THE PLANNING CENTER DC&E

# Date Palm Drive Specific Plan

for the City of Cathedral City

Cathedral City
The Spirit of the Desert

COMPASS BLUEPRINT
building partnerships, serving communities.

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

June 2012

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# Date Palm Drive Specific Plan

for the City of Cathedral City

**Adopted by the**
**City Council of Cathedral City**

Ordinance No. _____

Date: _____

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Appendix C: Specific Plan Area Parcel List
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June 2012

# Date Palm Drive Specific Plan

## for the City of Cathedral City

### COMPASS BLUEPRINT PROGRAM

This is a project for the City of Upland with funding provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals. Compass Blueprint tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs.

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the U.S. Department of Transportation (DOT) in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Government Code.

The contents of this report reflect the views of the author, who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG, DOT, or the State of California. This report does not constitute a standard, specification, or regulation. SCAG shall not be responsible for the City's future use or adaptation of the report..

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# 1. Introduction

## A. What is a Specific Plan?

A Specific Plan is a regulatory tool that Cities and Counties use to implement their General Plan and provide more detailed guidance for development in a localized area. While the General Plan is the overall guide for growth and development in a community, a Specific Plan is able to focus on the unique characteristics of a special area by customizing the land use regulations to that area.

## B. Regulatory Authority

The law allows adoption of Specific Plans as may be required for the implementation of the General Plan. The Date Palm Drive Specific Plan has been prepared pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. As authorized by the California Government Code, the City of Cathedral City adopts specific plans by ordinance as a regulatory document. Chapter 9.60 (Specific Plans) of the City of Cathedral City Municipal Code (CCMC), Title 9, identifies the procedures for the processing of Specific Plans in the City.

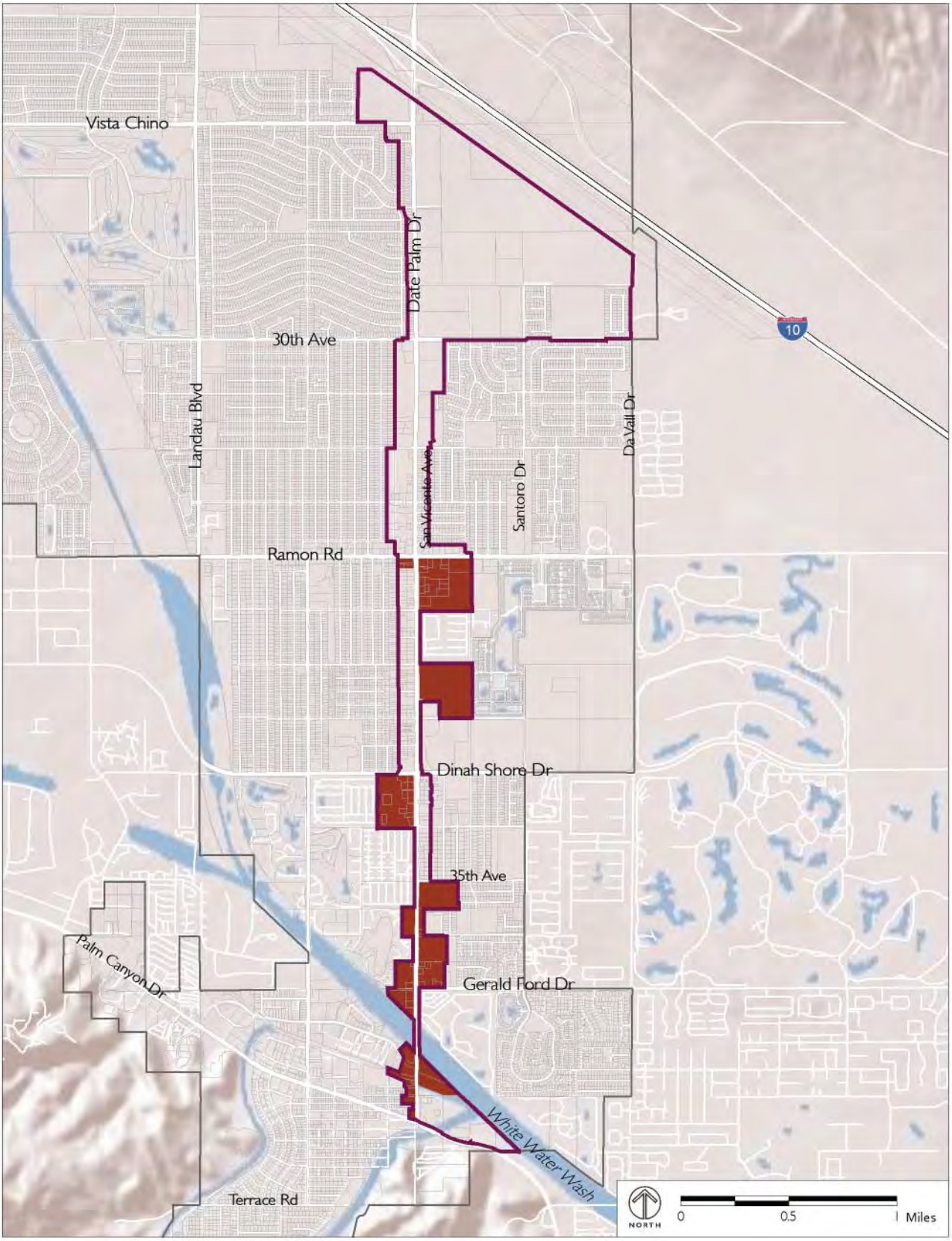
## C. Date Palm Drive Specific Plan Area

The Date Palm Drive Specific Plan area extends from Interstate 10 (I-10) in the north to East Palm Canyon Drive in the south, as illustrated in Figure 1-1. The Specific Plan area is approximately six miles long and encompasses many (though not all) parcels on either side of the corridor, as shown in Figure 1-2.

