market to implement and pay for development density and location decisions by allowing landowners to shift densities and "yield" from one site to another through a negotiated transaction. Under this approach, a landowner in a "sending" area (Stormwater Retention Basin) could sell or grant development rights to a landowner in a nearby "receiving" area. The "receiving" area landowner would receive a density bonus in exchange for purchasing or being granted development rights from the "sending" areas. The "sending" area landowner would be required to restrict the use of the "sending" area for Stormwater Retention Basin Open Space.

Within Planning Area 4 of this Specific Plan a 140 acre Infiltration (stormwater) Retention Basin is to be zoned "Open Space". This is also identified as a "Sending

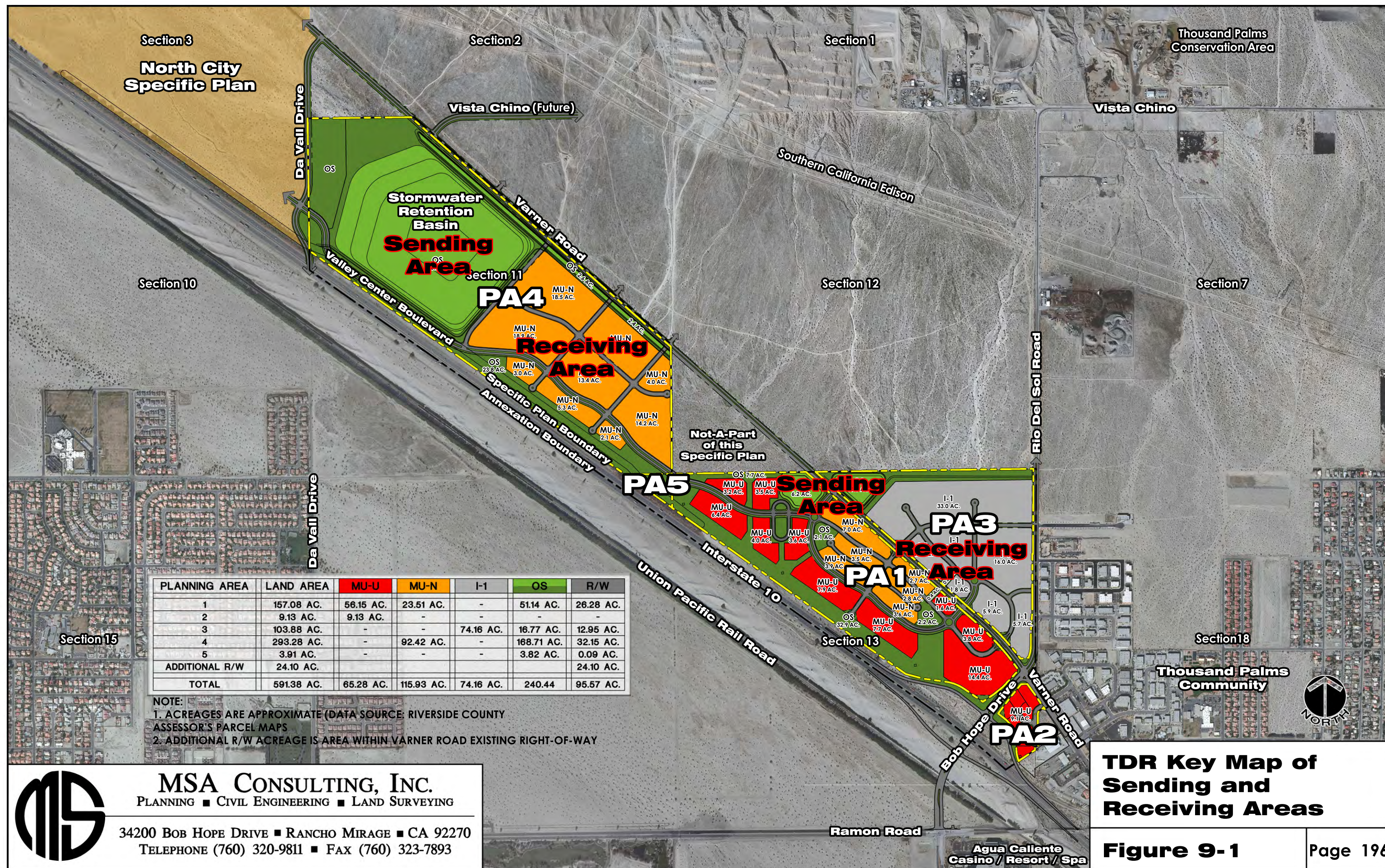
Area” on Figure 9-1. An adjacent “Receiving Area” in PA4 is to be zoned as “Mixed Use –Neighborhood” (MU-N). Under TDR, the retention basin area would have the right to transfer MU-N density and uses to the Receiving Area, thus significantly increasing the development yield on the “Receiving Area” and maintaining the Retention Basin/Sending Area as “Open Space”.

Within Planning Areas 1 and 3, smaller Retention/Infiltration Basins are also indicated in PA3, the TDR application would be 16 acres of Light Industrial. In PA1, it would be a transfer of 3.0 acres of MU-N and 3.0 acres of MU-U to the adjacent “Receiving Areas” in PA1.

3. Required Steps for Implementation of the TDR Program

- 1) Designation of “sending” and “receiving” areas as an “Overlay District” added to Figure 7-1: Specific Plan Zoning Districts;
- 2) Establishment of a TDR Credits Program which establishes market value (not price) of a TDR credit per acre or portion of Light Industry property;
- 3) Public education of current property owners within “sending” and “receiving” areas of this Specific Plan Area as well other potential investors, developers and residents of the community;
- 4) Formal establishment of a Cathedral City TDR Program for this Specific Plan Area through the City’s adoption of TDR Ordinance.

In the North City Specific Plan, a sample TDR Ordinance from the American Planning Association’s (APA) Smart Land Development Model Codes was included as a Support Document. This Specific Plan also incorporates this plan implementation tool by reference. The City of Cathedral City needs to confirm that this TDR Ordinance and Program will be in place and ready to receive this Specific Plan Area once this plan is approved and adopted by the City.



E. LAND USE EQUIVALENCY PROGRAM

Introduction

The *Cathedral City Annexation and North City Extended Specific Plan Traffic Impact Study and Air Quality Impact Study (Endo Engineering; 2013)* projected future transportation-related and air quality conditions following project completion for use in preparing the Draft EIR. Specific measures were identified for each phase of the development to offset significant impacts associated with projected increases in traffic volumes and corresponding changes in traffic operations. With the mitigation measures identified, all of the critical intersections evaluated were projected to meet the Cathedral City minimum peak hour intersection performance standard (LOS D) in the future. All feasible mitigation measures were identified to reduce individually significant and cumulative impacts on air quality. With mitigation, the long-term operational air quality impacts associated with future motor vehicle usage remained significant.

During the two decades that will be required to implement the project, many changes will occur within the study area and the regions that could necessitate minor land use changes within the boundaries of the North City Specific Plan. The preparation of detailed traffic and air quality impact studies to evaluate each future minor land use change would be time consuming, expensive, and unlikely to include findings or mitigation measures substantially different than those documented in the Draft EIR.

The City of Cathedral City has the authority to make the final determination regarding whether or not a project is significant with the respect to environmental impacts. To ensure most efficient and effective use of limited resources, a Land Use Equivalency Program has been developed by Endo Engineering to assist project planners, developers and the City of Cathedral City in reviewing future proposed minor land use modifications and reaching consensus regarding those changes that would result in less than significant changes to the operational transportation and air quality impacts previously evaluated in the Draft EIR (MSA Consulting Inc., 2013).

The evaluation of the potential impacts of new development on complex transportation systems and ambient air quality requires computer modules utilizing a myriad of independent variables and surrogates to simulate future conditions. With these models, the magnitude and extent of future significant impacts can be estimated to facilitate the identification of appropriate mitigation strategies. The Land Use Equivalency Program is not required to quantify the magnitude or extent of significant impacts, but rather to quickly and accurately identify minor land use exchanges proposed within the development framework provided by the Specific Plan that would result in insignificant changes to the previously identified

transportation-related and air quality impacts detailed in the *Cathedral City Annexation and North City Extended Specific Plan EIR*.

Legal Mandate

The CEQA guidelines state that an iron-clad definition of a significant effect is not possible because the significance of an activity may vary with the setting within which it takes place. Pursuant to Section 15064 (b) of the CEQA guidelines, the final determination regarding whether or not a project is significant with respect to environmental impacts is within the purview of the lead agency. CEQA gives each city and county authority to: (1) establish the scope of required traffic impact analyses; (2) specify the methodology to be utilized in identifying impacts; and (3) adopt the minimum system performance standards to be met. CEQA encourages but does not mandate the development of thresholds of significance by public agencies for adoption through a public review process. By establishing thresholds of significance, local jurisdictions recognize environmental ethics that are consistent with accepted local values. CEQA guidelines Section 15153 allows an EIR from a previous project to be used for a later project if such projects are essentially the same in terms of environmental impact.

Problem Statement

Changing land use patterns and socio-economic conditions over the period required to construct the North City Extended Specific Plan may require minor modifications to the approved specific plan land uses. Cathedral City will be required to review each proposed land use change and the context within which it would occur in making a determination regarding whether or not it has the potential to result in significant transportation-related or air quality impacts. In the event of major roadway network or land use changes or the addition of more developable area, a Supplemental EIR may be required to amend the North City Extended Specific Plan. Different interpretations regarding what constitutes a significant impact can affect the decision-making process, delaying the implementation of the project, and increasing the cost of development.

Additional traffic and air quality impact analyses should not be required to process relatively minor land use exchanges in the future, provided they occur within the development envelope defined by the North City Extended Specific Plan and will not result in significant new or increased transportation-related or air quality impacts. It is not necessary to evaluate intersection levels of service or quantify the air pollutant emissions generated by motor vehicles for Cathedral City staff to determine that a minor land use exchange would not result in significant impacts. All that is required is a reliable and accurate way of determining if the land use exchange would cause the project impact previously evaluated to increase, decrease, or remain unchanged. The presumption being that if the correct evaluation criteria are identified, and they either do not change or decrease when

the land use exchange occurs, then the project-related impact will also remain unchanged or decrease.

A straight-forward mechanism is needed to readily identify as insignificant those minor land use modifications that would result in operational transportation-related and air quality impacts equivalent to or less than previously evaluated and documented in the *Cathedral City Annexation and North City Extended Specific Plan DEIR*. The use of proactive land use equivalency programs has been evolving to address this problem within established development review and approval processes. Land use equivalency programs foster the efficient use of limited resources to expedite the decision making process. They improve environmental processing timelines by identifying the critical evaluation criteria for use in demonstrating that the stated objectives of the land use equivalency program will be achieved. They clearly identify the relevant thresholds of significance for consideration in the context of the development site to focus the decision-making process and keep the development process moving forward.

Transportation and Air Quality Context

The impact of any development on the transportation system depends on the number of trips generated by the development and the routes used to travel to and from the project site. The significant transportation-related impacts of the Preferred Project within the study area have been identified and quantified. Appropriate mitigation has been identified to reduce these impacts to levels less than significant. With the phased mitigation identified, the transportation system within the study area will provide adequate site access and acceptable levels of service in the peak hours of the peak season following each phase of development and upon project completion.

The project site is located within the Salton Sea Air Basin, which has been designated by the California Air Resources Board and Environmental Protection Agency as non-attainment for ozone and PM₁₀. Violations of the air quality standards for ozone are largely the result of pollutant transport from the South Coast Air Basin. The project site is located within the Active Blowsand Hazard Zone identified by the Coachella Valley Association of Governments (CVAG) in the 1990 *State Implementation Plan* and addressed by the SCAQMD in the *Final 2003 Coachella Valley PM₁₀ State Implementation Plan*.

Construction activities undertaken to implement the proposed project will cause temporary increases in localized emissions and concentrations of criteria pollutants in the project vicinity. These emissions are projected to exceed the SCAQMD daily mass emissions thresholds of significance. Future development of the site as proposed would result in increased localized air pollutant emissions including project-related operational emissions from motor vehicles. The project-related motor vehicle and area source emissions are projected to exceed the SCAQMD

long-term operational emission significance threshold criteria and have not been included in the 2012 *Air Quality Management Plan* (AQMD).

The proposed project would not include conforming uses on the project site; therefore, it does not appear to be consistent with the population and employment growth projections that form the basis of the 2012 AQMP and the *Regional Growth Management Plan*. However, the proposed project is consistent with the City's air quality goals and policies, as set forth in the *City of Cathedral City General Plan*. Cumulative construction-related emissions generated by the proposed project in conjunction with other development in the project vicinity are expected to exceed the SCAQMD construction emissions significance thresholds with or without future minor land use modifications.

Evaluation Criteria

Accuracy need not be sacrificed for expediency, provided appropriate evaluation criteria are selected to evaluate the land use exchange within the context of the NCESP. The NCESP traffic impact study identified constraints during both the morning and evening peak hours in the study area. The NCESP air quality impact study found the primary constraint to be associated with motor vehicle emissions which could occur at any hour of the day. As a result, three independent evaluation criteria were identified as the minimum necessary to evaluate the significance of both the transportation-related and air quality impacts associated with each minor land use change.

The following evaluation criteria are recommended as surrogates for use in identifying minor land use modifications that would result in insignificant changes in project-related transportation and air quality impacts. These evaluation criteria reflect long-term operational impacts. Short term construction activities required to implement the Specific Plan are unlikely to change significantly as a result of a minor land use modification and would be based upon site specific information not currently available. Consequently, the significance of construction-related transportation and air quality impacts is not included in this land use equivalency program.

Recommended Surrogates for Transportation-Related Impacts

The significance of any changes in the transportation-related impacts resulting from a minor land use change will depend on the change in the number of trips generated during the peak hours of the adjacent streets since the routes used to travel to and from the project site will not change. The magnitude of this change can be determined from the total number of weekday morning peak hour and evening peak hour trip-ends that would be generated with and without the land use exchange. Evaluation criteria 1 assesses the change in the weekday morning peak hour trip generation (inbound plus outbound trips) that would result from a

minor land use change. Evaluation criteria 2 identifies the change in the weekday evening trip generation that would result from the minor land use change.

The change in trip generation should be evaluated based on the latest weighted average trip generation rates for the peak hour of adjacent street traffic (rather than the peak hour of the generator) published by the ITE in *Trip Generation* (8th Edition, 2008). Shopping center and general office land uses have trip-generation rates per thousand square feet which vary as the size of the building floor area changes. As a result, the total area of all interrelated land uses sharing the same parking facilities (or located close enough to permit people to walk between the buildings) may need to be used to determine the change in trip generation of these land use types are included in a minor land change.

Recommended Surrogates for Air Quality Impacts

The Preferred Project would result in significant operational impacts on local and regional air quality. The most significant portion of the project-related operational air pollutant emissions will be generated by motor vehicles used to travel to and from the site. The quantity and nature of vehicular emissions produced on highways are proportional to the number of vehicles handled by each facility.

The region's vehicle mix is accounted for in the CARB EMFAC2007 emission factors used to estimate future air pollutant emissions. Both local and regional motor vehicle emissions can be quantified from the project-related daily vehicle miles traveled (VMT). The VMT reflects the total number of motor vehicle trips by trip type generated by a development on a typical weekday times the average trip length (in miles) associated with each trip type. The California Emissions Estimator Model (Version 2011.1) includes average trip length data by trip type for the geographic area within which the site is located. The change in the daily VMT that would result from a minor land use change is recommended as evaluation criteria 3.

Program Applications

Table A identifies the three evaluation criteria selected for use in this Land Use Equivalency Program. These three criteria represent the key parameters required to determine if a project related minor land use exchange would be insignificant (i.e. result in operational transportation related and air quality impacts equivalent to or less than previously documented in the DEIR).

To ensure that all three evaluation criteria are met, the smallest of the three is selected as the critical or limiting criteria. With this value, the maximum allowable size of the new land use type that would have equivalent or reduced impacts can be readily determined from the size and type of the land use that it will replace.

Provided the proposed land use size does not exceed this maximum allowable value, the impact of the minor land use exchange should be determined to be insignificant and no further traffic or air quality analyses should be required. Once the maximum allowable size of the new land use is identified, the City of Cathedral City staff reviewing future proposed minor land use exchanges can readily determine either:

- The proposed land use size is equivalent to or less than the maximum allowable size and would result in insignificant effects that require no further analysis; or
- The proposed land use quantity exceeds the maximum allowable size and would result in potentially significant effects that warrant further analysis

Table A
Traffic and Air Quality Impact Evaluation Criteria

Evaluation Criteria	Surrogates for Long-Term Operational Traffic Impacts	Surrogates for Operational Mobile Source Emissions of Criteria and Air Pollutants
1	AM Peak Hour Trips	AM Peak Hour Trips ^a
2	PM Peak Hour Trips	PM Peak Hour Trips ^a
3	Daily VMT ^b	Daily VMT

- a. The number of project-related trips generated during the peak hours can affect carbon monoxide concentrations adjacent to nearby major intersections. This evaluation criteria ensures that carbon monoxide concentrations will either decrease or remain the same following a minor land use change.
- b. The daily VMT is used in computer simulations as one metric to evaluate transportation network performance. Networks that result in a lower VMT accommodate the travel demand with more direct transportation facilities.

This evaluation procedure can also provide valuable information for developers seeking to replace a previously approved land use within the Specific Plan by a new land use type. Developers can determine the size of the proposed land use type that would not have a significant effect when replacing an approved land use of a given size that was previously evaluated in the *Draft EIR for the Cathedral City Annexation and North City Extended Specific Plan* (MSA Consulting, Inc.; 2013). Developers proposing a new land use who know the size of the new land use can use this procedure to identify the sizes of each of the previously approved land use types that could be replaced without resulting in significant changes in the operational traffic or air quality impacts.

Methodology

The maximum allowable amount of the new land use that can be exchanged for a different approved land use can be determined by calculating an equivalent land use exchange factor for each of the three evaluation criteria in Table B, and selecting the smallest value. The use of the smallest factor will ensure that the daily VMT and the number of trips during the morning and evening peak hours with the proposed use will be equal to or less than the VMT and number of peak hour trips associated with the previously approved land use that will be replaced.

The procedure requires: (1) the proposed land use type, (2) the approved land use type to be replaced, and (3) the amount of the approved land use to be replaced (in metrics of either the number of dwelling units or 1,000s of square feet (TSF) of building floor area). With this information and Table B, the maximum allowable size of the proposed land use that could replace the approved land use without exceeding any of the three site-specific evaluation criteria can be determined. A proposed minor land use change that proposes a new land use quality equal to or less than the maximum allowable value identified should not result in significant

changes in the long-term operational traffic or air quality impacts previously identified in the EIR.

Equivalent exchanges between a new land use and a previously approved land use can be identified by using the factors supplied in Table B for each of the three evaluation criteria. The appropriate factors in Table B are determined from the proposed and approved land use types, irrespective of their sizes (i.e., the number of dwellings units or the square footage of building floor area involved).