Project Area

Figure 1-1

Regional Location Map




Project Area
City Boundary
Areas not part of existing specific plan

Figure 1-2
Specific Plan Area

# D. Purpose and Objectives of the Specific Plan

The purpose of this Specific Plan is to consolidate the 15 existing specific plans that abut Date Palm Drive, and update their provisions to ensure that future development and improvements further the community's vision for the Date Palm Corridor, as described in Chapter 3 of this Plan.

Over the past several decades, development along Date Palm Drive has been regulated by these many specific plans, creating a piecemeal development pattern with varied streetscapes and structures along the 6-mile corridor. Replacing the existing specific plans with one Specific Plan for the entire corridor will streamline development standards and lead to a more comprehensive and economically vibrant corridor.

These 15 specific plans were amended or repealed and replaced with this Date Palm Drive Specific Plan. The provisions of the previous specific plans were retained in this document to the extent that they achieve the vision and objectives for Date Palm Drive. The following specific plans were repealed and replaced:

- Specific Plan 90-44
- Specific Plan 90-43
- Specific Plan 87-26
- Specific Plan 90-45
- Specific Plan 88-25
- Specific Plan 93-51
- Specific Plan 87-24
- Specific Plan 99-58
- Specific Plan 89-37
- Specific Plan 87-23
- Specific Plan 87-21
- Specific Plan 10-010 and 89-40
- Specific Plan 1-015 and 91-46

The Date Palm Drive Specific Plan serves as a tool for planning public improvement projects, promote cohesive development, and evaluate development proposals. It also regulates new construction on private property through goals and policies, development standards, and design standards and guidelines. Through the implementation of streetscape improvements as described in the Plan, the public realm will also be enhanced.

The objectives of the Specific Plan are to:

- Organize the corridor into development nodes that are designed around a predominant use, to strengthen existing assets within that node and produce synergy throughout the corridor.
- Create a consistent set of development standards and urban design guidelines for the public and private realms.
- Create dynamic development standards that facilitate an environment for businesses to grow and thrive.
- Encourage land uses that support and stimulate economic development and produce a more sustainable and livable community.
- Improve the image of Date Palm Drive by branding the corridor as "Desert Interior Art & Design", encouraging public art, adding wayfinding signage and creating a welcoming gateway into Cathedral City.
- Encourage sustainable, energy-efficient development.
- Improve pedestrian and bicycle mobility, connectivity and safety throughout the corridor and within individual development projects.
- Ensure that streetscape, storm drain and associated infrastructure improvements enliven and improve the sustainability of the Date Palm corridor.

## E. Planning Process

Adoption of the Date Palm Drive Specific Plan fulfills one of the implementing actions outlined in the Compass Blueprint Date Palm Drive Corridor Connector Plan (Corridor Plan), completed by Gruen Associates in June 2010. The Corridor Plan developed a vision for the corridor, as well as land use and transportation strategies that would support and stimulate economic development and create a more livable and sustainable community. Included in the Corridor Plan are both public and private realm recommendations to improve upon the existing physical characteristics of the corridor. The public realm recommendations focus on transportation system improvements, streetscape improvements, and enhanced landscaping. The private realm recommendations focus on ways to create a more unified vision for the corridor than existed at the time the Corridor Plan was prepared.

Gruen Associates completed an extensive planning and outreach process in preparing the Corridor Plan in order to inform and obtain input from the community. A series of stakeholder interviews were conducted with school representatives, City staff, property owners, local Native American tribe members, Council representative, Chamber of Commerce staff, real estate brokers, and mobile home park managers. A community workshop was also held to present alternatives for enhancing the private and public realms. A joint Planning Commission and Streets and Transportation Commission meeting, combined with a community workshop, was also held followed by a presentation to the City Council.

The content of the Corridor Plan, informed by input from the community and stakeholders, forms the basis for this Specific Plan. The vision, objectives, development standards, design guidelines, and associated infrastructure improvements, contained within this Plan, originate from the recommendations of the Corridor Plan and are designed to achieve the community's vision for the area.

Throughout the preparation of the Date Palm Drive Specific Plan, the community and stakeholders continued to be involved. A public workshop and a series of stakeholder interviews were conducted, allowing residents, property owners, affected agencies, Native American tribes and interested parties to provide ideas and refinements to the project team through group discussion and feedback on the direction of the Plan. Minutes from the workshop, stakeholder interviews as well as a Planning Commission meeting are provided in Appendix A.

## F. Applicability and Conformity of Development

The provisions of this Specific Plan apply to all properties included in the Date Palm Drive Specific Plan area (Figure 1-2). 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 do 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 in which entitlements and/or permits have expired or were denied will be required to conform to this Specific Plan.

# G. Relationship to Other Plans and Regulations

## 1. General Plan

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

## 2. Zoning Ordinance

Adoption of this Specific Plan establishes two new zoning designations (Mixed Use – Date Palm and Business Park – Date Palm) for the Specific Plan area, which incorporate all of the standards for land use and development set forth in this Plan. For the Specific Plan area, the regulations of this Specific Plan replace those set forth in the zoning provisions of the Cathedral City Municipal Code (CCMC), and any other applicable ordinances, except where noted in the Plan. Where land use regulations and/or development standards of Planning and Zoning Ordinance (Title 9) of the CCMC are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall prevail and supersede the applicable provisions of the Planning and Zoning Ordinance.

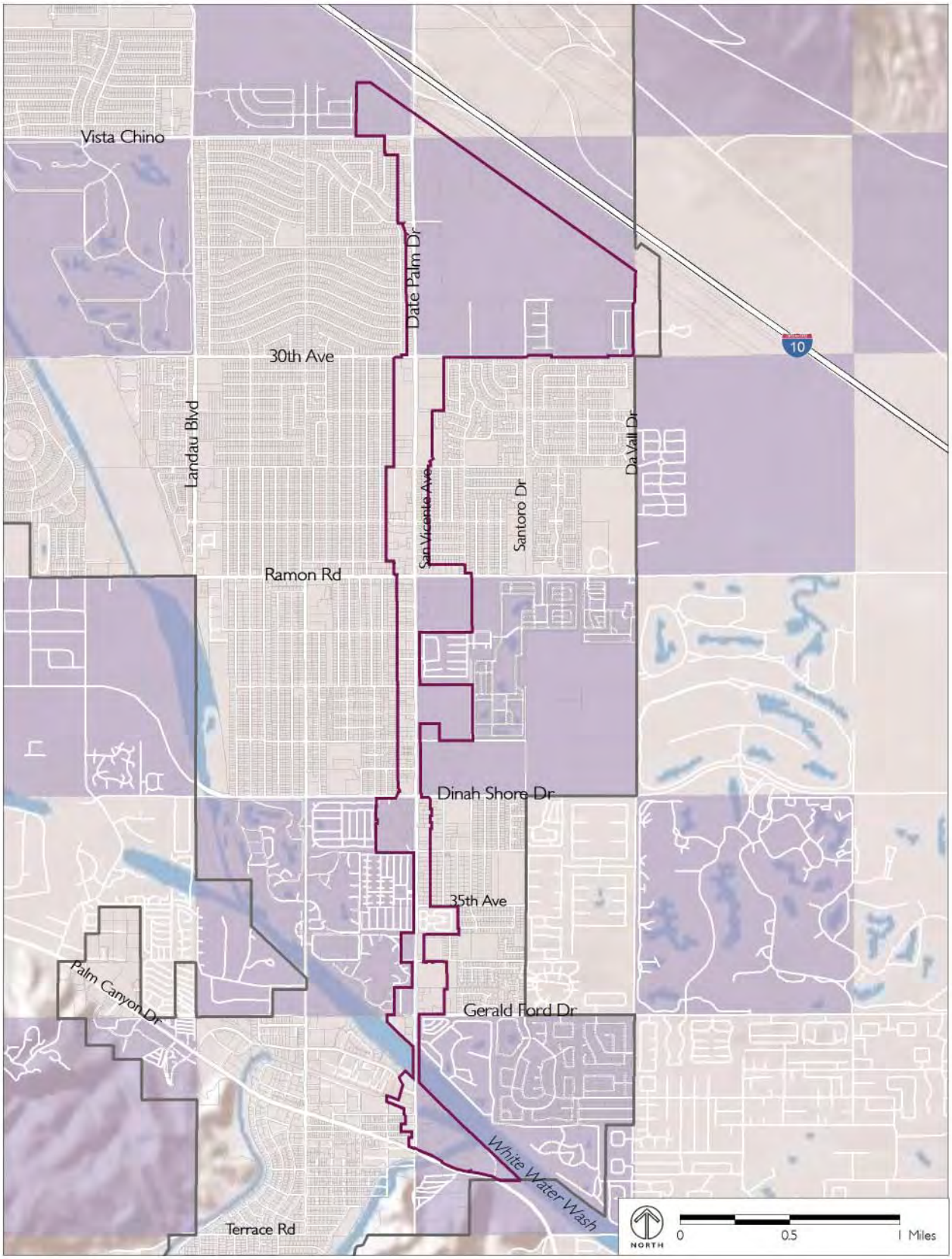
The Specific Plan does not convey any rights not otherwise granted under the provisions and procedures contained in the Zoning Code and other applicable ordinances, except as specifically provided herein. Any issue not specifically covered in the Specific Plan shall be subject to the CCMC. The Code provides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

## 3. Agua Caliente Reservation Land

Approximately 675 acres of land, or 70 percent of the Specific Plan area, are within the boundaries of the Agua Caliente Indian Reservation (Figure 1-3). The Agua Caliente Band of Cahuilla Indians participated in the review of this Specific Plan during the planning process. The Tribe has land use authority over lands within Reservation boundaries; however, in the interest of uniform and unified land use planning and development, has delegated its land use authority to the City of Cathedral City for Reservation lands within City limits. The Tribe does have the right to appeal any applicable land use decision of the City to the Tribal Council.