Table B
Equivalent Land Use Exchange Factors By Land Use Category^a

Land Use Category	Evaluation Criteria 1 (100 AM Peak Hour Trips) Exchange Factor 1 ^b	Evaluation Criteria 2 (100 PM Peak Hour Trips) Exchange Factor 2 ^b	Evaluation Criteria 3 (10,000 Daily VMT) Exchange Factor 3 ^b
Residential Products			
Single Family Detached Attached Single & Multi-Family Apartments	134 DU 228 DU 195 DU	99 DU 192 DU 161 DU	92 DU 152 DU 133 DU
NON-RESIDENTIAL USES			
Neighborhood Retail Center	65 TSF	15.72 TSF	18.6 TSF
Regional Shopping Center Fast Food	102 TSF	22.59 TSF	27.3 TSF
w Drive-Through Restaurant-High Turnover	2.01 TSF 8.7 TSF	2.95 TSF 9 TSF	2.97 TSF 10.8 TSF
Hotel	180 Rooms	170 Rooms	150 Rooms
General Office	64.5 TSF	67 TSF	98 TSF
Light Industrial	109 TSF	103 TSF	126 TSF

- a. Based upon trip generation data published by the ITE in *Trip Generation* (8th Edition, December, 2008). The ITE Land Use Codes assumed were: 230 for MFA residential; 220 for apartments; 210 for SFD residential; 820 for neighborhood retail (assumes 100 TSF) and regional shopping (assumes 300 TSF) centers; 934 for fast food with drive-through; 932 for sit down high-turnover restaurant; 310 for hotel; 710 for general offices; and 110 for light industrial land uses. The unadjusted trip-ends shown do not reflect reductions for internal trip making to account for the internal trips between land uses that would be counted twice. No pass-by trip reductions were assumed.
- b. DU=dwelling units. TSF=Thousand square feet of building floor area.

Each of the three land use exchange factors in Table B for the currently proposed land use (the value shown reflecting each evaluation criteria) is divided by the corresponding factor for the previously approved land use that will be replaced, as shown in the three equations below. The smallest of the three resulting ratios associated with each land use exchange is the critical or limiting conversion factor. This conversion factor is multiplied by the size of the approved land use to determine the maximum allowable size of the currently proposed land use type that can replace the approved use with no significant change in operational traffic or air quality impacts.

Exchange Factor 1 = Proposed Use Exchange Factor 1 / Approved Use Exchange Factor 1

Exchange Factor 2 = Proposed Use Exchange Factor 2 / Approved Use Exchange Factor 2

Exchange Factor 3 = Proposed Use Exchange Factor 3 / Approved Use Exchange Factor 3

Critical Exchange Factor = Smallest of the Three Exchange Factors (Exchange Factor 1, 2, or 3)

Maximum Allowable New Land Use Size = Critical Exchange Factor x Approved Land Use Quantity

As an example, assume that 200 approved apartments are to be replaced by an unknown number of condominiums and townhouses with equivalent or reduced traffic and air quality impacts. From Table B, the three exchange factor fractions would be: (1) $228/195=1.169$ based on Criteria 1, (2) $192/161=1.193$ based on Criteria 2, and (3) $152/133=1.143$ for Criteria 3. The smallest of these three values (1.143) is the critical exchange factor. Multiplying the critical exchange factor by the 200 apartments that would be replaced reveals the maximum allowable new land use size as 228 condos and townhouses. Up to 228 condos and townhouses could be developed instead of 200 apartments with equivalent or reduced project-related operational traffic or air quality impacts.

To demonstrate that the number of project-related trips generated during the morning and evening peak hours and the daily VMT would not increase with a change in land use, the trip-generation rates documented by the ITE in *Trip Generation (8th Edition, 2008)* were utilized. Conversion factors for land uses permitted under the North City Extended Specific Plan that are not specified in Table B shall be determined by the Cathedral City Traffic Engineer. The average trip lengths used to determine the VMT were those identified in the California Emissions Estimator Model (Version 2011.1.1) for the specific area within which the project site is located.

Other Factors to Consider

The potential for traffic impacts associated with a substantial change in the inbound/outbound directional split of the peak hour trips generated would remain, even though the total number of trips generated during the peak hours would not be allowed to increase. Any potential adverse traffic impacts associated with an increase in outbound traffic may not be fully offset by the beneficial effects of the corresponding reduction in the number of inbound trips. Therefore, Cathedral City may determine that a limit on the maximum change permitted in the directional split is appropriate. For example, Cathedral City may adopt a policy stating that any

increase in the number of either inbound or outbound peak hour trips that would result from a proposed land use exchange may not exceed 50 vehicles per hour.

This Land Use Equivalency Program is intended to address minor not major changes in land use. A determination of what constitutes a minor land use change will be made by city staff, based in part on the evaluation criteria identified above. Future land use changes may have specific issues identified by City staff that requires additional analysis (e.g., parking demand, shared parking, parking lot layout, service vehicle access, changes to approved access locations and median openings, proximity of site driveways to other future driveways or intersections, etc.)

This program does not address roadway network changes within the site or the study area. It does not address site access changes or potential changes on internal roadways providing access to future neighborhoods within the site. Additional traffic or air quality impact analyses may be required by Cathedral City in response to specific concerns regarding the proposed land use modifications (e.g., the addition of drive-through facilities or schools).

This policy does not account for changes in trip generation associated with internal trip interactions or pass-by trips. The values in Table B reflect the ITE weighted average trip generation rates for all land uses except two. Average trip generation rates shown in Table B for the neighborhood retail center (assuming a 100 TSF center) and the regional shopping center (assuming a 300 TSF center) were determined by applying the regression equations then dividing the resulting trip generation forecasts by the size of the shopping centers to determine the average rate.

Construction-related impacts are not addressed by this program. Future sensitive receptors on site, stationary sources of air pollutants, sources of airborne odors, toxic contaminants, and hazardous emissions are not addressed by this program.

Some land use equivalency programs include minimum and maximum total sizes of development by land use type for the project site. Identifying acceptable minimum and maximum sizes of development permitted on site is not within the scope of this analysis. However, these limits reduce the potential for a number of incremental minor land use changes eventually resulting in a substantial change in the overall mix of land uses within the development. The traffic impact analysis accounted for internal trip interactions and pass-by trips based on the mix of land uses with the Preferred Project. If a number of minor land use changes were to eventually replace all residential development with non-residential uses, the internal trip interactions would no longer occur and the effect on project-related traffic and air quality impacts would be significant.

Land Use Exchange Worksheet - North City Extended Specific Plan

Enter Proposed Land Use Type

Regional Shopping Center



Evaluation Criteria 1

PF1= 102 TSF

Enter Land Use Quantity
from Table B Column 1 for
Proposed Land Use Type

Evaluation Criteria 2

PF2= 22.6 TSF

Enter Land Use Quantity
from Table B Column 2 for
Proposed Land Use Type

Evaluation Criteria 3

PF3= 27.3 TSF

Enter Land Use Quantity
from Table B Column 3 for
Proposed Land Use Type

Enter Approved Land Use Type

Apartments



AF1= 195 DU

Enter Land Use Quantity
from Table B Column 1 for
Approved Land Use Type

AF2= 161 DU

Enter Land Use Quantity
from Table B Column 2 for
Approved Land Use Type

AF3= 133 DU

Enter Land Use Quantity
from Table B Column 3 for
Approved Land Use TypeCalculate PF1/AF1 and enter
decimal in the box below.Calculate PF2/AF2 and enter
decimal in the box below.Calculate PF3/AF3 and enter
decimal in the box below.Morning Peak Hour
Exchange Factor 1 0.523Evening Peak Hour
Exchange Factor 2 0.14Daily VMT
Exchange Factor 3 0.205From the three Exchange Factors above,
enter the smallest value below.Critical
Factor 0.14Enter Approved Land Use
Quantity To Be Replaced

500 DU

Multiply Approved
Land Use Quantity

500

By
The

X

Critical
Factor

0.14

To
Identify

=

The Maximum Insignificant Quantity
of Proposed Land Use Type

70 TSF

F. INFRASTRUCTURE FINANCING MECHANISMS

Introduction

The North City Specific Plan included a summary of “Potential Infrastructure Financing Mechanisms” to fund backbone infrastructure, and this is to be incorporated by reference into this North City Extended Specific Plan. According to the North City Specific Plan analysis, the most promising of potential mechanisms for financing of development in both Specific Plan Areas appear to include:

- Community Facilities Districts (CFD);
- Special Assessment Districts;
- Property Owner/ Developer Exactions;
- Development Impact Fees;
- Developer Advances/ Reimbursement;
- User Fees; and
- Landscaping (LLD or LMD)/ Parking Districts.

However, several other backbone infrastructure system financing mechanisms should also be explored by Cathedral City:

- CVAG Measure “A’ Grants
(75% of basic street widening and functional improvements re: Varner Road, Rio Del Sol Road);
- RCTC/ Transportation Enhancement Activities (TEA) Grants
(Pedestrian/ bicycle circulation/ landscaping enhancements);
- RCTC/ CalTrans Capital Improvement (STIP) Grants;
- SB 821 Funds (sidewalks and bikeways);
- EDA Public Works and Economic Development Facilities Grants;
- Highway Safety Improvement Program;
- Road and Bridges Benefit Assessment District; and
- Cathedral City Art in Public Places Program.

A more thorough and targeted analysis of financing mechanisms will follow discussions between property owners in the North City and North City Extended Specific Plan Areas.

Potential Infrastructure Financing Mechanisms

The attached Table 14-1 presents a matrix of financing mechanisms to fund backbone infrastructure. These mechanisms include both public (local, state and federal) and private (property owner, developer and user) funding sources. Each mechanism is profiled in terms of program description, eligible uses, and funding parameters. The following table summarizes the overall applicability of each financing mechanism to the Specific Plan area, as well as order-of magnitude funding potential.

<i>Financing Mechanism</i>	<i>Applicability to Specific Plan Area</i>	<i>Magnitude of Funding for Specific Plan Area</i>
Developer / Property Owner / User		
Community Facilities District	High	High
Special Assessment Districts	High	High
Development Impact Fees	High	Moderate
Property Owner / Developer Exactions	Moderate	Moderate
Developer Advances / Reimbursement	High	Moderate to High
User Fees (such as utility hook-ups)	High	Low
Landscaping Districts / Parking Districts	High	Low
Business Improvement Districts	Low	Nominal
City / Regional		
Transportation Uniform Mitigation Fee	Low	Nominal
Community Development Block Grants	Not Applicable	None
Infrastructure Financing District	Low	Low
State / Federal		
California Infrastructure and Economic Development Bank	Moderate	Low
NAFTA Infrastructure Bank	Low	Nominal
State of CA Propositions (42/1A and 1B)	Moderate	Low to Moderate

The most probable methods of financing backbone infrastructure for the Specific Plan likely includes some combination of the following mechanisms (refer to Section E for more detailed discussion of implementation strategies):

- *Developer exactions.* It is likely that disproportionate backbone infrastructure will be required to support even a small first phase of development. Initial developers will need to advance funds toward a larger phase of infrastructure and seek reimbursement from the City as subsequent developers pay development impact fees. As noted above, the addition of land use entitlements and backbone infrastructure contribute significantly to increased property values.
- *Development impact fees.* Development impact fees can be adopted for a number of different infrastructure items. Typically, cities work with property owners and/or developers to adopt a Public Facilities Financing Plan (PFFP), which sets appropriate fee levels by land use category and phase of development within the Specific Plan area.
- *Community Facilities Districts (CFDs) and/or Special Assessment Districts.* Individual property owners may petition the City to establish CFDs to fund upfront infrastructure requirements through assessments on future owners and tenants.
- *User fees and landscaping districts.* These mechanisms are useful for funding utility installation costs and streetscape/landscape improvements, respectively.

Additionally, backbone infrastructure improvements in the Specific Plan area may be competitive for loans and grants available through State programs such as:

- California Infrastructure and Economic Development Bank, for backbone streets
- State Proposition 42/1A and 1B for backbone streets

	I. DEVELOPER / PROPERTY OWNER / USER		
	Community Facilities Districts (CFDs)	Special Assessment Districts	Development Impact Fees
A. Description	<ul style="list-style-type: none"> An assessment placed against property located within an established district to fund public facilities and services. Municipal bonds supported by revenues from the CFD assessment are sold to provide upfront funding to build improvements or fund services. 	<ul style="list-style-type: none"> Similar to a CFD but shifts the funding of infrastructure from all taxpayers to only those who benefit specifically from the improvement. Sets a fixed lien on every parcel within the assessment district. Municipal bonds supported by special assessments provide upfront funding. 	<ul style="list-style-type: none"> Developer fees pay all or a portion of the costs of any public facility that benefits their development based on PFFP.
B. Eligible Uses	<ul style="list-style-type: none"> Fund capital facilities including: <ul style="list-style-type: none"> - parks - schools - fire stations - water and sewer systems - government facilities Purchase, construction, and improvement or rehabilitation of real property. 	<ul style="list-style-type: none"> Construction of capital facilities such as roads, water, sewer, and flood control. 	<ul style="list-style-type: none"> Capital facilities or ongoing services. Examples of impact fees in Cathedral City include: <ul style="list-style-type: none"> - school impact fee - MSHCP fee - mitigation fee (police, fire, park, etc.) - water meter installation - sanitation capacity charge - water system facility/backup facility charge
C. Funding Parameters	<ul style="list-style-type: none"> Requires 2/3 vote of qualified electors in district. If fewer than 12 residents, vote is conducted on current landowners. Assessment based on allocation formula, not necessarily in proportion to the benefit received. Requires value-to-lien ratio of 3:1. 	<ul style="list-style-type: none"> Typically property owners petition a City to form a district to finance large-scale infrastructure improvements. Assessments on property owners are determined in proportion to the benefit received. 	<ul style="list-style-type: none"> Predetermined fees are paid as a condition to the issuance of building permits, occupancy permits, or subdivision map approvals.
D. Overall Applicability to Specific Plan Backbone Infrastructure	High <i>Funds backbone and local infrastructure through assessments on future users</i>	High <i>Funds backbone and local infrastructure through assessments on future users</i>	High <i>Applicable to backbone and regional infrastructure</i>
E. Magnitude of Funding	High	High	Moderate
F. Potential Uses	Broad range of backbone infrastructure	Broad range of backbone infrastructure that benefit affected property owners	Broad range of backbone infrastructure, mitigation measures, and Citywide public facilities

I. DEVELOPER / PROPERTY OWNER / USER			
	Property Owner / Developer Exactions	Developer Advances / Reimbursement Agreements	User Fees
A. Description	<ul style="list-style-type: none"> • Payments made by developers or property owners in addition to, or in lieu of, development impact fees. • Funds contributed are used to install selected public improvements. • Alternatively, developers are required to construct and deliver specific improvements. 	<ul style="list-style-type: none"> • Advance of funds from developers for use toward backbone infrastructure. • Alternatively, developers construct and deliver specific improvements. • City and developer enter into Reimbursement Agreement. 	<ul style="list-style-type: none"> • Fee imposed by a city, utility, or other franchise for services and facilities they provide.
B. Eligible Uses	<ul style="list-style-type: none"> • Dedication of right-of-way streets and utilities • Provision of open space • Parks or landscape improvements • Schools and community facilities 	<ul style="list-style-type: none"> • Backbone infrastructure 	<ul style="list-style-type: none"> • Water meter hook-ups • Gas, electric, cable, and telephone hook-ups • Park and recreation facilities
C. Funding Parameters	<ul style="list-style-type: none"> • Typically paid or committed as part of the development approval process. 	<ul style="list-style-type: none"> • Typically repaid from redevelopment tax increment, CFD bond proceeds, and/or development impact fees collected from future developers. 	<ul style="list-style-type: none"> • Use of user fee revenues are limited to paying for the service for which the fees are collected. • The fee amount may not exceed the cost of providing the service but may include overhead, capital improvements, and debt service.
D. Overall Applicability to Specific Plan Backbone Infrastructure	<p>Moderate</p> <p>Agreements with individual property owners need to be coordinated with Plan area total infrastructure requirements and phasing</p>	<p>High</p> <p>Allows flexibility in forming public/private partnerships; agreements with individual property owners need to be coordinated with Plan area total infrastructure requirements and phasing</p>	<p>High</p> <p>Applicable to both backbone and local infrastructure</p>
E. Magnitude of Funding	Moderate	Moderate to High	Low
F. Potential Uses	Broad range of backbone infrastructure	Broad range of backbone infrastructure	Water infrastructure Dry utilities

	I. DEVELOPER / PROPERTY OWNER / USER	
	Landscaping Districts / Parking Districts	Business Improvement Districts (BIDs)
A. Description	<ul style="list-style-type: none"> Assessment on properties located within a specific district that benefit from landscaping and/or parking. 	<ul style="list-style-type: none"> Annual fees paid by business owners and/or property owners to fund activities and programs intended to enhance the business environment in a defined area.
B. Eligible Uses	<ul style="list-style-type: none"> Landscaping districts allow for the funding of lights, recreational equipment, landscaping, and irrigation. Parking districts allow for the acquisition, improvement, and operation of shared parking facilities. 	<ul style="list-style-type: none"> Marketing and promotion Security Streetscape improvements Operating and maintenance of public improvements Special events
C. Funding Parameters	<ul style="list-style-type: none"> Funds are typically collected concurrently with the annual business license tax or property tax bill, with varying formulas for retail vs. non-retail businesses, and residential vs. non-residential property. 	<ul style="list-style-type: none"> Once established, annual BID fees are mandatory for businesses/properties located within the BID boundary. Business-based BID fees are collected with business license fees; property-based BID assessments are collected on property tax bills.
D. Overall Applicability to Specific Plan Backbone Infrastructure	High	Low <i>Limited applicability to capital needs</i>
E. Magnitude of Funding	Low	Nominal
F. Potential Uses	Landscaping and open space features	Streetscape improvements and ongoing maintenance

	Transportation Uniform Mitigation Fee (TUMF)	Community Development Block Grants / Section 108 Loans
A. Description	<ul style="list-style-type: none"> Impact fee charged to residential and non-residential developers to fund transportation improvements. 	<ul style="list-style-type: none"> Annual grants for use towards economic development, public facilities and housing rehabilitation. Section 108 loans provide front-end financing for large-scale community and economic development projects that cannot be financed from annual grants.
B. Eligible Uses	<ul style="list-style-type: none"> Variety of regional transportation improvements 	<ul style="list-style-type: none"> Acquisition and disposition of property. Clearance and demolition. Public facilities and site work. Funds must be targeted to specific areas benefiting low- and moderate-income persons or to eliminate blight.
C. Funding Parameters	<ul style="list-style-type: none"> Fees are collected by the applicable jurisdiction and transmitted to CVAG to be placed into the Coachella Valley Transportation Mitigation Trust Fund. 	<ul style="list-style-type: none"> Funds are provided by HUD and administered by the County of Riverside.
D. Overall Applicability to Specific Plan Backbone Infrastructure	<p>Low</p> <p><i>Funds regional infrastructure based on funding priorities determined by CVAG</i></p>	<p>Not Applicable</p> <p><i>Funds targeted to blighted and/or low/moderate-income areas</i></p>
E. Magnitude of Funding	Nominal	None
F. Potential Uses	Cost allocation between regional and backbone shares	None