## 4. California Environmental Quality Act (CEQA)

Adoption or amendment of a specific plan constitutes a project under the California Environmental Quality Act (CEQA). In accordance with CEQA (Section 15168), an Initial Study (IS) will be prepared to determine the project's potential environmental effects and the appropriate environmental documentation necessary to comply with CEQA. All mitigation measures necessary to reduce project impacts to less than significant will be imposed on subsequent projects in the Specific Plan area as a condition of project approval.




Project Area
City Boundary
Indian Land Areas

Figure 1-3
Native American Reservation Lands

## H. Support Documents

Additional documents were prepared in completing the Date Palm Drive Specific Plan. The consultant team developed a full set of Design-Development-Phase working drawings and a cost estimate for a defined Phase One streetscape demonstration project. The working drawings are integrated into this Specific Plan to provide guidance in implementing the public realm improvements. The full drawings are available at the Cathedral City Planning Department. The Comprehensive Phasing Plan, Preliminary Cost Estimate and reduced version of the working drawings are provided in Appendix B. The actual documents and graphics are available upon request from the City.

## I. Funding of the Plan

Funding for the Date Palm Drive Specific Plan was provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Demonstration Project Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating sustainable new development consistent with the region's goals. Compass Blueprint tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs.

The consultant team retained by SCAG for this project included The Planning Center | DC&E as the prime consultant responsible for planning, urban design, outreach facilitation, and overall management. Sub-consultants included MSA Consulting, Inc., responsible for preparing the streetscape demonstration project working drawings and cost estimate; RGA Landscape Architects, responsible for designing the landscape component of the streetscape demonstration project; and MRC Engineers, responsible for assisting the design team with streetscape lighting.

## J. Document Organization

The Specific Plan is comprised of the following chapters:

- Chapter 1 (Introduction) provides a brief overview of the Specific Plan area; the purpose and objectives of the Specific Plan; a description of how the Specific Plan relates to the City's General Plan, Zoning Code and other plans; and an overview of the planning process, support documents and funding for the Plan.
- Chapter 2 (Existing Conditions) summarizes the existing and surrounding land uses, circulation and the public realm, climate and landscape environment in the Specific Plan area.
- Chapter 3 (Vision, Goals and Policies) identifies the vision, goals and policies

envisioned by the community to be achieved through implementation of the Specific Plan.

- Chapter 4 (Development Code) contains the code regulating new development, and the alterations and additions to existing buildings, in the Specific Plan area.
- Chapter 5 (Private Realm Design Standards and Guidelines) contains the design standards and guidelines for development within the private realm of the Specific Plan area.
- Chapter 6 (Public Realm Design Standards and Guidelines) contains the design standards and guidelines for development within the public realm of the Specific Plan area.
- Chapter 7 (Circulation and Infrastructure) describes the plans for improving circulation and proposed system improvements to the City's sewer, water, and storm drain infrastructure to support future development in the Specific Plan area.
- Chapter 8 (Administration) identifies the administrative and discretionary processes necessary to implement the Specific Plan.

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# 2. Existing Conditions

## A. Regional and Local Context

Cathedral City is located in Riverside County approximately 115 miles from Los Angeles, 125 miles from San Diego, and 60 miles from the City of Riverside. The City of Palm Springs borders the City to the west and southwest; the City of Rancho Mirage to the east and southeast; and unincorporated Riverside County to the north and east (north of Interstate 10), with the City of Desert Hot Springs farther to the northwest. The City's location within the Coachella Valley is shown in Figure 1-1 in Chapter 1, Introduction.

Date Palm Drive is a major north-south regional roadway centrally located in Cathedral City. It is intersected by Interstate 10 and East Palm Canyon Drive (Historic Highway 111) and two major regional arterial highways: Ramon Road and Dinah Shore Drive (also known as the Mid-Valley Parkway), connecting Cathedral City to neighboring communities within the Coachella Valley. In addition, the Union Pacific Railroad tracks cross under Date Palm Drive, parallel to the Interstate 10 Freeway. Date Palm Drive is also served by three regional bus routes administered by SunLine Transit Agency.

Entrance to Date Palm Drive from the North

# B. Climate and Environment

The climate of the Coachella Valley is classified as a subtropical desert with average summer high temperatures of 107 degrees Fahrenheit (°F) and winter lows ranging from 36°F to 42°F. The majority of the days are sunny; making the use of solar energy for providing electricity to homes feasible and efficient. Average annual rainfall is just over five inches.

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

Desert Landscape, Wash, and Wind Turbines

Soils in the area tend to be shallow and covered with hardpan or caliche, a cement-like layer that accumulates below the surface. Wide varieties of native and drought tolerant landscape plants thrive in this desert climate, but they must be adaptable to extreme weather conditions to survive.

## C. Current Setting

The Specific Plan area is approximately 6 miles long, extending from the Interstate 10 Freeway to the north to East Palm Canyon drive to the south. The corridor provides sweeping views of the mountains to both the north and south. Views of Flat Top Mountain, Edom Hill, and the Little San Bernardino Mountains are visible to the north. The Santa Rosa Mountains due south provide an especially striking vision as one descends from the Interstate 10 overpass. The Whitewater Wash intersects the corridor toward the southern boundary.

## D. Existing Land Uses

Date Palm Drive is a major auto-oriented thoroughfare lined with a variety of commercial and residential uses, as well as many vacant and underutilized properties. Existing land uses within the Plan area are shown in Figure 2-1. Development is currently focused in certain areas along the corridor, while other areas remain largely vacant. This development pattern results in an inconsistent urban form and an uninviting pedestrian realm; however there are some portions of the corridor that are developed with vibrant commercial uses and enhanced streetscapes that can serve as a model for the rest of the corridor.

Commercial uses within the Plan area include neighborhood-serving retail, restaurants and some regional retailers. Anchoring the retail centers are the 99 Cents Only store, Food-4-Less, Cardenas, and Stater Brothers, all of which serve the immediate neighborhoods and the larger region. Other retail uses in the area include national chains and individually-owned businesses, such as dry cleaners, restaurants, and gas stations. There are several large, partially vacant buildings that formerly housed Wal-Mart, Albertsons, and Sam's Club. A cluster of light industrial uses is located in the southern portion of the Plan area near the downtown. This area, known as the Perez Business District, includes a number of design and home improvement businesses. The residential uses within the Plan area include single-family homes, multi-family developments and one mobile home park. These uses are spread out throughout the Plan area.

The Specific Plan area is split into five nodes based on the character and land uses found within each of these areas. Figure 2-2 identifies the names and boundaries of each node in the Specific Plan area. These nodes were modified from the six "development nodes" found within the "Date Palm Drive Corridor Connector Plan", dated June 30, 2010, in that this Specific Plan combines the Business Emphasis Node and the Retail Emphasis Node from the Corridor Connector Plan into one node (Business and Retail Node). For a detailed analysis of existing land uses within each development node, refer to the Corridor Connector Plan.

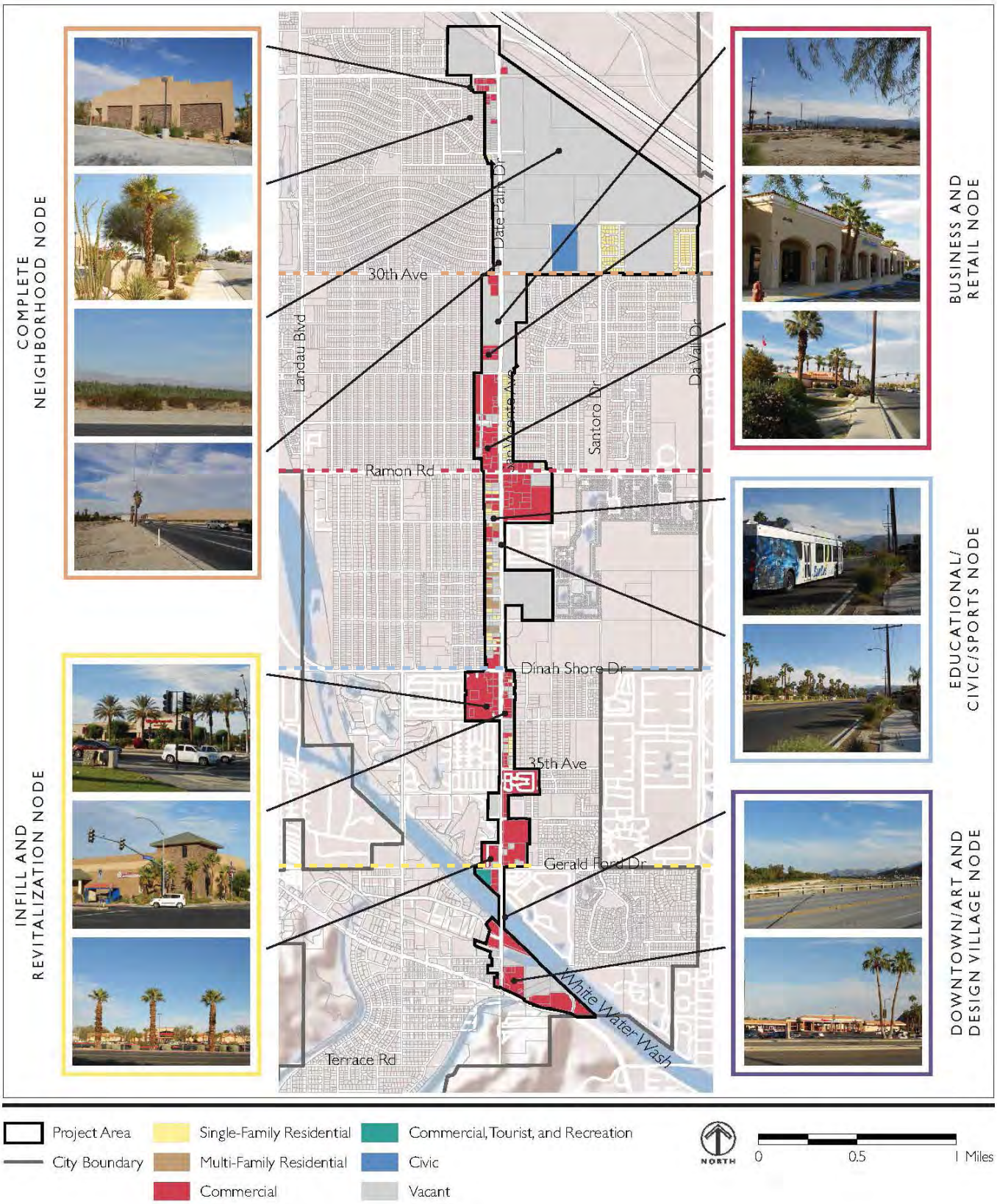
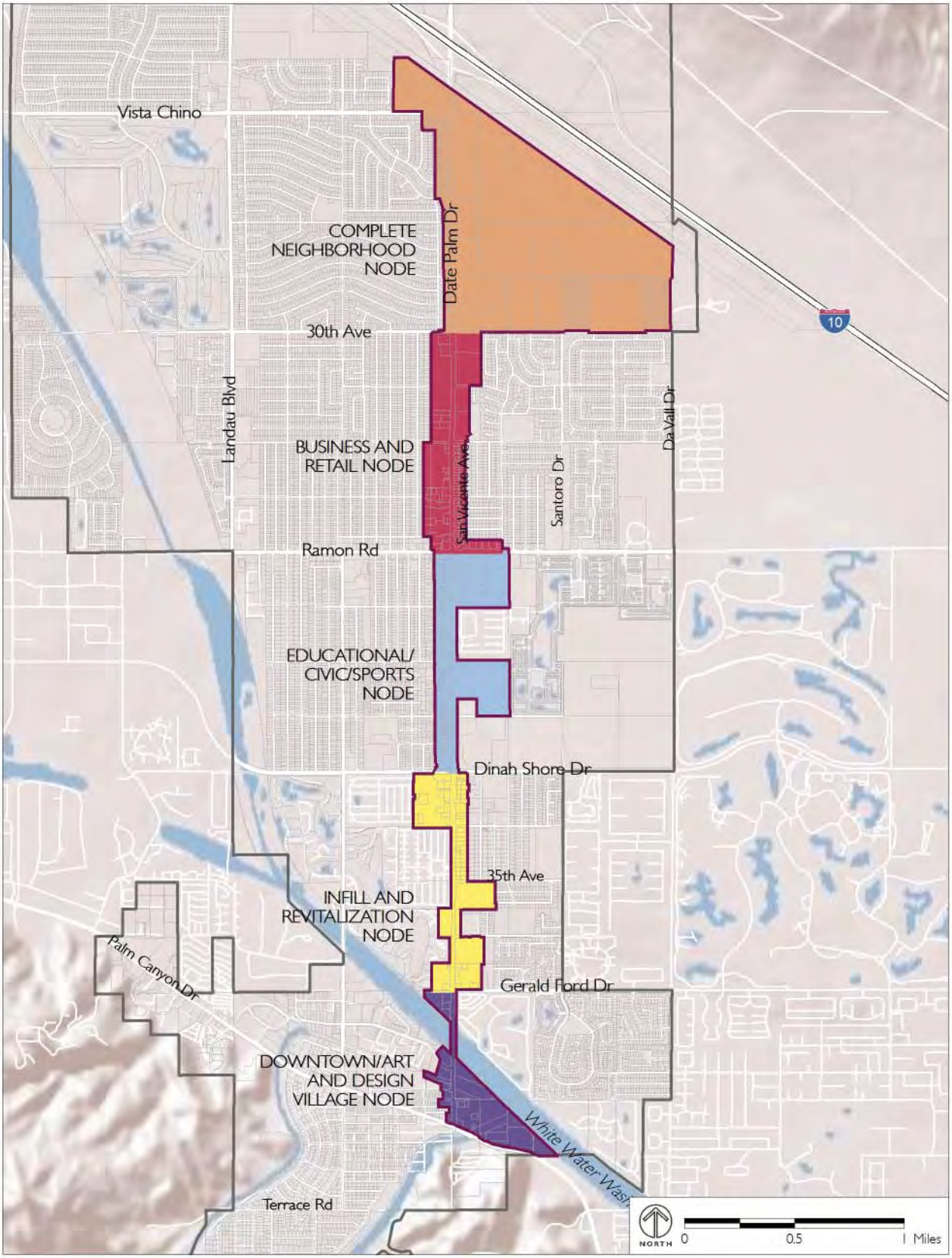