II. CITY / REGIONAL	
Infrastructure Financing Districts (IFDs)	
A. Description	<ul style="list-style-type: none"> tax increment revenues within an IFD are used to finance the construction of public works and facilities.
B. Eligible Uses	<ul style="list-style-type: none"> Highways, interchanges, bridges, and ramps Sewage treatment and water reclamation plants Flood control levees, retention basins and drainage channels Parks and recreational facilities
C. Funding Parameters	<ul style="list-style-type: none"> Created by cities and/or counties. IFDs may not include any portion of a redevelopment project area. IFDs may not finance routine maintenance or repair work or ongoing operating costs.
D. Overall Applicability to Specific Plan Backbone Infrastructure	<p>Low</p> <p><i>Limited tax increment yield based on City's small share of 1.0% property tax</i></p>
E. Magnitude of Funding	Low
F. Potential Uses	Installation of major infrastructure

	III. STATE / FEDERAL			
	California Infrastructure and Economic Development Bank (I-Bank)	NAFTA Infrastructure Bank	State of California Propositions	
			Propositions 42 and 1A	Proposition 1B
A. Description	<ul style="list-style-type: none"> • Low cost financing to public agencies for a wide variety of infrastructure projects. 	<ul style="list-style-type: none"> • Financial assistance to Mexican border states for transportation projects that are necessary to accommodate increased traffic resulting from the implementation of the North American Free Trade Agreement. 	<ul style="list-style-type: none"> • Proposition 42 required a portion of sales tax on gasoline be transferred to the Transportation Infrastructure Fund (TIF). Amended by Proposition 1A to limit the State's ability to suspend transfer of revenues from the TIF during fiscal difficulties. 	<ul style="list-style-type: none"> • <i>Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.</i> • Approved in 2006, made available \$20 billion for state and local improvement projects.
B. Eligible Uses	<ul style="list-style-type: none"> • City streets • Educational facilities • Environmental mitigation measures • Parks and recreational facilities • Public transit 	<ul style="list-style-type: none"> • Grants provided to (1) relieve congestion due to increased traffic resulting from the implementation of NAFTA and (2) improve enforcement of motor carrier safety laws. 	<ul style="list-style-type: none"> • Congestion relief • Safety enhancements • Local streets repair • Public transportation 	<ul style="list-style-type: none"> • Congestion relief • Improve air quality • Enhance safety and security of transportation systems
C. Funding Parameters	<ul style="list-style-type: none"> • The Infrastructure State Revolving Fund Program offered by the I-Bank offers loans ranging between \$250,000 to \$10,000,000 with eligible repayment sources including General Fund revenues, tax increment revenues and property assessments. 	<ul style="list-style-type: none"> • Limits the Federal share of costs for such projects to 80%. 	<ul style="list-style-type: none"> • Funds provided directly for local road improvements, as well as for capital projects (highway and transit) selected by Caltrans in the State Transportation Improvement Program. 	<ul style="list-style-type: none"> • League of California Cities is drafting legislation with the California State Association of Counties for allocation of this revenue source.
D. Overall Applicability to Specific Plan Backbone Infrastructure	Moderate <i>Competitive process</i>	Low <i>Funding targeted to regional/state transportation infrastructure</i>	Moderate <i>Funds may be used for regional, backbone, and local infrastructure</i>	
E. Magnitude of Funding	Low <i>Relatively small loans</i>	Nominal	Low to Moderate <i>Competitive process with limited track record</i>	
F. Potential Uses	Backbone streets and open space features	Cost allocation between regional and backbone shares	Backbone streets	

APPENDICES



MODEL TRANSFER OF DEVELOPMENT RIGHTS (TDR) ORDINANCE

The model ordinance below establishes a general framework for severing development rights involving net density and intensity (through FARs) from a sending parcel and transferring them to a receiving parcel. Section 101 of the ordinance authorizes a transfer of development rights (TDR) for a variety of purposes, including environmental protection, open space preservation, and historic preservation, which are the most typical.

Under Section 104, the local government has two options in setting up the TDR program. The first involves the use of overlay districts, which would zone specific areas as sending and receiving parcels. The second involves identifying which zoning districts would be sending and receiving districts in the text of the ordinance itself, rather than through a separate amendment to the zoning ordinance. In both cases, the designations must be consistent with the comprehensive plan. Section 105 of the ordinance contains a table that shows, by use district, the permitted maximum increases in density and FAR that can be brought about through TDR.

Section 106 outlines a process by which the zoning administrator would determine the specific number of development rights for a sending parcel in terms of dwelling units per net acre or square feet of nonresidential floor area (for commercial and industrial parcels) and issue a certificate to the transferor. Sections 107 and 108 describe the instruments by which the development rights are legally severed from the sending parcel through instruments of transfer and attached to the receiving parcel. Section 107 describes how the applicant for a subdivision or other type of development permit would formally seek the use of development rights in a development project (e.g., a subdivision). Note that the transfer would not apply to rezonings, but only to specific projects where a development permit is going to be issued in order that development may commence.

Commentary to the ordinance describes, in Section 109, a development rights bank, a mechanism by which the local government purchases development rights before they are applied to receiving parcels, retains them permanently in order to prevent development, or sells them as appropriate in order to make a profit or direct development of a certain character to a specific area. Whether this is an appropriate role for local government or should be left to nonprofit organizations (e.g., land trusts) is matter for local discussion and debate. No ordinance language is provided, although the description in the commentary should be sufficient for local government officials to draft language establishing the bank. Primary Smart Growth Principle Addressed: Preserve open space and farmland Secondary Smart Growth Principle Addressed: Direct development towards existing communities.

101. Purposes

The purposes of this ordinance are to convey development rights from lands designated as debris basins in the NCESP.

- (a) preserve open space, scenic views, critical and sensitive areas, and natural hazard areas;
- (b) conserve agriculture and forestry uses of land;
- (c) protect lands and structures of aesthetic, architectural, and historic significance;
- (d) retain open areas in which healthful outdoor recreation can occur;
- (e) implement the comprehensive plan;
- (f) ensure that the owners of preserved, conserved, or protected land may make reasonable use of their property rights by transferring their right to develop to eligible zones;
- (g) provide a mechanism whereby development rights may be reliably transferred; and
- (h) ensure that development rights are transferred to properties in areas or districts that have adequate community facilities, including transportation, to accommodate additional development.
- (i) Transfer deed rights from designated basins.

Comment: *The local government may tailor this list of purposes to its particular planning goals and objectives or leave it with a wide range of purposes and implement the ordinance to achieve specific goals and objectives.*

102. Authority

This ordinance is enacted pursuant to the authority granted by [cite to state statute or local government charter or similar law].

Comment: *It is important to determine whether the local government has legal authority to enact a TDR program because not all local governments in all states have identical powers. In addition, enabling legislation for TDR may require that the transfers be done in a certain manner other than is described in this model.*

103. Definitions

As used in this ordinance, the following words and terms shall have the meanings specified herein:

“Development Rights” mean the rights of the owner of a parcel of land, under land development regulations, to configure that parcel and the structures thereon to a particular

density for residential uses or floor area ratio for nonresidential uses. Development rights exclude the rights to the area of or height of a sign.

Comment: *Unless sign area and height are excluded from the definition of “development rights,” it is possible to transfer them to another parcel, resulting in larger or taller signs. In some cases, development rights might extend to impervious surface surfacing coverage, and a transfer of such rights would allow more extensive coverage.*

“Density” or “Net Density” means the result of multiplying the net area in acres times 43,560 square feet per acre and then dividing the product by the required minimum number of square feet per dwelling unit required by the zoning ordinance for a specific use district.

“Density” or “Net Density” is expressed as dwelling units per acre or per net acre

“Floor Area” means the gross horizontal area of a floor of a building or structure measured from the exterior walls or from the centerline of party walls. “Floor Area” includes the floor area of accessory buildings and structures.

“Floor Area Ratio” means the maximum amount of floor area on a lot or parcel expressed as a proportion of the net area of the lot or parcel.

“Net Area” means the total area of a site for residential or nonresidential development, excluding street rights-of-way and other publicly dedicated improvements, such as parks, open space, and stormwater detention and retention facilities, and easements, covenants, or deed restrictions, that prohibit the construction of building on any part of the site. “Net area” is expressed in either acres or square feet.

“Overlay District” means a district superimposed over one or more zoning districts or parts of districts that imposes additional requirements to those applicable for the underlying zone.]

Comment: *This definition is only necessary if the TDR designation is accomplished via an overlay district.*

“Receiving District” means one or more districts in which the development rights of parcels in the sending district may be used.

“Receiving Parcel” means a parcel of land in the receiving district that is the subject of a transfer of development rights, where the owner of the parcel is receiving development rights, directly or by intermediate transfers, from a sending parcel, and on which increased density and/or intensity is allowed by reason of the transfer of development rights;

“Sending District” means one or more districts in which the development rights of parcels in the district may be designated for use in one or more receiving districts;

“Sending Parcel” means a parcel of land in the sending district that is the subject of a transfer of development rights, where the owner of the parcel is conveying development rights of the parcel, and on which those rights so conveyed are extinguished and may not be used by reason of the transfer of development rights; and

“Transfer of Development Rights” means the procedure prescribed by this ordinance whereby the owner of a parcel in the sending district may convey development rights to the owner of a parcel in the receiving district or other person or entity, whereby the development rights so conveyed are extinguished on the sending parcel and may be exercised on the receiving parcel in addition to the development rights already existing regarding that parcel or may be held by the receiving person or entity.

***Comment:** This definition recognizes that development rights may be sold to an entity (e.g., the local government or a nonprofit organization) that will hold them indefinitely.*

“Transferee” means the person or legal entity, including a person or legal entity that owns property in a receiving district, who purchases the development rights.

104. Establishment of Sending and Receiving Districts.

[Alternative 1: Amend the zoning map using overlays]

(1) The [local legislative body] may establish sending and receiving districts as overlays to the zoning district map by ordinance in the manner of zoning district amendments. The [planning director] shall cause the official zoning district map to be amended by overlay districts to the affected properties. The designation “TDR-S” shall be the title of the overlay for a sending district, and the designation “TDR-R” shall be the title of the overlay for a receiving district.

***Comment:** When a zoning map is amended, one practice is to list the ordinance number and the enactment date in a box on the map, along with the signatures of the planning director and the clerk of the local legislative body (e.g., the clerk of council). This allows for an easy reference if there should be any later questions about whether the map amendment accurately reflects the legal description in the ordinance.*

(2) Sending and receiving districts established pursuant to Paragraph (1) shall be consistent with the local comprehensive plan.

[Alternative 2—Specify zoning districts that can serve as sending and receiving districts]

(1) The following zoning districts shall be sending districts for the purposes of the transfer of development rights program:

[list names of districts]

(2) The following zoning districts shall be receiving districts for the purposes of the transfer of development rights program:

***Comment:** Since the sending and receiving districts are being established as part of the ordinance rather than through separate overlays, the local government would need to make a declaration of consistency with the comprehensive plan for such districts as part of the enactment of these two paragraphs.*

105. Right to Transfer Development Rights

(1) Each transferor shall have the right to sever all or a portion of the rights to develop from the parcel in a sending district and to sell, trade, or barter all or a portion of those rights to a transferee consistent with the purposes of Section 101 above .

(2) The transferee may retire the rights, resell them, or apply them to property in a receiving district in order to obtain approval for development at a density or intensity of use greater than would otherwise be allowed on the land, up to the maximum density or intensity indicated in Table 1.



Table 1
Maximum Density and Intensity Allowed in Zoning Districts through Transfer of Development Rights (TDR)

Note: District names and densities are hypothetical examples only.

Zoning District Title	Maximum Density in Dwelling Units Per Net Acre	Maximum Intensity in Floor Area Ratio	Maximum Density with TDR	Maximum Intensity in Floor Area Ratio with TDR
R-1	4		8	
R-2	8		16	
R-3	16		32	
C-1		0.2		0.4
C-2		1.0		2.0
C-3		2.0		4.0
C-4		4.0		8.0
I-1		0.75		1.5

(3) Any transfer of development rights pursuant to this ordinance authorizes only an increase in maximum density or maximum floor area ratio and shall not alter or waive the development standards of the receiving district, including standards for floodplains, wetlands, and [other environmentally sensitive areas]. Nor shall it allow a use otherwise prohibited in a receiving district.

Comment: *In some cases, it may be desirable to allow the transfer of the right to additional impervious surface coverage on a site. For example, if a certain zoning district limits the amount of surface parking by a maximum impervious surface parking ratio and additional parking is needed, Table 1 should be amended to authorize this.*

106. Determination of Development Rights; Issuance of Certificate

(1) The [zoning administrator] shall be responsible for:

- (a) determining, upon application by a transferor, the development rights that may be transferred from a property in a sending district to a property in a receiving district and issuing a transfer of development rights certificate upon application by the transferor.
- (b) maintaining permanent records of all certificates issued, deed restrictions and covenants recorded, and development rights retired or otherwise extinguished, and transferred to specific properties; and
- (c) making available forms on which to apply for a transfer of development rights certificate.

(2) An application for a transfer of development rights certificate shall contain:

- (a) a certificate of title for the sending parcel prepared by an attorney licensed to practice law in the state of *[name of state]*;
- (b) [five] copies of a plat of the proposed sending parcel and a legal description of the sending parcel prepared by [licensed *or* registered] land surveyor;
- (c) a statement of the type and number of development rights in terms of density or FAR being transferred from the sending parcel, and calculations showing their determination.
- (d) applicable fees; and
- (e) such additional information required by the [zoning administrator] as necessary to determine the number of development rights that qualify for transfer

Comment: *A local government should consult with its law director or other legal counsel to determine the requirements for an application for a TDR. Consequently, this paragraph as well as other Sections of the ordinance may need to be revised to reflect state-specific issues concerning real property law and local conditions.*

(3) A transfer of development rights certificate shall identify:

- (a) the transferor;
- (b) the transferee, if known;
- (c) a legal description of the sending parcel on which the calculation of development rights is based;
- (d) a statement of the number of development rights in either dwelling units per net acre or square feet of nonresidential floor area eligible for transfer;
- (e) if only a portion of the total development rights are being transferred from the sending property, a statement of the number of remaining development rights in either dwelling units per net acre or square feet of nonresidential floor space remaining on the sending property;
- (f) the date of issuance;
- (g) the signature of the [zoning administrator]; and
- (h) a serial number assigned by the [zoning administrator].

(4) No transfer of development rights under this ordinance shall be recognized by the [local government] as valid unless the instrument of original transfer contains the [zoning

administrator's] certification.

107. Instruments of Transfer

(1) An instrument of transfer shall conform to the requirements of this Section. An instrument of transfer, other than an instrument of original transfer, need not contain a legal description or plat of the sending parcel.

(2) Any instrument of transfer shall contain:

- (a) the names of the transferor and the transferee;
- (b) a certificate of title for the rights to be transferred prepared by an attorney licensed to practice law in the state of [name of state];
- (c) a covenant the transferor grants and assigns to the transferee and the transferee's heirs, assigns, and successors, and assigns a specific number of development rights from the sending parcel to the receiving parcel;
- (d) a covenant by which the transferor acknowledges that he has no further use or right of use with respect to the development rights being transferred; and
- (e) *[any other relevant information or covenants]*.

(3) An instrument of original transfer is required when a development right is initially separated from a sending parcel. It shall contain the information set forth in paragraph (2) above and the following information:

- (a) a legal description and plat of the sending parcel prepared by a licensed surveyor named in the instrument;
- (b) the transfer of development rights certificate described in Section 106 (4) above.
- (c) a covenant indicating the number of development rights remaining on the sending parcel and stating the sending parcel may not be subdivided or developed to a greater density or intensity than permitted by the remaining development rights;
- (d) a covenant that all provisions of the instrument of original transfer shall run with and bind the sending parcel and may be enforced by the *[local government]* and *[list other parties, such as nonprofit conservation organizations]*; and
- (d) *[indicate topics of other covenants, as appropriate]*.

(4) If the instrument is not an instrument of original transfer, it shall include information set forth in paragraph (2) above and the following information:

(a) a statement that the transfer is an intermediate transfer of rights derived from a sending parcel described in an instrument of original transfer identified by its date, names of the original transferor and transferee, and the book and the page where it is recorded in the [land records of the county].

(b) copies and a listing of all previous intermediate instruments of transfer identified by its date, names of the original transferor and transferee, and the book and the page where it is recorded in the [land records of the county].

(5) The local government's [law director] shall review and approve as to the form and legal sufficiency of the following instruments in order to affect a transfer of development rights to a receiving parcel:

(a) An instrument of original transfer

(b) An instrument of transfer to the owner of the receiving parcel

(c) Instrument(s) of transfer between any intervening transferees

Upon such approval, the [law director] shall notify the transferor or his or her agent, who shall record the instruments with the [name of county official responsible for deeds and land records] and shall provide a copy to the [county assessor]. Such instruments shall be recorded prior to release of development permits, including building permits, for the receiving parcel.

Comment: *The procedures in paragraph (5) may need to be modified based on the structure of local government in a particular state and the responsibilities of governmental officials for land records and assessments. The important point is that the TDRs must be permanently recorded, and the property of the owner of the sending parcel, the value of which is reduced because of the transfer, should be assessed only on the basis of its remaining value.*

108. Application of Development Rights to a Receiving Parcel

(1) A person who wants to use development rights on a property in a receiving district up to the maximums specified in Table 1 in Section 105 above shall submit an application for the use of such rights on a receiving parcel. The application shall be part of an application for a development permit. In addition to any other information required for the development permit, the application shall be accompanied by:

(a) an affidavit of intent to transfer development rights to the property; and

(b) either of the following:

1. a certified copy of a recorded instrument of the original transfer of the development rights proposed to be used and any intermediate instruments of transfer through which the applicant became a transferee of those rights; or

2. a signed written agreement between the applicant and a proposed original transferor, which contains information required by Section 106(2) above and in which the proposed transferor agrees to execute an instrument of such rights on the proposed receiving parcel when the use of those rights, as determined by the issuance of a development permit, is finally approved.

(2) The [local government] may grant preliminary subdivision approval of a proposed development incorporating additional development rights upon proof of ownership of development rights and covenants on the sending parcel being presented to the [local government] as a condition precedent to final subdivision approval.

(3) No final plat of subdivision, including minor subdivisions, shall be approved and no development permits shall be issued for development involving the use of development rights unless the applicant has demonstrated that:

(a) the applicant will be the bona fide owner of all transferred development rights that will be used for the construction of additional dwellings, the creation of additional lots, or the creation of additional nonresidential floor area;

(b) a deed of transfer for each transferred development right has been recorded in the chain of title of the sending parcel and such instrument restricts the use of the parcel in accordance with this ordinance; and

(c) the development rights proposed for the subdivision or development have not been previously used. The applicant shall submit proof in the form of a current title search prepared by an attorney licensed to practice law in the state of [name state].

109. Development Rights Bank [optional]

Comment: *This section should establish a development rights bank, otherwise referred to as a "TDR Bank." The local government or any other existing or designated entity may operate the bank. The TDR Bank should:*

- *have the power to purchase and sell or convey development rights, subject to the local legislative body's approval;*
- *have the power to recommend to the local legislative body property where the local government should acquire development rights by condemnation;*
- *have the power, to hold indefinitely any development rights it possesses for conservation or other purposes;*
- *receive donations of development rights from any person or entity; and*
- *receive funding from the local government, the proceeds from the sale of development rights, or grants or donations from any source.*

No model ordinance language for the creation of the TDR bank is provided here because the specifics of such must be determined by the operating entity.

References

Fruita, Colorado, City of. Land Use Code, Chapter 17.09, Transfer of Development Rights/Credits [accessed December 14, 2004]:

www.fruita.org/pdf/LUC_4_2004/Chapter17_comp.pdf

Howard County, Maryland. Zoning Ordinance, Section 106, Density Exchange Option Overlay District [accessed December 14, 2004]:

<http://www.co.ho.md.us/DPZ/DPZDocs/ClusterDEO070104.pdf>

Redmond, Washington, City of. Community Development Guide, Section 20D.200, Transfer of Development Rights/Purchase of Development Rights Program [accessed December 14, 2004]:

[http://search.mrsc.org/nxt/gateway.dll/rdcdg?f=templates&fn=rdcdgpage.htm\\$vid=municodes:RedmondCDG](http://search.mrsc.org/nxt/gateway.dll/rdcdg?f=templates&fn=rdcdgpage.htm$vid=municodes:RedmondCDG)

Sarasota County, Florida. Zoning Code, Section 4.11, TDR Overlay District Intent Statements and Section 6.12, TDR Overlay District Development Standards, website [accessed December 14, 2004]:

<http://www.scgov.net/Frame/ScgWebPresence.aspx?AAA498=AFC1BAAFC0A89CB7B9BBBAA7C0A4B273C8B5B3B5C86FBBAAC981B0ABB8A2C2B1C980ADB9C2B9>

St Mary's County, Maryland Zoning Ordinance, Chapter 26, Transferable Development Rights [accessed December 14, 2004 <http://www.co.saint-marys.md.us/planzone/docs/TDRamendment.pdf>].

FISCAL IMPACT ASSESSMENT

Introduction

The City of Cathedral City has retained John Goss, Senior Associate with Ralph Andersen and Associates to conduct a fiscal impact analysis of their overall annexation proposal which includes, but is not limited to, the North City Extended Specific Plan area. Once this analysis has been completed by Mr. Goss and his associates, a more focused fiscal impact analysis needs to be incorporated into this Specific Plan.

Resolution 2014-03 – EIR and GPA

Ordinance 732 – Pre Zoning

Ordinance 733 – NCESP Adoption

CITY COUNCIL OF CATHEDRAL CITY
RESOLUTION NO. 2014-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CATHEDRAL CITY, CALIFORNIA, 1) CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT, 2) APPROVING THE STATEMENT OF OVERRIDING CONSIDERATIONS, AND 3) AMENDING THE GENERAL PLAN LAND USE MAP TO ESTABLISH LAND USE DESIGNATIONS FOR APPROXIMATELY 591 ACRES TO FACILITATE ADOPTION OF THE NORTH CITY EXTENDED SPECIFIC PLAN (GPA 12-001) TO BE EFFECTIVE UPON ANNEXATION OF THE PROJECT AREA INTO THE CITY OF CATHEDRAL CITY

WHEREAS, an application was submitted by SDC Ventura, LLC ("Applicant") to the City of Cathedral City, California ("City"), for the approval of a General Plan Amendment, under the provisions of the Cathedral City Municipal Code; and

WHEREAS, the Planning Commission recommended that the City Council 1) certify the Final Environmental Impact Report for the North City Extended Specific Plan, 2) approve the statement of overriding considerations and 3) amend the General Plan land use map to establish land use designations for approximately 591 acres ("Actions") after public hearings held on November 20, 2013, and December 4, 2013; and

WHEREAS, the Applicant requests a change to the General Plan Land Use Map to add approximately 591 acres to establish Land Use Designations for the North City Extended Specific Plan area located in part between Interstate 10 and Varner Road, extending northwesterly from Bob Hope Drive ("Project Area"). Approximately 104 acres of the Project Area (Planning Area 3) lies north of Varner Road and approximately 9 acres lies on the east side of Bob Hope Drive (Planning Area 2). The balance of the Project Area (Planning Areas 1, 4, and 5) lies between Varner Road and Interstate 10 from Bob Hope Drive to the City limits of Cathedral City. The project area consists of the following Assessor Parcels:

670-240-011, 670-240-012, 670-240-013, 670-240-014, 670-240-015, 670-240-016, 670-240-017, 670-250-013, 670-070-001, 670-080-007; and

WHEREAS, the City of Cathedral City, acting as Lead Agency, has determined that the requested General Plan Amendment will have a significant impact on the environment and a Final Environmental Impact Report should be certified with a Statement of Overriding Considerations; and

WHEREAS, the City has circulated the proposed General Plan Amendment in accordance with SB 18.

**THE CITY COUNCIL OF THE CITY OF CATHEDRAL CITY DOES
HEREBY RESOLVE AS FOLLOWS:**

Section 1. ADMINISTRATIVE RECORD

The City Council has considered all of the evidence submitted into the administrative record adopting the General Plan Amendment for the Project Area, including, but not limited to, the following:

- (a) Cathedral City General Plan and Cathedral City Municipal Code;
- (b) North City Extended Specific Plan;
- (c) Final Environmental Impact Report for North City Extended Specific Plan;
- (d) City Council Staff Report;
- (e) Staff presentation at the public hearings conducted at the Cathedral City Planning Commission on November 20 and December 4, 2013;
- (f) The record, testimony and/or comments from interested parties submitted to the City in both written and oral form at, or prior to, the public hearing conducted at the Planning Commission hearings on November 20 and December 4, 2013; and
- (g) Public comments, both written and oral, received and/or submitted at, or prior to, the public hearing conducted by the City Council hearing held on January 15, 2014.

Section 2 ENVIRONMENTAL

A. Pursuant to the provisions of the California Environmental Quality Act (CEQA), the City Council makes the following findings:

- (a) As required by CEQA Guidelines Section 15090, the City Council hereby certifies that, as the decision-making body of the Lead Agency, it has reviewed and considered the information contained in the Final Environmental Impact Report (FEIR) prior to approving the Project.
- (b) The City Council finds that its review of the FEIR reflects the Lead Agency's independent review and judgment as required by CEQA.
- (c) The additional environmental impacts identified in the FEIR are potentially significant, but the City finds Biological Resources, Geology and Soils, Greenhouse Gasses, Hydrology and Water Quality, Noise, Recreation, Transportation and Traffic, and Utilities impacts can be mitigated to a level of less than significant through the imposition of standards conditions and mitigation measures identified in the FEIR.

- (d) The City Council hereby adopts the Mitigation Monitoring Program contained in the North City Extended Specific Plan FEIR as required in Section 15091(d) of CEQA.
- (e) The City Council finds that the Mitigation Monitoring Program contained in the FEIR of the North City Extended Specific Plan complies with the requirements of Section 21081.6 of the Public Resources Code and the Mitigation Monitoring Program meets the following findings:
 - I. The Mitigation Monitoring Program has been designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during project review and implementation; and
 - II. Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, and other measures.

B. Pursuant to the provisions of the CEQA, the City Council hereby certifies the Final Environmental Impact Report.

Based on the FEIR, the comments received thereon, and the record before the City Council, the City Council hereby certifies the FEIR prepared for the North City Extended Specific Plan and represents the independent judgment of the City and that, based upon the analysis and mitigation measures referenced therein, the Proposed Project may have a significant impact upon the environment resulting from air emissions during construction activities and a Statement of Overriding Considerations is required. The documents and other material that constitute the record on which this decision is based are located in the Community Development Department in the custody of the City. In compliance with Title 14, Chapter 3, Section 15074(d) of the California Code of Regulations, the Planning Commission hereby recommends to the City Council that it adopt the Mitigation Monitoring Plan, which has been included in the Final Environmental Impact Report, for reporting on and monitoring the conditions of the project required to minimize significant environmental effects.

C. The City Council hereby adopts the Statement of Overriding Considerations.

- (a) The following significant environmental impact has been identified in the FEIR and, although subject to all applicable and feasible Project Design Features, Standard Conditions, and mitigation measures, the impact cannot be mitigated to a level less than significant.

I. **Construction Emissions:** Implementation of the proposed NCESP would result in the generation of air pollutant emissions both locally and regionally. Emissions are expected to modestly add to an increase in potential air quality degradation in the Coachella Valley. Most significant impacts are expected to result from site disturbance, excavation, and construction activities associated with the development of the mixed use project and storm water detention basins. Site grading will be phased and minimized to the greatest extent practical. All construction activities will abide by the City's Municipal Code, which addresses the hours per day within which these activities are permitted. The FEIR provides for the review and approval of all grading and development permits, and the provisions of all reasonably available methods and technologies to assure the minimal emission of pollutants generated by the project. The FEIR also directs the City to assure the implementation of federal, state, regional, and local programs that reduce construction emissions, and monitor grading and construction activities. Although implementation of Standard Conditions (SC) SC 3.3-1 through SC 3.3-11 and Mitigation Measures (MM) MM 3.3-1 through MM 3.3-10 would partially mitigate the impact, the volume of emissions generated cannot be feasibly reduced below adopted significance thresholds. Therefore, impacts remain significant and not fully mitigated.

(b) Having reduced the adverse significant environmental effects of the proposed project to the extent feasible by adopting the standard conditions and mitigation measures contained in the Final EIR; having considered the entire administrative record on the project; and having weighed the benefits of the project against its unavoidable adverse impacts after mitigation, the City Council finds that the social, economic, and environmental benefits of the project outweigh the potential unavoidable adverse and render those potential adverse environmental impacts acceptable based on the overriding considerations found in Exhibit 'B' and in making this finding, the City has balanced the benefits of the Project against its unavoidable environmental impacts and has indicated its willingness to accept those risks.

Section 3. GENERAL PLAN AMENDMENT

A. The Cathedral City General Plan is hereby amended to designate the 591-acre Project Area, that includes an approximate 104-acre portion of the project (Planning Area 3) north of Varner Road, the approximate 9 acres on the east side of Bob Hope Drive (Planning Area 2), and the balance of the Project Area (Planning Areas 1, 4, and 5) located between Varner Road and Interstate 10 from Bob Hope Drive to the City limits. The Project Area consists of the following Assessor Parcels:

670-240-011, 670-240-012, 670-240-013, 670-240-014, 670-240-015, 670-240-016, 670-240-017, 670-250-013, 670-070-001, 670-080-007

B. Attached as Exhibit 'C' is the General Plan text amendment.

Section 4. GENERAL PLAN FINDINGS

The City Council finds as follows:

- (a) The proposed General Plan Amendment, which consists of modifying the General Plan Land Use Map for the North City Extended Specific Plan, includes policies and objectives to:
 - i. Establish a unique community identity within the Coachella Valley;
 - ii. Create a thriving mixed-use area that strengthens Cathedral City's economic base;
 - iii. Create compact, walkable neighborhoods and mixed use districts that support healthy living and multiple transportation options;
 - iv. Provide a signature open space framework that compliments and enhances the natural environment; and
 - v. Encourage sustainable energy-efficient development.
- (b) The proposed General Plan Amendment will establish a unique and successful development area of Cathedral City and the Coachella Valley;
- (c) The proposed General Plan Amendment is consistent with the established goals, policies, and objectives in the General Plan;
- (d) The proposed land use changes will provide a blueprint for development of the future of the area identified in Exhibit 'A' known as the North City Extended Specific Plan;
- (e) The proposed General Plan Amendment is necessary and proper at this time, and is not likely to be detrimental to the adjacent properties or residents;
- (e) The proposed General Plan Amendment was circulated in compliance with SB18 and no significant issues were identified; and
- (f) Any and all other findings contained in the Staff Report, during testimony, and orally made at the hearing on the General Plan Amendment.

Section 5. EFFECTIVE DATE

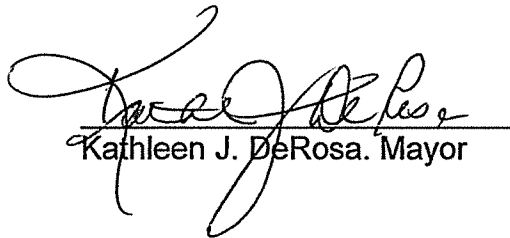
This resolution shall not become effective until completion of the Project Area's annexation into the City of Cathedral City.

Section 6. CERTIFICATION

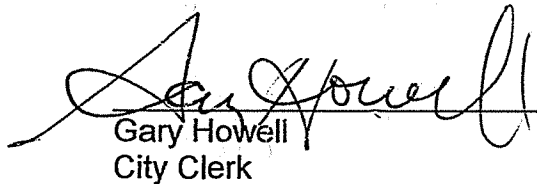
The City Clerk shall certify to the passage and adoption of this Resolution; shall enter the same in the book of original Resolutions of the City; and shall make a minute of passage and adoption thereof in the records of the proceedings of the City Council, in the minutes of the meeting at which Resolution is passed and adopted.

Ayes: 4 DeRosa, Vasquez, Henry, Toles
Noes: 0
Abstain: 0
Absent: 1 Pettis

APPROVED and ADOPTED this 15th day of January 2014.


Kathleen J. DeRosa, Mayor

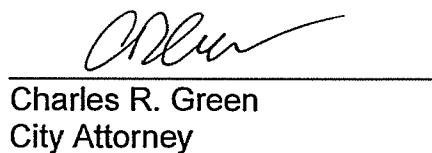
ATTEST:


Gary Howell
City Clerk

APPROVED AS TO CONTENT:


Leisa Lukes
Business Development Manager

APPROVED AS TO FORM:


Charles R. Green
City Attorney

REVIEWED BY:

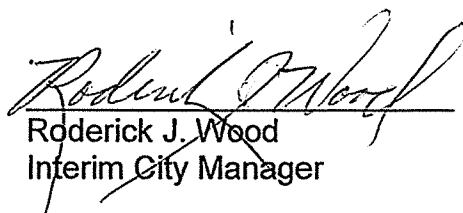

Roderick J. Wood
Interim City Manager

EXHIBIT 'A'

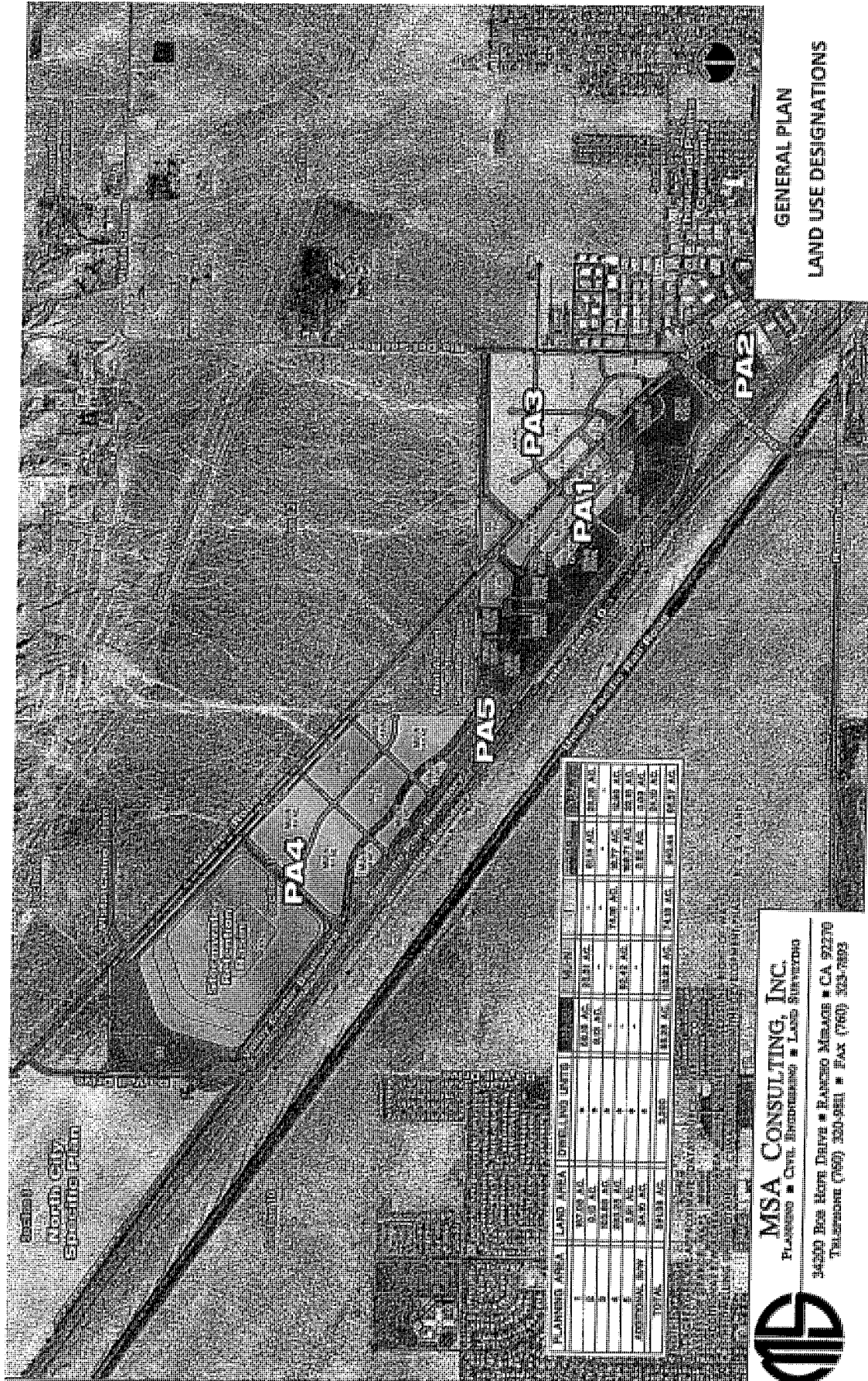


EXHIBIT 'B'

STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b) and the Guidelines Sections 15093 and 15043, the City has balanced the economic, legal, social, technological, and other benefits of the Project, including the provision of employment opportunities for highly trained workers, against the unavoidable adverse impact associated with air quality impacts derived from construction emissions. The City also has examined alternatives to the Project, none of which meet both the Project objectives and is environmentally superior to the Project.