Figure 2.1
Existing Land Uses




City Boundary
Project Area

**Nodes**

Business and Retail Node
Complete Neighborhood Node
Downtown/Arts and Design Village Node
Educational/Civic/Sports Node
Infill and Revitalization Node

Figure 2-2
Node Boundaries

# E. Surrounding Land Uses

The areas surrounding the Specific Plan area are predominantly made up of single-family residential uses. There are also some notable uses adjacent to the Plan area, including the Cathedral City Library, Big League Dreams Sports Park, Cathedral City Post Office, and high-density resort uses, including Date Palm Country Club. Other country clubs near the Plan area include the De Anza Country Club, Mission Hills Country Club, and the Desert Princess Country Club and Resort. Downtown Cathedral City and the City Hall are located a few blocks west of the southernmost portion of the Plan area. Additional light industrial uses are located west of the Plan area along Perez Road.

# F. Circulation and Public Realm

Date Palm Drive is an important connection between the newly adopted North City Specific Plan, north of Interstate 10 Freeway, and Cathedral City's revitalizing downtown to the south. This section summarizes existing conditions pertaining to the public realm: roadways, parking, transit, bike routes, the pedestrian network, landscaping, and gateways. For a more detailed description of circulation and the public realm along Date Palm Drive refer to the Corridor Connector Plan.

## 1. Roadways

Date Palm Drive functions both as a local connector and as a regional connector as it is intersected by major east-west roadways including Ramon Road, Dinah Shore Drive and Gerald Ford Drive. It is also intersected at the north and south ends, respectively, by Interstate 10 and East Palm Canyon Drive.