The City, after balancing the specific economic, legal, social, technological, and other benefits of the Project, has determined that the unavoidable adverse environmental impact upon air quality may be considered "acceptable" due to the following specific considerations that outweigh the unavoidable, adverse environmental impacts of the Project. Each of the separate benefits of the Project, as stated herein, is determined to be, unto itself and independent of the other Project benefits, a basis for overriding the unavoidable adverse environmental impact identified in these Findings. Each benefit set forth below constitutes an overriding consideration warranting approval of the Project, independent of other benefits, despite each and every unavoidable impact. Project benefits include:

- The Objectives of the Project serve to implement the Goals and Policies of the City of Cathedral City General Plan by providing a well-balanced mix of residential, commercial, and open space to meet the demand of the City's growing population. (DEIR, p. 2-1 to 2-3)
- The Project includes an average 75-foot wide linear park and multi-use trail system along the north side of Interstate 10 that, while providing a local and regional recreational feature, will also serve to create a desirable image for the City of Cathedral City through the form of highly visible open space that can be continued through other properties along the north side of Interstate 10. (DEIR, p. 3.15-6)
- The Project provides an approximate 49.7-acre freeway buffer linear park and multi-use trail, a 7.0-acre community park, and four neighborhood parks that total 8.6 acres. (DEIR, p 3.15-5.)
- The Project provides for the establishment of housing within the City of Cathedral City in accordance with projected population increases and consistent with the scale and character of the adjoining North City Specific Plan area. The Project will implement housing-type diversity by providing a variety of detached single-family lot sizes in traditional and non-traditional subdivision layouts, multiple forms of mixed use residential housing intermixed with non-residential uses that offer a wide range of sales prices to meet the changing economic and demographic profile of the City of Cathedral City. (DEIR, p. 3.10-10 to 3.10-11)

- The Project will develop a sustainable environment that minimizes use of energy resources, is visually attractive, efficient, and effectively organized, includes an appropriate landscape palette, irrigation system design, surface water management, efficient lighting, and a walkable community that will be integrated with the character of the surrounding community and establish development that results in logical, coordinated growth. (DEIR p. 3.7-13)

- The Project will support existing and planned local businesses by providing an increased customer base for local businesses. The increased customer base will also provide increased sales tax revenues.

- The Project will provide meaningful and gainful employment during its construction. During the projected 20-plus year build-out, the Project will increase employment through construction, landscaping and sales-related jobs. Longer term employment will increase from such jobs for maintenance, security, management and increased retail sales of goods and services in the City of Cathedral City/Thousand Palms area.

- The Project will include the payment of development-related fees for infrastructure and increase revenues in the form of assessments, utility taxes, and sales taxes from purchases by Project residents.

The City Council hereby declares that the Final Environmental Impact Report (FEIR) has identified and discussed significant effects that may occur as a result of the Project. With the implementation of the mitigation measures discussed in the FEIR, these effects can be mitigated to a level of less than significant except for unavoidable significant impact discussed in these Findings. The City Council hereby declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project. The City Council further finds that, except for the Project, all other alternatives set forth in the FEIR are infeasible because they would prohibit the realization of Project objectives and/or specific economic, social, and other benefits that this City Council finds outweigh any environmental benefits of the alternatives.

For the foregoing reasons, the City Council hereby declares that the benefits provided to the public through approval and implementation of the Specific Plan outweigh any significant adverse environmental impacts of the Project, and therefore finds those impacts to be acceptable. The substantial evidence demonstrating the benefits of the Project are found in these Findings and in the documents found in the record of proceedings. Therefore, the City has adopted this Statement of Overriding Considerations.

EXHIBIT 'C'

GENERAL PLAN TEXT AMENDMENTS

**CITY COUNCIL OF CATHEDRAL CITY
ORDINANCE NO. 732**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
CATHEDRAL CITY, CALIFORNIA, TO PRE-ZONE THE
APPROXIMATE 591-ACRE PROJECT AREA (CZ 12-001) TO BE
ANNEXED INTO THE CITY OF CATHEDRAL CITY**

WHEREAS, an application was submitted by SDC Ventura, LLC ("Applicant") to the City of Cathedral City, California ("City") for the approval of a Change of Zone under the provisions of the Cathedral City Municipal Code; and

WHEREAS, the North City Extended Specific Plan Project Area ("Project Area") consists of approximately 591 acres as outlined in Exhibit 'A', which is attached hereto and incorporated by reference, and consisting of the following Assessor Parcels:

670-240-011, 670-240-012, 670-240-013, 670-240-014, 670-240-015, 670-240-016, 670-240-017, 670-250-013, 670-070-001, 670-080-007; and

WHEREAS, the City Council desires to pre-zone the Project Area as outlined and identified in Exhibit 'B'; and

WHEREAS, the City is proposing this Ordinance pursuant to Section 9.02.060 of the City's Municipal Code, Section 65859 of the Government Code, as well as the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, as amended; and

WHEREAS, on November 20, 2013 and on December 4, 2013, the Planning Commission held a duly noticed public hearing on the proposed annexation pre-zoning of the Project Area, General Plan Amendment, and North City Extended Specific Plan, and recommended that the City Council of Cathedral City certify the Final Environmental Impact Report pursuant to the California Environmental Quality Act; and

WHEREAS, at the conclusion of the Planning Commission's public hearing on December 4, 2013, and based on the findings supported by the administrative record, the Planning Commission recommended to the City Council of Cathedral City that the Project Area be pre-zoned; and

WHEREAS, the City Council determines that the proposed annexation and pre-zoning of the Project Area contributes to the orderly development of the City; and

WHEREAS, on January 15, 2014, the City Council held a duly noticed public hearing on the proposed annexation pre-zoning of the Project Area and certified the Final Environmental Impact Report pursuant to the California Environmental Quality Act; and

WHEREAS, at the conclusion of the public hearing, and based on the findings supported by the administrative record, the City Council of Cathedral City determined that the Project Area should be pre-zoned; and

WHEREAS, at the conclusion of the public hearing, the City Council of Cathedral City approved the Resolution for the Applicant to apply to the Riverside Local Agency Formation Commission in order to allow the Applicant to proceed with annexation of the Project Area to the City; and

WHEREAS, the City Council concurs with the recommendations of the Planning Commission; and

WHEREAS, the City Council finds and determines that pre-zoning the Project Area is important to preserving the public health, safety, and welfare of all residents of the City.

THE CITY COUNCIL OF THE CITY OF CATHEDRAL CITY DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. FINDINGS

The City Council incorporates the recitals hereinabove and finds and determines the following based on the evidence and records presented:

- A. The annexation of the Project Area is a logical extension of the City boundary because it is contiguous and within the City's Sphere of Influence and contributes to the orderly development of the City.
- B. The annexation for the Project Area is consistent with the amended General Plan land use map because it implements the goals and policies of the underlying land use designations. The proposed annexation would not adversely impact and would enhance the achievement of the land use goals of the City's General Plan.
- C. The Project Area is suitable for the uses permitted in terms of access, size of property, and relationship to similar or related uses.
- D. Adequate City and other municipal services can be provided for the proposed annexation.
- E. The Ordinance is in conformity with the General Plan as amended;
- F. The Ordinance will implement the goals and objectives found in the North City Extended Specific Plan and the General Plan as amended; and
- G. The Ordinance is necessary and proper at this time, and is not likely to be detrimental to the adjacent properties and residents.

Section 2. PRE-ZONING AND ZONING MAP

The "Zoning Map of the City of Cathedral City" is hereby amended to pre-zone the 591-acre Project Area that includes approximately 104-acres (Planning Area 3) that lies north of Varner Road and approximately 9 acres that lies on the east side of Bob Hope Drive (Planning Area 2). The balance of the Project Area (Planning Areas 1, 4, and 5) lies between Varner Road and Interstate 10 from Bob Hope Drive to the City limits of Cathedral City. The Project Area consists of the following Assessor Parcels:

670-240-011, 670-240-012, 670-240-013, 670-240-014, 670-240-015,
670-240-016, 670-240-017, 670-250-013, 670-070-001, 670-080-007

The Change of Zone would adopt the zoning designations found in the North City Extended Specific Plan. The Zoning Map is attached hereto as Exhibit 'B' and incorporated herein by this reference.

Section 3. ENVIRONMENTAL DETERMINATION

The City Council has read, reviewed, considered, and certified the Final Environmental Impact Report and finds that the adoption and implementation of this Ordinance would have a significant effect on the environment and a Statement of Overriding Considerations is required.

Section 4. SEVERABILITY

The City Council declares that should any provision, section, paragraph, sentence, or word of this Ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, or words of this Ordinance, as adopted, shall remain in full force and effect.

Section 5. EFFECTIVE DATE OF ZONING DESIGNATION AND ZONING MAP CHANGES

In accordance with Section 65859 of the Government Code, the pre-zoning designation and zoning map changes set forth in Section 2 of this Ordinance shall become the zoning classification of the real property as identified upon completion of the Project Area's annexation to the City of Cathedral City.

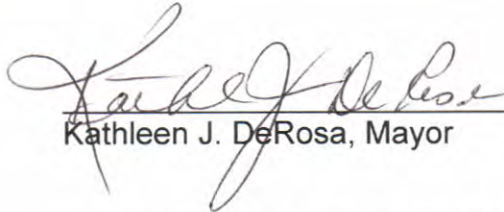
Section 6. POSTING

Within 15 days after its passage, the city clerk shall cause each ordinance to be published at least once, with the names of those city council members voting for and against the ordinance, in a newspaper of general circulation published and circulated in the city, or if there is none, he or she shall cause it to be posted in at least three public places in the city or published in a newspaper of general circulation printed and published in the county and circulated in the city. A summary must be prepared and sent to the Desert Sun.

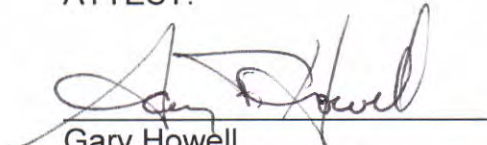
Section 7. CERTIFICATION

The foregoing Ordinance was approved and adopted at a meeting of the City Council held on February 12, 2014, by the following vote:

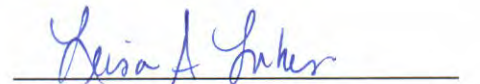
Ayes: 5 - Council members Henry, Toles and Pettis; Mayor Pro Tem Veepes
Noes: 0 and Mayor DeRosa
Abstain: 0
Absent: 0


Kathleen J. DeRosa, Mayor


ATTEST:


Gary Howell
City Clerk

APPROVED AS TO CONTENT:


Leisa Lukes
Business Development Manager

APPROVED AS TO FORM:


Charles R. Green
City Attorney

REVIEWED BY:


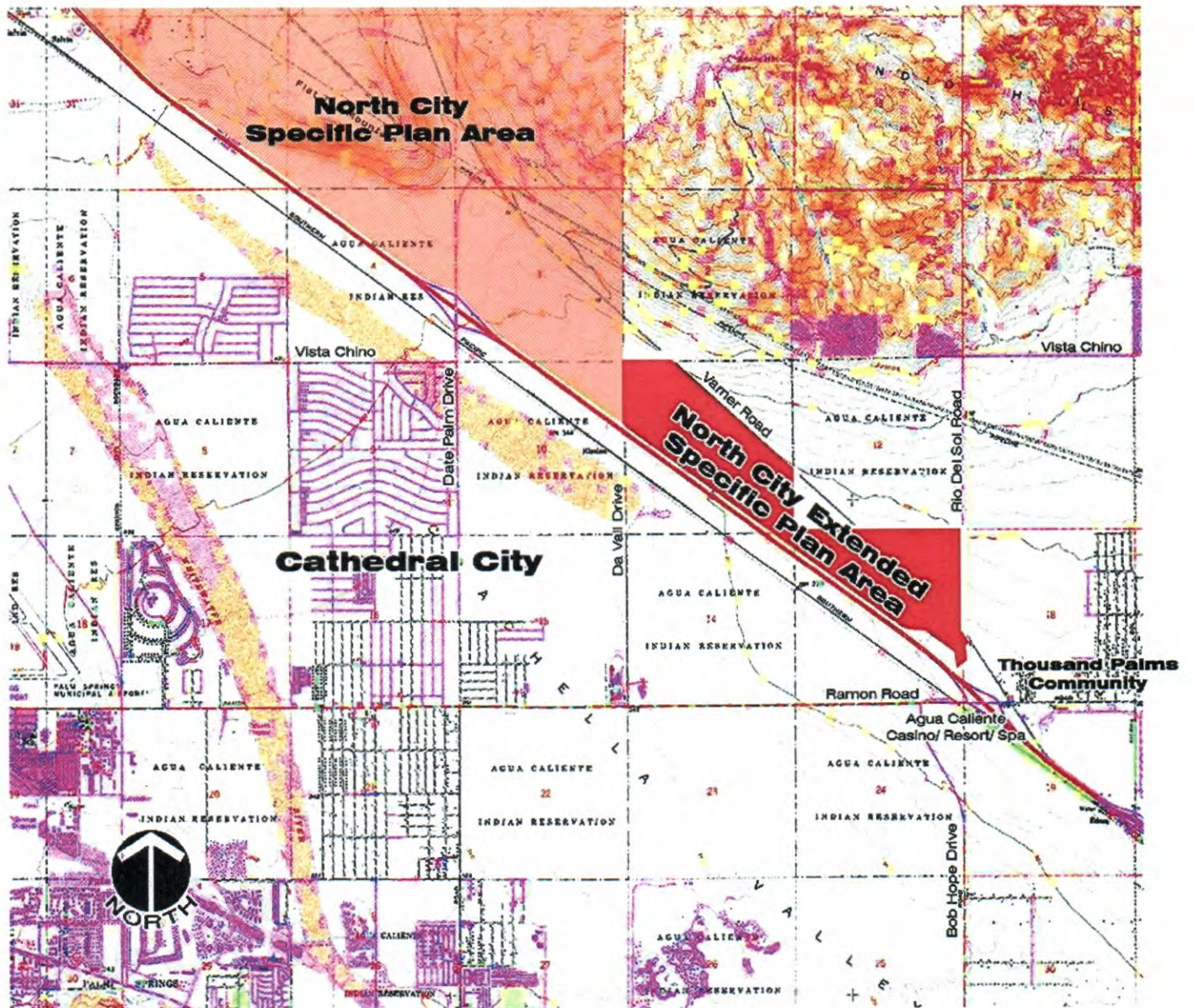

Rod Wood
Interim City Manager

EXHIBIT 'A'



6



CITY COUNCIL OF CATHEDRAL CITY
ORDINANCE NO. 733

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
CATHEDRAL CITY, CALIFORNIA, TO ADOPT THE NORTH CITY
EXTENDED SPECIFIC PLAN (SP 12-001), TO BECOME
EFFECTIVE UPON ANNEXATION OF THE PROJECT AREA
INTO THE CITY OF CATHEDRAL CITY**

WHEREAS, an application was submitted by SDC Ventura, LLC ("Applicant") to the City of Cathedral City, California ("City") for certain real property located in unincorporated Riverside County, but within the City's Sphere of Influence north of Interstate 10 as more fully depicted in Exhibit 'A' and which is more commonly referred to as the North City Extended Specific Plan ("NCESP"); and

WHEREAS, in order to implement the NCESP, the City is required to take the following actions to certify the Final Environmental Impact Report and issue a Statement of Overriding Considerations with regard to air quality relating to the NCESP:

- Certify the Environmental Impact Report and Statement of Overriding Considerations;
- Approve a General Plan Amendment (GLA 12-001) to change the General Plan Map to add the subject property;
- Approve a Change of Zone (CZ 12-001) to establish and then implement the land use designations found in the North City Extended Specific Plan;
- To adopt the North City Extended Specific Plan (NCESP) (SP 12-001), which will provide the land use designations and infrastructure standards for the area shown in Exhibit 'B'.

WHEREAS, in order to implement the NCESP, the Applicant will be required make application and gain approval from the Riverside Local Agency Formation Commission (LAFCO) pursuant to LAFCO rules and procedures, in order to annex the area identified in Exhibit 'B', known as the NCESP, into the City of Cathedral City; and

WHEREAS, the City, acting as Lead Agency, has determined that the above-noted applications will be subject to Environmental Findings for the NCESP and the Statement of Overriding Considerations found therein; and

WHEREAS, following a duly noticed public hearing on January 15, 2014, the City Council of Cathedral City approved this Ordinance approving the NCESP.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CATHEDRAL CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. EVIDENCE

The City Council has considered all of the evidence submitted into the administrative record in making the recommendations listed in this Ordinance No. 7.33 including, but not limited to, the following:

- (a) Cathedral City General Plan and Cathedral City Municipal Code;
- (b) The North City Specific Plan and the North City Extended Specific Plan;
- (c) General Plan Amendment No. 12-001, Change of Zone No. 12-001, and Specific Plan No. 12-001 (North City Extended Specific Plan)
- (d) The Final Environmental Impact Report (FEIR) including the Mitigations and Statement of Overriding Considerations;
- (e) The Staff Reports;
- (f) The staff presentation at the public hearing conducted at the City Council meeting held on January 15, 2014;
- (g) Testimony and/or comments from interested parties submitted to the City in both written and oral form at, or prior to, the public hearings conducted at the Planning Commission meetings held on November 20, and December 4, 2013; and
- (h) Testimony and/or comments from interested parties submitted to the City in both written and oral form at, or prior to, the public hearing conducted at the City Council meeting held on January 15, 2014; and
- (i) Public Comments, both written and oral, received and/or submitted at, or prior to, the public hearing conducted at the City Council meeting held on January 15, 2014; supporting and/or opposing the staff recommendation.

Section 2. FINDINGS

The City Council has considered all of the evidence submitted into the administrative record for the proposed North City Extended Specific Plan and bases its action to adopt this Ordinance approving the Specific Plan based on the following findings:

- (a) The proposed NCESP is consistent with the established goals, policies, and objectives of the General Plan and the North City Specific Plan;
- (b) The NCESP will adopt additional goals to develop a framework for development in the area shown in Exhibit 'B'.
- (c) The Land Use Policies contained in the North City Extended Specific Plan will provide appropriate land uses for the area, respond to market demands, create opportunities for community development, create housing opportunities that are consistent with smart growth principles, and encourages sustainable growth.
- (d) The Economic Development Policies contained in the NCESP will encourage mixed-use development, and create a new commercial node within the Coachella Valley, with resulting sales tax revenues to the City. In addition, the Economic Development Policies contained in the NCESP encourage development of new employment-generating uses and will generate additional transient occupancy tax that will benefit the area.
- (e) The Circulation Policies contained in the NCESP will accommodate local and regional traffic, provide access for all modes of transportation, result in acceptable levels of service on area roadways and highways, and connect to the remainder of Cathedral City.
- (f) The Parking Policies of the NCESP will provide adequate parking and prevent over-supply of parking thereby encouraging shared parking.
- (g) The Infrastructure Policies of the NCESP will provide infrastructure that is safe, cost effective, adequate in supply, and minimize impacts to view corridors.
- (h) The proposed Specific Plan is necessary and proper at this time, and is not likely to be detrimental to adjacent properties or residents.