The roadway cross-section along Date Palm Drive varies from 110 feet to a maximum 125-foot right-of-way where roadway widening has already occurred. The Cathedral City General Plan Circulation Element recommends Date Palm Drive be constructed as a six-lane arterial with a right-of-way of 126 feet, including bike lanes and wider parkways.

## 2. Parking

On-street parking is not currently permitted along Date Palm Drive, except in designated areas along side streets that cross Date Palm Drive within the Specific Plan area. Off-street parking spaces are currently provided on private properties located on both sides of Date Palm Drive.

Private parking lot with nicely designed shade structures

## 3. Transit Routes and Bus Stops

The SunLine Transit Agency provides public transit service within the Specific Plan area. The bus stops along Date Palm Drive are approximately ¼ mile to 1 mile apart. The shelters that are provided vary from modern metal shelters to stucco and tile shelters. In more than half the bus stop locations, there are no shelters or benches. The five bus turn-outs are located at southbound bus stops at Baristo Road, Perez Road, and Grove Street.

Southbound bus turnout at Baristo Road

## 4. Bike Routes

The roadway configuration of Date Palm Drive does not currently provide delineated bike lanes; however, delineated bike lanes are currently provided along 30th Avenue and on Vista Chino, which are east-west arterials that cross Date Palm Drive.

## 5. Pedestrian Network

The current pedestrian network is comprised primarily of sidewalks and crosswalks. Along Date Palm Drive, there are many vacant lots where sidewalks are non-existent or discontinuous, limiting the ability for safe alternatives to vehicle travel. Where they do exist, sidewalk widths vary from 5 to 7 feet, and many are in poor condition and lack street furniture. The Whitewater Wash overpass limits the east-west connectivity in the southern portion of the Plan area to Perez Road, which intersects Date Palm Drive just south of the overpass. A 5-foot sidewalk is located on the west side of the White Water Wash Bridge.

Example of poorly maintained sidewalk near vacant lot on Date Palm Drive

Example of well maintained sidewalk along Date Palm Drive

## 6. Landscape Character

Date Palm Drive is generally 4 to 6 lanes wide with a raised median. The City has landscaped the median with minimal drought-tolerant planting, palm trees, and decorative paving. Landscaping adjacent to the sidewalks is generally on private property and includes turf, shrubs, and palm trees. The lack of landscaping between the street and sidewalk creates uncomfortable walking conditions for pedestrians adjacent to the street. Date Palm Drive does not have a uniform landscape character on either public or private property.

California Fan Palms and Date Palms enhance the view along Date Palm Drive; however, they are sporadically located and there is a lack of broad-headed shade trees along Date Palm Drive, making the environment uncomfortable for pedestrians. The City has adopted Streetscape Policy Guidelines and Specifications for Date Palm Drive, 30th Avenue, Ramon Road, Dinah Shore Drive, and East Palm Canyon.

Private property landscaping enhanced with California Fan Palm and drought tolerant shrubs

## 7. Gateway Treatments

There are some places within the Specific Plan area where a sense of arrival into the city is achieved. Landscape elements and public art are used to mark important intersections as well as the entrances into the city. The existing gateways in the median just south of 30th Avenue and near the Whitewater Wash help mark the entry into the city, but are not easily visible to motorists traveling on the Interstate 10 Freeway. However, adopted interchange plans and proposed signage at the off-ramps and railing design along the interchange will provide the much-needed gateway treatment. The corner landscaping and public art at the intersections of Date Palm Drive with Ramon Road and Dinah Shore Drive are also important gateway treatments that welcome visitors to Date Palm Drive. These gateways are important for drivers, bicyclists and pedestrians moving through the Plan area.

Gateway treatments at the northern entrance to Date Palm Drive (left) and at the Date Palm and Dinah Shore Drive intersection (right)

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# 3. Vision, Goals, and Policies

This chapter presents the vision for Date Palm Drive resulting from the Date Palm Drive Corridor Connector Plan process, which included a number of community workshops and stakeholder interviews with residents and business owners along the corridor, and is documented in the "Date Palm Drive Corridor Connector Plan" dated June 30, 2010. All subsequent chapters of this Specific Plan aim to collectively implement the vision to achieve the future desired by the community.

## A. Vision

Date Palm Drive is one of the main corridors for Cathedral City's future economic growth. Anchored by existing businesses, Date Palm Drive is envisioned to be a vibrant, multi-modal, pedestrian-friendly corridor connecting neighborhoods to clusters of retail, office, and civic uses along 6 miles of arterial highway designed as a "complete street". Businesses and other assets include the Civic Center and entertainment venues in Downtown, Big League Dreams Sports Park, the public library, thriving commercial establishments, and nearby design and home improvement businesses along Perez Road.

As illustrated in Figure 3-1, development is concentrated in five unique walkable "development nodes." Focusing on development nodes allows the City to strengthen existing businesses and neighborhoods while creating aesthetic enhancements and opportunities for economic expansion specific to the character of the nodes. While these nodes each have unique elements, a consistent streetscape and compatible urban design will provide the continuity necessary to tie the nodes together and create the type of corridor desired by the community.

The public realm vision is depicted in Figure 3-2. The continuous shaded multi-use pathways on either side of Date Palm Drive provide for pedestrians and bicyclists, and are complemented by public transit facilities, desert-sensitive landscaping, public art, and distinctive directional signs.