Section 3. ADOPTION OF ORDINANCE

In view of all of the evidence, and based on the foregoing findings and conclusions, the City Council hereby ordains as follows:

- (a) Adopt this ordinance approving the North City Extended Specific Plan (SP) No. 12-001.

Section 4. SEVERABILITY

The City Council declares that should any provision, section, paragraph, sentence, or word of this Ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, or words of this Ordinance, as adopted, shall remain in full force and effect.

Section 5. EFFECTIVE DATE

This Ordinance shall be not become effective until the completion of the Project Area's annexation into the City of Cathedral City, but in no event fewer than 30 days after the second reading of this Ordinance.

Section 6. POSTING

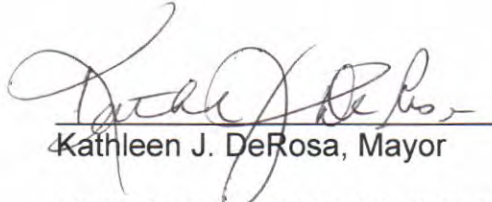
Within 15 days after its passage, the city clerk shall cause each ordinance to be published at least once, with the names of those city council members voting for and against the ordinance, in a newspaper of general circulation published and circulated in the city, or if there is none, he or she shall cause it to be posted in at least three public places in the city or published in a newspaper of general circulation printed and published in the county and circulated in the city. A summary must be prepared and sent to the Desert Sun.

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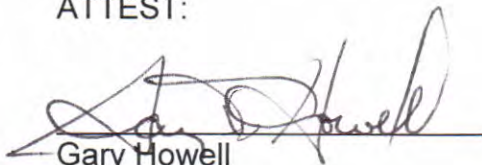
Section 7. CERTIFICATION

The foregoing Ordinance was approved and adopted at a meeting of the City Council held on February 12, 2014, by the following vote:

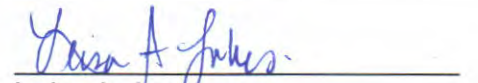
Ayes: 5 Henry, Tokes, Pettis, Vasquez and DeRosa
Noes: 0
Abstain: 0
Absent: 0


Kathleen J. DeRosa, Mayor


ATTEST:


Gary Howell
City Clerk

APPROVED AS TO CONTENT:


Leisa Lukes
Business Development Manager

APPROVED AS TO FORM:


Charles R. Green
City Attorney

REVIEWED BY:

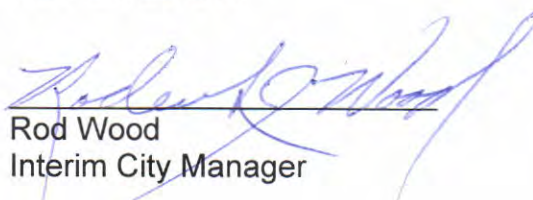

Rod Wood
Interim City Manager

EXHIBIT 'A'

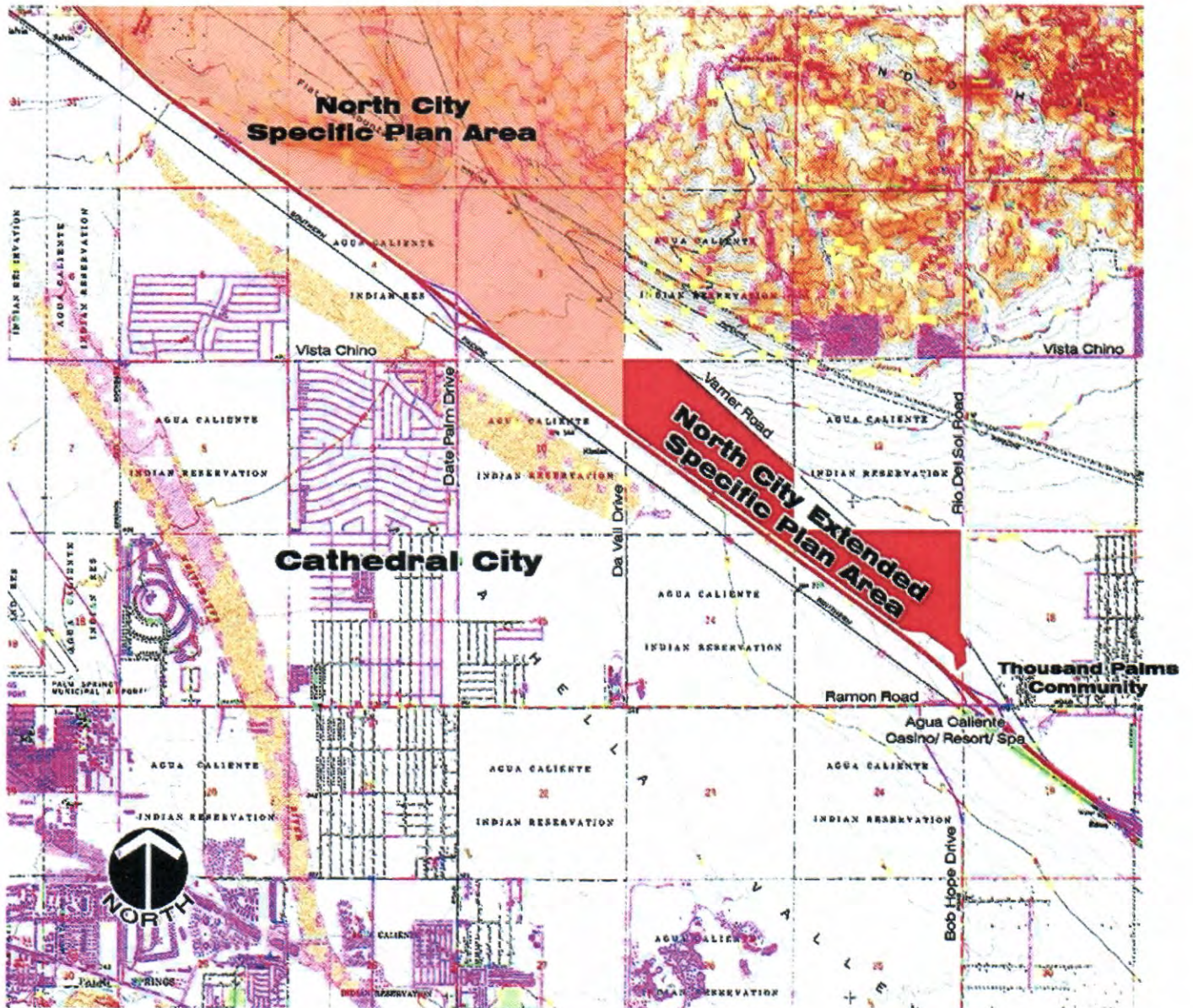
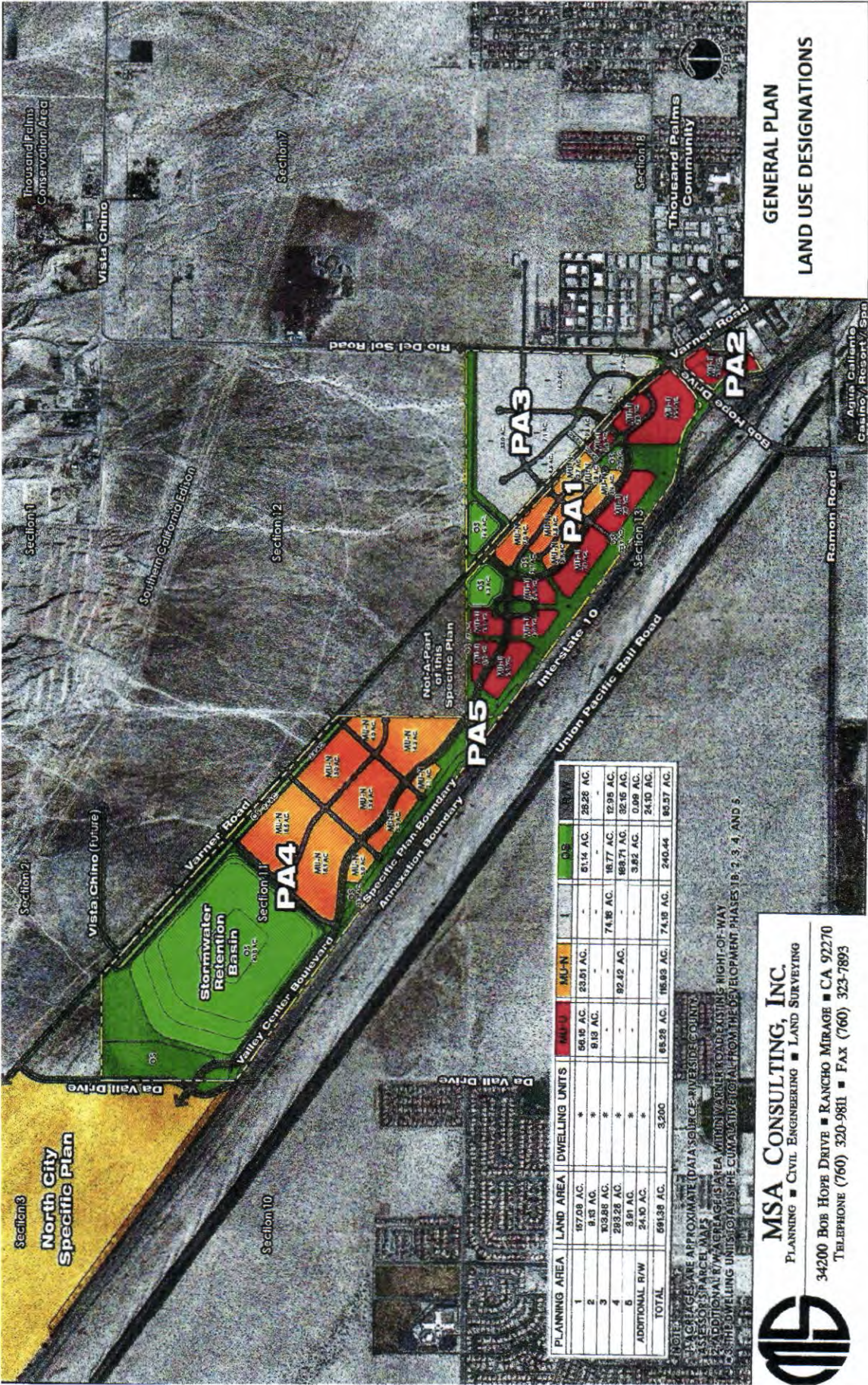



EXHIBIT 'B'



MSA CONSULTING, INC.
PLANNING ■ CIVIL ENGINEERING ■ LAND SURVEYING
34200 BOB HOPE DRIVE ■ RANCHO MIRAGE ■ CA 92270
TELEPHONE (760) 320-9811 ■ FAX (760) 323-7893



Final Conditions of Approval

	<p align="center"> CITY OF CATHEDRAL CITY CITY COUNCIL CONDITIONS OF APPROVAL SPECIFIC PLAN 12-001 PROJECT LOCATION: NORTH OF INTERSTATE 10, SOUTH OF VARNER RD. EAST AND WEST OF BOB HOPE DR. DATE APPROVED: January 15, 2014 </p>
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*All environmental mitigation measures are noted with an asterisk **

*Conditions added by the Planning Commission are noted with a double asterisk ***

SECTION ONE - ADMINISTRATIVE CONDITIONS

General

- 1.1. The applicant or any successor-in-interest shall defend, indemnify, including reimbursement, and hold harmless the City of Cathedral City, its agents, officers and employees from any claim, action, or proceeding against the City of Cathedral City, its agents, officers, or employees to attack, set aside, void, or annul, an approval by the City's advisory agency, appeal board, or legislative body concerning this approval, which action is brought within the time period provided for in Section 66499.37 of the Government Code. The City will promptly notify the developer of any such claim, action or proceeding and the City will cooperate in the defense of the proceeding.
- 1.2 The applicant shall continually comply with all applicable rules and regulations in effect at the time permit is approved and exercised and which may become effective and applicable thereafter.
- 1.3 The development of the site shall conform to all ordinances, codes, regulations, policies and development design controls pursuant to the applicable North City Extended Specific Plan or Cathedral City Municipal Code that are in effect prior to issuance of any building permits.
- 1.4 Within 30 days following project approval, a Final Specific Plan document shall be submitted to the Planning Department that includes any text or graphic changes resulting from Planning Commission and City Council hearings, including conditions of approval and the adopted Mitigation Monitoring Program.
- 1.5 The action shall not be effective until an Annexation is approved by the Local Agency Formation Commission (LAFCO), The Applicant is responsible for making application and processing the annexation with the LAFCO process.

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Engineering

- 1.6 Development shall conform to the provisions of the 2010 California Building Code or such edition in place at the time of development.
- 1.7 The Flood Wall Exhibit referenced in the Hydrology and Drainage Update for the project shall be included in the Final Specific Plan document.
- 1.8 The Developer shall comply with Riverside County Ordinance No. 458.13 and CVWD Ordinance 1234.1 in the preparation of on-site flood protection facilities. Fees and plans shall be submitted to CVWD to facilitate a flood management review.

Special Conditions

- 1.9 A twenty (20) foot non-exclusive easement shall be reserved along the north boundary of Planning Area 3, extending from Rio del Sol Rd. to Detention Basin 3, as a multi-purpose equestrian trail. The Bikeway and Trail Network Section shall be amended to describe the purpose and design of the trail, supported by a location map and cross section.
- 1.10 **The plant palette shall be reviewed and refined by a Registered Landscape Architect to remove non-native and invasive plant species having potential to re-seed offsite locations, including the Indio Hills area.
- 1.11 **Land uses within the Open Space Zone shall be modified to read "Public parks, recreational facilities, *and community gardens.*"
- 1.12 ** A separate sign permit application shall be filed for the Freeway signs depicted on Figure 8-3 as "Sign A".

SECTION TWO - PLANNING CONDITIONS

Aesthetics

- 2.1 *A landscape plan for infiltration Basin # 1 shall be submitted concurrently with the initial development plans implementing the NCESP that demonstrates the restoration of native vegetation at the top of any basins, exclusive of access roads.
- 2.2 *Landscape plans for infiltration Basins # 2 & 3 shall be submitted concurrently with adjoining development to demonstrate the "Desert Oasis" theme & they adequately shield views into the basins.

Air Quality

- 2.3 During all grading and earth disturbing activities, the project developer shall comply with the provisions of Chapter 8.54 of the Cathedral City Municipal Code which establishes minimum requirements for construction activities to reduce fugitive dust and PM10 emissions. Prior to the issuance of any grading permits associated with the project, the developer shall prepare and submit to the City of Cathedral City for approval, a plan to control fugitive dust through implementation of reasonably available dust control measures. The plan shall specify the fugitive dust control measures to be employed.

ORIGINAL

- 2.4 Throughout all grading, earth disturbing and construction activities the project developer shall comply with all applicable SCAQMD *Rules and Regulations* including but not limited to the following:
- Rule 403 (Fugitive Dust) specifies control measures for use in developing site specific fugitive dust control plans to minimize blowing dust from construction sites and insure the clean up of construction-related dirt on approach routes to the site including: watering measures, chemical stabilizers, wind fencing, covering haul vehicles, bed liners in haul vehicles, wheel washers, and high wind measures;
 - Rule 403.1 (Coachella Valley Fugitive Dust) specifies control measures for use in developing site specific fugitive dust control plans to minimize blowing dust from construction sites and insure the clean up of construction-related dirt on approach routes to the site including: watering measures, chemical stabilizers, wind fencing, covering haul vehicles, bed liners in haul vehicles, wheel washers, and high wind measures;
 - Rule 1113 (Architectural Coatings) restricts the VOC content of any architectural coating materials used on-site to a maximum of 2.08 pounds of VOC per gallon.
- 2.5 As a condition of approval, the project developer will comply with City requirements regarding planned bikeways on and/or adjacent to the site. In addition to compliance with applicable rules, regulations and ordinances, the following measures shall be employed to reduce the potential for adverse cumulative air quality impacts during construction.
- 2.6 During the grading, earth disturbing and construction activities the project developer shall suspend earth-moving activities during first and second stage ozone episodes or when winds exceed 25 MPH, per the Coachella Valley PM10 State Implementation Plan and SCAQMD Rule 403.1.
- 2.7 During grading, earth disturbing and construction activities, the project developer shall employ adequate watering techniques to partially mitigate the impact of construction-generated dust particulates. Portions of the project site that are undergoing earth moving operations shall be watered such that a crust will be formed on the ground surface and then watered again at the end of the day, as part of the construction specifications.
- 2.8 During grading, earth disturbing and construction activities the project developer should pave any construction access roads as soon as possible and clean after each workday. The maximum vehicle speed limit on unpaved road surfaces should be 15 mph.
- 2.9 During grading, earth disturbing and construction activities the project developer shall ensure that all trucks maintain at least two feet of freeboard.

- 2.10 During grading, earth disturbing and construction activities, the project developer shall ensure that trucks hauling dirt, sand, soil, or other loose dirt material off-site are covered and washed off before leaving the site.
- 2.11 During grading, earth disturbing and construction activities, adjacent streets shall be swept if silt is carried over to adjacent public thoroughfares. The project developer shall provide required street sweeping.
- 2.12 During grading, earth disturbing and construction activities, the project developer, per construction specifications, shall ensure that any vegetative ground cover to be utilized on-site shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems needed to water these plants shall be installed as soon as possible to maintain the ground cover and minimize wind erosion of the soil.
- 2.13 During grading, earth disturbing and construction activities, the project developer shall ensure that construction operations affecting off-site roadways shall be scheduled for off-peak traffic hours and shall minimize obstruction of through-traffic lanes.
- 2.14 *The architectural coatings used within the project should give priority to a combination of low-VOC (< 50 grams of VOC per liter), zero-VOC, and super-compliant (< 10 grams of VOC per liter) with an average of 35 grams or less of VOC per liter to reduce the projected emissions below 75 pounds per day.
- 2.15 *Low emission building materials such as pre-primed and sanded wood molding and trim products and pre-primed wallboard shall be given priority for construction materials.
- 2.16 *Construction activities should be prioritized to occur first on the upwind portion of the project site to reduce the potential for blowsand and fugitive dust impacts in the downwind areas.
- 2.17 *Tier 3 and Tier 4 grading equipment if more than one set of default equipment to avoid exceeding the SCAQMD threshold for short-term construction NOx emissions.
- 2.18 *The construction specifications shall state that only the construction equipment required for any particular building activity shall be operational on-site at any given time to reduce NOx emissions during construction activities.
- 2.19 *To minimize potentially significant impacts of blowsand exposure on future sensitive receptors that locate within the project site, the Specific Plan should incorporate design standards and development guidelines detailing appropriate techniques to be implemented to control and reduce wind erosion and blowsand over the long term. Permanent blowsand abatement elements should be implemented on-site to protect and

stabilize the soil within the project site. Appropriate techniques to prevent the accumulation of blowsand on-site should be incorporated in the project design to minimize future damage from and exposure to blowsand.

- 2.20 *The following measures shall be implemented to reduce the impact of the air quality near Interstate 10 on all future sensitive receptors located on-site within 500 feet of the near edge of the freeway to the maximum extent feasible.
1. Fixed non-openable windows shall be installed on the residential and hotel building faces with line-of-sight exposure to Interstate 10.
 2. Active or passive filtration shall be installed in the HVAC systems of residential and hotel buildings with ventilation from the side of the building facing away from Interstate 10.
 3. Intervening buildings or sound barriers shall be used to shield outdoor activity areas (swimming pools, playgrounds, parks, etc.) where sensitive receptors will be found.
- 2.21 *Provided that the proposed gasoline dispensing station on-site will have a throughput below 3.6 million gallons per year, the toxic impact on sensitive receptors (including transient lodging) should be mitigated by locating sensitive receptors a minimum of 50 feet from the perimeter of the service station.
- 2.22 *The significance of many of the short-term and long-term air quality impacts cannot be determined without more detailed information regarding the number, type, and emissions of the construction equipment that will be used for each phase of development. Cathedral City may require additional air quality studies to ensure that the appropriate mitigation is applied for future development on-site.

Biological Resources

- 2.23 The project proponent shall pay the associated CVMSHCP for each phase of development prior to issuance of a Building Permit. The fee amount will be based on the density or disturbed surface area per the City's authorization and aligned with the fees that are enforced at the time in which development occurs.
- 2.24 *The project developer shall ensure that the following mitigation measures are implemented to reduce potential impacts to Burrowing Owl during construction activities:
1. A preconstruction survey should take place at least 30 days prior to project grading to determine the location of active burrows on and within 550 yards of an approved project site. If no active burrows are found in the survey area, grading shall commence providing a biological monitor is onsite.

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2. A biological monitor, with the authority to halt or redirect grading, should be present whenever grading or construction vehicles are present and operating on an approved project site. The function of the monitor is to protect burrowing owls that arrive on or near the project site after the clearance survey and during the construction period.
3. The breeding season of the western burrowing owl is from February 1 through August 31 of each year. No construction disturbances of any kind should occur within 500 meters (550 yards) of an active burrow during this time period. Thus on a project site, grading should take place from September 1 until January 30 of each year to avoid restriction or cancellation of grading because of the presence of burrowing owls during the breeding season.

Resident owls present on or near the project site outside the breeding season may be relocated to other sites by a permitted biologist. Relocation details can be found in the Staff Report on Burrowing Owl Mitigation prepared by the California Department of fish and Game.

- 2.25 *The project developer shall ensure that the following mitigation measures are implemented to reduce potential impacts to Loggerhead Shrike during construction activities:
1. If construction activities are expected between February 1 and July 1, breeding surveys should be conducted 30 days prior to construction related site disturbance.
 2. If a nest is found, a buffer should be established in which construction activities are prohibited. The width of the buffer should be determined by an experience biologist.

Cultural Resources

- 2.26 Approved Native American cultural resource monitor(s) as well as archaeological monitors shall be present during all ground disturbing activities. Should buried cultural deposits be encountered, the monitor may request that destructive construction halt and the monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the City and the Agua Caliente Tribal Historic Preservation Office.
- 2.27 In compliance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the Riverside County Coroner must be notified immediately. If the coroner determines that the remains are not recent and may be Native American, in accordance with Public Resource Code 5097.94, the coroner will notify the Native American Heritage Commission (NAHC) within 24 hours of the find. The NAHC will then determine, in consultation with the property owner, the disposition of the human remains. No known burial grounds or cemetery occurs on the

project site. Although known resources are to be avoided, excavation is likely to occur to a greater depth and area. Should human remains be discovered during construction of the proposed project, the project contractor would be subject to the Tribe's "Treatment of Human Remains Policy" (ACBCI Tribal Historic Preservation Organization and Policies, 2004) which is consistent with State law regarding the discovery and disturbance of human remains. In that circumstance the Cultural Monitor has the authority to halt destructive activities in the immediate area.

Paleontological Resources

2.28 A qualified paleontologist shall monitor all grading that includes initial cutting. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays, and to remove samples of sediments, which are likely to contain the remains of small fossil invertebrates and vertebrates. If any paleontological resources are identified during these activities, the following activities shall occur:

1. All recovered specimens shall be prepared to a point of identification and permanent preservation, including washing sediments to recover small invertebrates and vertebrates.
2. Specimens shall be identified and curated into an established, accredited, professional museum repository with permanent retrievable storage.
3. The paleontologist shall have a written repository agreement in hand prior to the initiation of mitigation activities.
4. At the end of the monitoring period, the paleontological monitor shall submit a letter report to the Director of Planning detailing the duration and results of the monitoring. A report of findings shall be prepared by the paleontologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy.

Geotechnical

- 2.29 All structural design shall adhere to the structural recommendations within the site specific Geotechnical Reports for each portion of the project. Minimum seismic design should comply with the 2010 edition of the California Building Code using the seismic coefficients given in the Geotechnical Report.
- 2.30 Design Level Geotechnical Engineering Report(s) shall be prepared for grading and construction activities.
- 2.31 Site grading shall be in strict compliance with the requirements of the South Coast Air Quality Management District. Dust control shall be implemented throughout all phases of construction. (Further discussion contained in Section 3.3 Air Quality).

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- 2.32 Additional site specific geotechnical investigations may be necessary based on site specific design proposals. Local variation in soil conditions may warrant adjustments such as increasing depth recompaction and over-excavation. A representative of the soils consultant shall observe site clearing and the bottoms of excavations before placing fill.
- 2.33 At the start of site grading for all portions of the project, existing vegetation, trees, large roots, pavements, foundations, non-engineered fill, construction debris, abandoned underground utilities and other deleterious material shall be removed from the proposed building, structural, tank, pavement areas and areas that receive fill. The surface shall be stripped of organic growth and removed from the construction area. Areas disturbed during demolition and clearing shall be properly backfilled and compacted.
- 2.34 Positive drainage shall be maintained away from the structures and shall include a minimum gradient of 5% for a minimum distance of 5 feet. Water should not pond on or near paved areas.
- 2.35 Prior to issuance of a Grading Permit, the developer of the roads and infrastructure, and structures shall prepare a Storm Water Pollution Prevention Plan and a PM10 Fugitive Dust Control Plan. These plans shall be implemented throughout all construction activities.
- 2.36 The grading contractor shall work in accordance with the Grading Ordinance of the City of Cathedral City, throughout all grading activities.
- 2.37 *The project contractors shall adhere to the recommendations contained within the site specific Geotechnical Feasibility and Infiltration Report throughout grading and construction activities.
- 2.38 *Future Planning Area developers shall be required to have a project specific Geotechnical analysis.
- 2.39 *Individual developers of the NCESP area shall be required to submit plans including on-site provisions for capture of incremental storm water associated with project impervious surfaces prior to project approvals. The incremental storm water flowing off-site shall be equal to predevelopment conditions. Plans shall be reviewed and approved by the City.

Hazards and Hazardous Materials

- 2.40 All construction activities shall be conducted in compliance with standard regulations related to hazards and adherence to local, State and Federal agency policies including those of the South Coast Air Quality Management District, the State Water Resource Control Board and Colorado River Regional Water Quality Board.
- 2.41 Individual project proponents shall ensure that enforcement of the City's and County's hazardous materials policies combined with State and Federal law and appropriate Industry Regulations and Standards be incorporated throughout the life of the project.

- 2.42 The project's drainage system shall be designed to reduce contaminant content in on-site storm flows and nuisance water prior to release into the public storm drain system, as required by local, State and Federal regulations.
- 2.43 All design and construction activities shall be conducted in compliance with standard regulations related to emergency response contained within the City's Municipal Code.

Hydrology and Water Quality

- 2.44 Each project developer shall prepare and implement, throughout all lot disturbance and construction activities that exceed 5000 square feet a Fugitive Dust (PM10) Control Plan to aid in minimizing erosion related issues associated with street grading and utility installation.
- 2.45 Each project developer shall prepare and implement, throughout all construction activities greater than one acre, a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the National Pollution Discharge Elimination System (NPDES) Permit regulations. Construction site Best Management Practices (BMPs) shall be implemented to prevent any excess storm flows, or contamination of water that could occur as a result of all future construction activities within the proposed project.
- 2.46 Each project developer shall submit Preliminary and Final Water Quality Management plans prepared in accordance with the Municipal Separate Storm Sewer System (MS4) within the Whitewater River Watershed (Order No. R7-2008-0001 and NPDES No. CAS617002.) Plans shall be submitted to the City for review and approval prior to the issuance of a Grading Permit and implemented throughout the life of the project.
- 2.47 Each PA developer shall insure that future development complies with all applicable state codes, the City's Water Efficient Landscape Ordinance and the water conservation recommendation of the California Department of Water Resources and the applicable water districts.
- 2.48 Each PA developer shall ensure future development follows domestic water conservation guidelines included within the Cathedral City General Plan to mitigate impacts to public water supplies.
- 2.49 All project design shall be in accordance with the Riverine Drainage Area Corridor Ordinance and shall be reviewed by CVWD and the City of Cathedral City during project approvals.
- 2.50 *An approved CLOMR for the site shall be obtained by the Project Applicant before a Certificate of Occupancy is issued for any portion of the development, unless demonstrated to be safe from the flooding conditions to the satisfaction of the City of Cathedral City and CVWD.
- 2.51 *Development of the 9 acre PA2 site will require construction of flood walls, in conjunction with the regional basins, located along the south and eastern boundary (Figure included in Appendix G). This flood control measure shall be designed in accordance with the rules and

regulations of the FEMA CLOMR/LOMR process and shall be approved by the City and CVWD during project approvals.

- 2.52 *Individual developers of Planning Area Projects shall be required to submit plans including on-site provisions for capture of incremental storm water associated with project impervious surfaces prior to project approvals. The incremental storm water flowing off-site shall be equal to predevelopment conditions. Plans shall be reviewed and approved by the City.
- 2.53 *Design and Construction of the 3 Basins and PA2 flood walls intended to address offsite flooding shall be reviewed and approved by all applicable agencies. Drainage plans and hydraulic calculations for the regional retention final project design shall be prepared by a civil engineer and submitted for review and approval to the following:
- a. Coachella Valley Water District (CVWD);
 - b. Riverside County Flood Control and Water Conservation District (RCFCWCD);
 - c. U.S. Army Corps of Engineers (USACE);
 - d. FEMA;
 - e. State Water Resource Control Board; and,
 - f. City of Cathedral City.
- 2.54 *CWA Section 404 Consultation with The US Army Corps of Engineers, RWQCB and California Department of Fish and Wildlife will be required relative to potential impacts to Waters of the U.S. prior to approval of the proposed regional flood control measures.

Noise

- 2.55 Construction is only allowed during the following hours:
October 1st through April 30th
Monday through Friday: 7:00 a.m. to 5:30 p.m.
Saturday: 8:00 a.m. to 5:00 p.m.
- May 1st through September 30th
Monday through Friday: 6:00 a.m. to 7:00 p.m.
Saturday: 8:00 a.m. to 5:00 p.m.
- 2.56 *Any commercial parking lots within 50 feet of residences should incorporate a 6 foot wall between the parking lot and residential development.
- 2.57 *An acoustic study (or studies) shall be prepared by a Registered Engineer, once graded pad elevations are known, identifying the mitigation measures and/or site design features that will reduce all residential areas, schools, libraries, churches, hospitals and nursing homes, and destination resort areas to less than 70 CNEL and all commercial areas to less than 77 CNEL. Additionally the report shall

show how sensitive uses within these uses will be mitigated to 65 CNEL or less. Specifically, rear yards, patio areas, and outdoor activity areas for residential; outside teaching areas for schools, libraries and churches; and outdoor places of relaxation for hospitals and nursing homes shall be mitigated to 65 CNEL or less. The report(s) shall be submitted to the City and approved by the City prior to the issuance of any precise grading permits or site design approvals.

- 2.58 *An acoustic study (or studies) shall be prepared by a Registered Engineer, once graded pad elevations are known, demonstrating that indoor residential, hotel, private school, church, hospital and nursing home areas shall achieve a noise level of 45 CNEL or less. The report(s) shall be submitted to the City and approved by the City prior to the issuance of any building permits.
- 2.59 *Commercial and office projects that experience traffic noise that regularly exceeds 65 dBA are subject to the specific requirements called out in Section 5.507.4 of CalGreen. All areas proposed for commercial and office uses would be subject to this requirement. Prior to the issuance of building permits, an acoustic study (studies) shall be prepared by a Registered Engineer demonstrating that the commercial or office project will comply with the acoustic requirements of CalGreen.

Public Services

Fire Protection

- 2.60 Individual project plans shall be reviewed by the Cathedral City Fire Department prior to approval of project.
- 2.61 The Project shall adhere to the provision of the Cathedral City Municipal Code for building construction standards.
- 2.62 The project will comply with Uniform Fire Code, Uniform Building Code and other state and national code provisions regarding building construction, including fire sprinklers.
- 2.63 The project will provide onsite fire hydrants with required fire flow, approved automatic sprinkler system, as well as adequate emergency access to the project site.

Police Protection

- 2.64 The project shall be reviewed by the Cathedral City Police Department prior to project approval.
- 2.65 Project design shall provide adequate access for all emergency vehicles.
- 2.66 Project siting and design shall promote the feasible use of defensible space concepts or high security designs to improve public safety. Examples of defensible space concepts include but are not limited to, site

and building lighting, visual observation of open spaces, secured areas and screening elements.

- 2.67 The project will adhere to the standards for street addressing and lighting in order to enhance and facilitate emergency response time. All structures and places of business shall display visible addresses.
- 2.68 Prior to issuance of grading permit, the project developer shall pay appropriate fees to the Palm Springs Unified School District. Payment of fees will mitigate school impacts.

Recreation

- 2.69 The Project Developer will provide on-site recreational or open space facilities and contribute to the public development of additional facilities to offset additional demands generated by future project residents in tandem with implementing development.
- 2.70 The Project Developer shall ensure that the elements of the proposed project such as buildings, open spaces, landscape, and activities will be designed to enhance efficiency and compatibility with adjacent uses. Proposed landscape locations and species will be coordinated with architectural and site design.
- 2.71 The Project Developer will comply with the Quimby Act and will be required to pay Park Fees to the City upon development of the property.

Transportation / Traffic

- 2.72 The project proponent shall dedicate appropriate right-of-way, as needed, to accommodate the ultimate improvements of all public roadways abutting the site.
- 2.73 The Cathedral City General Plan Circulation Element and NCESP roadways shall be implemented, as required by the City of Cathedral City.
- 2.74 All required off-site public and on-site private streets shall be designed in accordance with City of Cathedral City design standards, as required by the City Engineer
- 2.75 The project developer/applicant shall submit street improvement plans for construction of required streets to the Cathedral City Engineer for review and approval.
- 2.76 Ingress and egress design shall include adequate vehicle maneuvering and stacking space to avoid conflicts with internal and external traffic and circulation patterns.
- 2.77 The controlled primary entryways to the site shall include provisions to facilitate access by emergency vehicles in a manner approved by the chief of police per *Cathedral City Municipal Code* Section 8.04.190. All power-operated controlled access devices shall have a radio-controlled override

system capable of opening the gate or barrier when activated by a special transmitter located in emergency vehicles and be equipped to facilitate opening in the event of a power failure.

- 2.78 The project proponent will comply with City requirements regarding the master planned bikeway. Bike lanes shall be provided within and adjacent to the site along the General Plan roadways, as required by the City of Cathedral City.
- 2.79 A traffic control plan shall be submitted and approved. Schedules and Routes of construction traffic will be included in the plan.
- 2.80 The project proponent shall coordinate with the SunLine Transit Agency regarding the need for public transit facilities on and adjacent to the project site.
- 2.81 Adequate off-street parking shall be provided on-site to meet the requirements of the *Cathedral City Municipal Code*.
- 2.82 The proposed internal circulation layout and site access plans shall be subject to the review and approval of the City Engineer during the development review process to ensure compliance with City access and design standards.
- 2.83 The project proponent shall contribute on a fair-share basis to area wide roadway improvements by participating in the TUMF (Transportation Uniform Mitigation Fees) program and may also be required to contribute on a fair-share basis to the cost of circulation improvements required on roadways and/or at intersections that are not in the TUMF program.

The following mitigation measures are presented to reduce potential circulation and/or site access impacts.

Roadway and Intersection Improvements Needed

The General Plan street system in the study area will be adequate to provide the capacity needed to serve the projected traffic volumes following project completion in the year 2035. No changes in the General Plan street classifications of the roadways in the study area are required to accommodate site traffic in the year 2035. However, localized widening will be necessary to accommodate the required lanes at the following locations:

- (1) Eastbound Varner Road @ Bob Hope Drive;
- (2) Westbound Varner Road @ Valley Center Boulevard
- (3) Southbound Rio Del Sol Road @ Varner Road; and
- (4) Southbound Bob Hope Drive south of Varner Road

The required changes in approach lane geometrics for each phase of development are outlined below. Figure 3.16-8 shows the improvements required for all phases of the Preferred Project.

Improvements Needed Upon Completion of Initial Phase (Year 2015)

- 1) Construct a directional (right-in only) access connection to Planning Area 2 on Bob Hope Drive, between Varner Road and the I-10 Westbound Ramp terminus.
- 2) Metroplex Drive @ Varner Road
 - add a westbound left-turn lane
 - add a northbound shared through/left-turn lane
 - add a northbound right-turn lane
 - signalize intersection
- 3) Street "N" @ Varner Road
 - add a northbound left-turn lane;
 - add a northbound right-turn lane;
 - add a westbound left-turn lane.
- 4) Street "N" @ Varner Road
 - add a northbound left-turn lane;
 - add a northbound right-turn lane;
 - add a westbound left-turn lane.
- 5) Street "L" @ Varner Road
 - add a northbound left-turn lane;
 - add a northbound right-turn lane;
 - add a westbound left-turn lane.

Improvements Needed Upon Completion of Phase 2 (Year 2018)

- 1) Varner Road
 - Widen Varner Road to provide four through lanes and a raised median from Bob Hope Drive to Street "H" in accordance with the NCESP Phasing Plan.
- 2) Bob Hope Drive @ Varner Road
 - add an exclusive eastbound right-turn lane;
- 3) Street "H" @ Varner Road
 - add a northbound right-turn lane;
 - add a southbound right-turn lane;
- 4) Valley Center Drive @ Varner Road
 - add dual westbound left-turn lanes;
 - add an eastbound left-turn lane;
 - add a northbound left-turn lane;
 - add a northbound through lane;
 - add a northbound right-turn lane;
 - add a southbound left-turn lane;
 - add a southbound shared through/right-turn lane;
 - signalize intersection.
- 5) Street "F" @ Varner Road
 - add a northbound right-turn lane;
 - add a southbound right-turn lane;

Improvements Needed Upon Completion of Phase 3 (Year 2021)

- 1) Varner Road
 - Widen Varner Road to provide four through lanes and a raised median along the entire NCESP frontage in accordance with the NCESP Phasing Plan.
- 2) Rio Del Sol Road
 - Widen Rio Del Sol Road to its ultimate half-width from Street "E" to Varner Road.
- 3) Rio Del Sol Road @ Street "D"
 - Construct Street "D" with a single eastbound shared through/right/left lane and two-way stop control opposite the alignment of Woburn Court.
- 4) Rio Del Sol Road @ Street "E"
 - Construct Street "E" opposite Watt Court with a single eastbound shared through/right/left lane and two-way stop control.

Improvements Needed Upon Completion of Phase 4 (Year 2024)

- 1) Rio Del Sol Road
 - Widen Rio Del Sol Road to its ultimate half-width from the northern project boundary to Street "E".
- 2) Street "I" @ Varner Road
 - add a westbound left-turn lane;
 - add a northbound left-turn lane;
 - add a northbound right-turn lane.

Improvements Needed Upon Project Buildout (Horizon Year 2028)

- 1) Bob Hope Drive
 - Widen Bob Hope Drive to provide three southbound continuous through lanes from Varner Road to, north of the I-10 westbound ramp terminus.
- 2) Rio Del Sol Road/Bob Hope Drive @ Varner Road
 - Construct a third exclusive southbound through lane on Rio Del Sol Road at Varner Road.
 - add a second exclusive eastbound right-turn lane;
- 3) Street "I" @ Varner Road
 - replace two-way stop control with traffic signal control.
- 4) Street "L" @ Varner Road
 - replace two-way stop control with traffic signal control.
- 5) Street "M" @ Varner Road
 - replace two-way stop control with traffic signal control.
- 6) Street "N" @ Varner Road
 - retain two-way stop control and add a westbound median acceleration lane.

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- 2.84 *Project proponent shall ensure that all proposed full-turn site access intersections that will be signalized shall include at least two approach lanes on the minor-street approach during the construction of all roads.
- 2.85 *Project proponent shall ensure that clear unobstructed sight distances shall be provided at the site access points on Varner Road, Rio Del Sol Road, and Bob Hope Drive as well as all internal intersections to ensure that motorists can enter and exit the site with minimal hazard and disruption of through traffic during all construction activities.
- 2.86 *Project proponent shall ensure that a raised median shall be constructed on Varner Road opposite Street "F" and Street "H" and provide positive control of prohibited left-turn ingress and egress moves and prevent vehicles from attempting to cross Varner Road at these locations.
- 2.87 *On-street curb parking should be prohibited along Valley Center Boulevard, Street "F", Street "H", Street "I", Street "L", Street "M", Street "N" (approximately 300 feet south of Varner Road) to maximize the capacity of the minor-street approaches.
- 2.88 *Signalization is proposed and will be warranted at the following full-turn site access intersections: (1) Street "A"/Metroplex Drive @ Varner Road; (2) Valley Center Boulevard @ Varner Road; (3) Street "I" @ Varner Road; (4) Street "L" @ Varner Road; and (5) Street "M" @ Varner Road. All five of these required traffic signals should include provisions to permit signal interconnection.

Because the traffic demand is from the south, the proposed project will not benefit from traffic signals on Rio Del Sol Road. To avoid creating the need for a traffic signal to serve the existing development on Northshore Street, east of the project site,

- 2.89 *The intersections of Street "F" at Varner Road and Street "H" at Varner Road will be constructed as channelized right-in/right-out access connections. Left-turn ingress and left-turn egress maneuvers will not be permitted and no vehicles will be permitted to cross Varner Road at these intersections. A raised median is recommended on Varner Road adjacent to Planning Area 1 to provide positive control of left-turns across Varner Road.

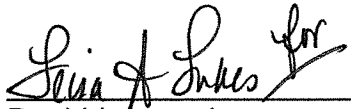
Utilities and Service Systems

- 2.90 The project developer will pay for the costs of construction and expansion of water, sewer/wastewater, and storm drainage improvements and other public utilities which are necessary by the proposed project prior to building permits.
- 2.91 The project developer will notify utility agencies of its intentions to develop property in the early stages of the development process to provide sufficient time to plan for necessary improvements.

ORIGINAL

- 2.92 Prior to the issuance of a permit, the Project Developer will submit onsite utility design, especially related to storm drain.
- 2.93 Domestic water service to the project site shall be subject to all applicable rules, regulations, ordinances, and orders of the Coachella Valley Water District (CVWD). The Project Developer shall complete financial arrangements with CVWD, along with the installation of required facilities, prior to CVWD providing domestic water services.
- 2.94 Sanitary sewer services to the project site shall be subject to all applicable rules, regulations, ordinances, and orders of the Coachella Valley Water District (CVWD). The Project Developer shall complete financial arrangements with CVWD, along with the installation of required facilities, prior to CVWD providing sewer services.

Prepared by:



David Leonard
Contract Planner

Accepted by:



Bill Messenger
SDC Ventures, LLC

ORIGINAL

Mitigation Monitoring Program

Mitigation Measure	Source/ Responsible Party	Proposed Date	Actual Date	Comments
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0.4 MITIGATION MONITORING REPORTING PROGRAM

Aesthetics

MM 3.1-1 A landscape plan for infiltration Basin # 1 shall be submitted concurrently with the initial development plans implementing the NCESP that demonstrates the restoration of native vegetation at the top of any basins, exclusive of access roads.	Project Developer	Prior to Grading and Construction Activities		
MM 3.1-2 Landscape plans for infiltration Basins # 2 & 3 shall be submitted concurrently with adjoining development to demonstrate the "Desert Oasis" theme & they adequately shield views into the basins.	Project Developer	Prior to Grading and Construction Activities		

Air Quality

MM 3.3-1: The architectural coatings used within the project should give priority to a combination of low-VOC (< 50 grams of VOC per liter), zero-VOC, and super-compliant (< 10 grams of VOC per liter) with an average of 35 grams or less of VOC per liter to reduce the projected emissions below 75 pounds per day.	Project Contractor	During Construction Activities		
MM 3.3-2: Low emission building materials such as pre-primed and sanded wood molding and trim products and pre-primed wallboard shall be given priority for construction materials.	Project Contractor	During Construction Activities		
MM 3.3-3: Construction activities should be prioritized to occur first on the upwind portion of the project site to reduce the potential for blowsand and fugitive dust impacts in the downwind areas.	Project Contractor	During Grading and Construction Activities		

Mitigation Measure	Source/ Responsible Party	Proposed Date	Actual Date	Comments
MM 3.3-4: Tier 3 and Tier 4 grading equipment shall be used to avoid exceeding the SCAQMD threshold for short-term construction NOx emissions.	Project Contractor	During Grading and Construction Activities		
MM 3.3-5: The construction specifications shall state that only the construction equipment required for any particular building activity shall be operational on-site at any given time to reduce NOx emissions during construction activities.	Project Contractor	During Grading and Vertical Construction Activities		
MM 3.3-6: To minimize potentially significant impacts of blowsand exposure on future sensitive receptors that locate within the project site, the Specific Plan should incorporate design standards and development guidelines detailing appropriate techniques to be implemented to control and reduce wind erosion and blowsand over the long term. Permanent blowsand abatement elements should be implemented on-site to protect and stabilize the soil within the project site. Appropriate techniques to prevent the accumulation of blowsand on-site should be incorporated in the project design to minimize future damage from and exposure to blowsand.	Project Developer	Prior to Grading and Construction Activities		
MM 3.3-7: The following measures shall be implemented to reduce the impact of the air quality near Interstate 10 on all future sensitive receptors located on-site within 500 feet of the near edge of the freeway to the maximum extent feasible. <ul style="list-style-type: none"> Fixed non-openable windows shall be installed on the residential and hotel building faces with line-of-sight exposure to Interstate 10. 	Project Developer and Future Planning Area Developers	Prior to Grading and Construction Activities		

Mitigation Measure	Source/ Responsible Party	Proposed Date	Actual Date	Comments
<ul style="list-style-type: none"> Active or passive filtration shall be installed in the HVAC systems of residential and hotel buildings with ventilation from the side of the building facing away from Interstate 10. <p>Intervening buildings or sound barriers shall be used to shield outdoor activity areas (swimming pools, playgrounds, parks, etc.) where sensitive receptors will be found.</p>				
MM 3.3-8: Provided that the proposed gasoline dispensing station on-site will have a throughput below 3.6 million gallons per year, the toxic impact on sensitive receptors (including transient lodging) should be mitigated by locating sensitive receptors a minimum of 50 feet from the perimeter of the service station.	Project Developer	Prior to Grading and Construction Activities		
MM 3.3-9: The significance of many of the short-term and long-term air quality impacts cannot be determined without more detailed information regarding the number, type, and emissions of the construction equipment that will be used for each phase of development. Cathedral City may require additional air quality studies to ensure that the appropriate mitigation is applied for future development on-site.	Project Developer	Prior to Grading and Construction Activities		

Biological Resources

MM 3.4-1: The project developer shall ensure that the following mitigation measures are implemented to reduce potential impacts to Burrowing Owl during construction activities: 1. A preconstruction survey should take place at least 30 days	Project Developer	Prior to Grading and Construction Activities		
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Mitigation Measure	Source/ Responsible Party	Proposed Date	Actual Date	Comments
<p>prior to project grading to determine the location of active burrows on and within 550 yards of an approved project site. If no active burrows are found in the survey area, grading shall commence providing a biological monitor is onsite.</p> <p>2. A biological monitor, with the authority to halt or redirect grading, should be present whenever grading or construction vehicles are present and operating on an approved project site. The function of the monitor is to protect burrowing owls that arrive on or near the project site after the clearance survey and during the construction period.</p> <p>3. The breeding season of the western burrowing owl is from February 1 through August 31 of each year. No construction disturbances of any kind should occur within 500 meters (550 yards) of an active burrow during this time period. Thus on a project site, grading should take place from September 1 until January 30 of each year to avoid restriction or cancellation of grading because of the presence of burrowing owls during the breeding season.</p> <p>Resident owls present on or near the project site outside the breeding season may be relocated to other sites by a permitted biologist. Relocation details can be found in the Staff Report on Burrowing Owl Mitigation prepared by the California Department of fish and Game.</p>				
<p>MM 3.4-2: The project developer shall ensure that the following mitigation measures are implemented to reduce potential impacts to Loggerhead Shrike during construction activities:</p>	Project Developer	Prior to Grading and Construction Activities		

Mitigation Measure	Source/ Responsible Party	Proposed Date	Actual Date	Comments
<p>1. If construction activities are expected between February 1 and July 1, breeding surveys should be conducted 30 days prior to construction related site disturbance.</p> <p>If a nest is found, a buffer should be established in which construction activities are prohibited. The width of the buffer should be determined by an experience biologist</p>				
Geology and Soils				
MM 3.6-1: The project contractors shall adhere to the recommendations contained within the site specific Geotechnical Feasibility and Infiltration Report throughout grading and construction activities.	Project Contractor	During Grading and Construction Activities		
MM 3.6-2: Future Planning Area developers shall be required to have a project specific Geotechnical analysis.	Future Planning Area Developers	Prior to Development of Future Planning Areas		
MM 3.6-3: Individual developers of the NCESP area shall be required to submit plans including on-site provisions for capture of incremental storm water associated with project impervious surfaces prior to project approvals. The incremental storm water flowing off-site shall be equal to predevelopment conditions. Plans shall be reviewed and approved by the City.	Future Planning Area Developers	Prior to Development of Future Planning Areas		

Mitigation Measure	Source/ Responsible Party	Proposed Date	Actual Date	Comments
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Hydrology and Water Quality

MM 3.9-1: An approved CLOMR for the site shall be obtained by the Project Applicant before a Certificate of Occupancy is issued for any portion of the development, unless demonstrated to be safe from the flooding conditions to the satisfaction of the City of Cathedral City and CVWD.	Project Developer Future Planning Area Developers	Prior to Grading and Construction Activities		
MM 3.9-2: Development of the 9 acre PA2 site will require construction of flood walls, in conjunction with the regional basins, located along the south and eastern boundary (Figure included in Appendix G). This flood control measure shall be designed in accordance with the rules and regulations of the FEMA CLOMR/LOMR process and shall be approved by the City and CVWD during project approvals.	Project Developer	Prior to Grading and Construction Activities		
MM 3.9-3: Individual developers of Planning Area Projects shall be required to submit plans including on-site provisions for capture of incremental storm water associated with project impervious surfaces prior to project approvals. The incremental storm water flowing off-site shall be equal to predevelopment conditions. Plans shall be reviewed and approved by the City.	Future Planning Area Developers	Prior to Grading and Construction Activities		
MM 3.9-4: Design and Construction of the 3 Basins and PA2 flood walls intended to address offsite flooding shall be reviewed and approved by all applicable agencies. Drainage plans and hydraulic calculations for the regional retention final project design shall be prepared by a civil engineer and submitted for review and approval	Project Developer	Prior to Grading and Construction Activities		

Mitigation Measure	Source/ Responsible Party	Proposed Date	Actual Date	Comments
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to the following: a. Coachella Valley Water District (CVWD); b. Riverside County Flood Control and Water Conservation District (RCFCWCD); c. U.S. Army Corps of Engineers (USACE); d. FEMA; e. State Water Resource Control Board; and, f. City of Cathedral City.				
MM 3.9-5: CWA Section 404 Consultation with The US Army Corps of Engineers, RWQCB and California Department of Fish and Wildlife will be required relative to potential impacts to Waters of the U.S. prior to approval of the proposed regional flood control measures.	Project Developer	Prior to Grading and Construction Activities		

Noise

MM 3.12-1: Any commercial parking lots within 50 feet of residences should incorporate a 6 foot wall between the parking lot and residential development.	Project Developer and Future Planning Area Developers	Prior to Issuance of Grading Permits		
MM 3.12-2: An acoustic study (or studies) shall be prepared by a Registered Engineer, once graded pad elevations are known, identifying the mitigation measures and/or site design features that will reduce all residential areas, schools, libraries, churches, hospitals and nursing homes, and destination resort areas to less than 70 CNEL and all commercial areas to less than 77 CNEL. Additionally the	Project Developer and Future Planning Area Developers	Prior to Issuance of Grading Permits		

FINAL ENVIRONMENTAL IMPACT REPORT
SCH NO. 2013012068
North City Extended, Cathedral City CA
0.4 Mitigation Monitoring Reporting Program

Mitigation Measure	Source/ Responsible Party	Proposed Date	Actual Date	Comments
report shall show how sensitive uses within these uses will be mitigated to 65 CNEL or less. Specifically, rear yards, patio areas, and outdoor activity areas for residential; outside teaching areas for schools, libraries and churches; and outdoor places of relaxation for hospitals and nursing homes shall be mitigated to 65 CNEL or less. The report(s) shall be submitted to the City and approved by the City prior to the issuance of any precise grading permits or site design approvals.				
MM 3.12-3: An acoustic study (or studies) shall be prepared by a Registered Engineer, once graded pad elevations are known, demonstrating that indoor residential, hotel, private school, church, hospital and nursing home areas shall achieve a noise level of 45 CNEL or less. The report(s) shall be submitted to the City and approved by the City prior to the issuance of any building permits.	Project Developer and Future Planning Area Developers	Prior to Issuance of Grading Permits		
MM 3.12-4: Commercial and office projects that experience traffic noise that regularly exceeds 65 dBA are subject to the specific requirements called out in Section 5.507.4 of CalGreen. All areas proposed for commercial and office uses would be subject to this requirement. Prior to the issuance of building permits, an acoustic study (studies) shall be prepared by a Registered Engineer demonstrating that the commercial or office project will comply with the acoustic requirements of CalGreen.	Project Developer and Future Planning Area Developers	Prior to Issuance of Grading Permits		

Transportation/Traffic

MM 3.16-1: Project proponent shall ensure that all proposed full-turn site access intersections that will be signalized shall include at	Project Developer	Prior to Grading and		
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Mitigation Measure	Source/ Responsible Party	Proposed Date	Actual Date	Comments
least two approach lanes on the minor-street approach during the construction of all roads.		Construction Activities		
MM 3.16-2: Project proponent shall ensure that clear unobstructed sight distances shall be provided at the site access points on Varner Road, Rio Del Sol Road, and Bob Hope Drive as well as all internal intersections to ensure that motorists can enter and exit the site with minimal hazard and disruption of through traffic during all construction activities.	Project Developer	Prior to Grading and Construction Activities		
MM 3.16-3: Project proponent shall ensure that a raised median shall be constructed on Varner Road opposite Street "F" and Street "H" and provide positive control of prohibited left-turn ingress and egress moves and prevent vehicles from attempting to cross Varner Road at these locations.	Project Developer	Prior to Grading and Construction Activities		
<p>MM 3.16-4: On-street curb parking should be prohibited along Valley Center Boulevard, Street "F", Street "H", Street "I", Street "L", Street "M", Street "N" (approximately 300 feet south of Varner Road) to maximize the capacity of the minor-street approaches.</p> <p>Site Access and Internal Circulation The proposed site access and internal circulation concept will accommodate site traffic at acceptable levels of service. With the site access improvements proposed in conjunction with the project, all of the site access intersections will operate at acceptable levels of service, following buildout of the Initial Phase of the Preferred Project in the year 2015.</p>	Project Developer	Prior to Grading and Construction Activities		

Mitigation Measure	Source/ Responsible Party	Proposed Date	Actual Date	Comments
<p>MM 3.16-5: Signalization is proposed and will be warranted at the following full-turn site access intersections: (1) Street “A”/Metrolplex Drive @ Varner Road; (2) Valley Center Boulevard @ Varner Road; (3)Street “I” @ Varner Road; (4) Street “L” @ Varner Road; and (5) Street “M” @ Varner Road. All five of these required traffic signals should include provisions to permit signal interconnection.</p> <p>Because the traffic demand is from the south, the proposed project will not benefit from traffic signals on Rio Del Sol Road. To avoid creating the need for a traffic signal to serve the existing development on Northshore Street, east of the project site,</p>	Project Developer	Prior to Grading and Construction Activities		
<p>MM 3.16-6: The intersections of Street “F” at Varner Road and Street “H” at Varner Road will be constructed as channelized right-in/right-out access connections. Left-turn ingress and left-turn egress maneuvers will not be permitted and no vehicles will be permitted to cross Varner Road at these intersections. A raised median is recommended on Varner Road adjacent to Planning Area 1 to provide positive control of left-turns across Varner Road.</p>	Project Developer	Prior to Grading and Construction Activities		