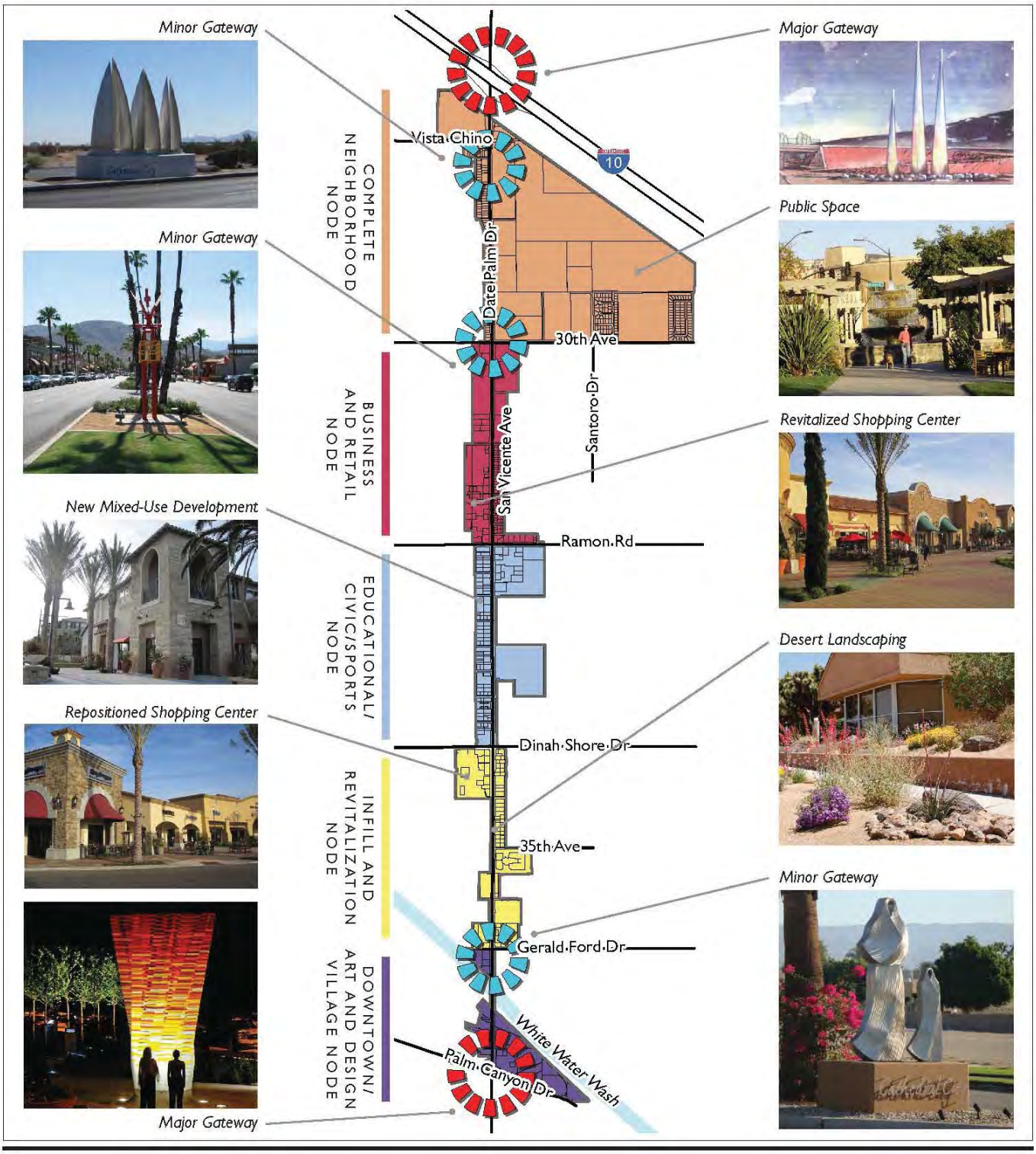



Figure 3-1
Date Palm Drive Vision Plan

Shaded multi-use path, landscaped parkway, and landscaped setbacks provide a pleasant pedestrian environment along Date Palm Drive

Source: Date Palm Drive Corridor Connector Plan

Figure 3-2
Public Realm Vision

# B. Development Nodes

Each of the five development nodes in the Specific Plan area plays an important role in the future vision for Date Palm Drive. The vision for each node is described below.

## 1. Complete Neighborhood Node

The Complete Neighborhood Node is the most northerly node and spans the area between the Interstate 10 Freeway and 30th Avenue. Remarkable mountain views are available from this area of Date Palm Drive. Flat Top Mountain and Edom Hill are visible to the north. The vista of the Santa Rosa Mountains due south as one descends from the Interstate 10 overpass is especially striking and offers a powerful welcome to the City. In this vision, the Complete Neighborhood Node becomes a new gateway to Cathedral City, offering the first impression of the City for those arriving regionally.

Except for three existing gas stations and a few commercial buildings, all parcels within this node are currently vacant and among the largest vacant parcels in the Specific Plan area. This area provides an opportunity to develop a "complete neighborhood" with a full range of land uses, as shown in Figure 3-3.

**Complete Neighborhoods** contain jobs, shopping, housing, entertainment, and services within walking distance of each other.

Complete neighborhoods embody sustainable living practices with open spaces, green connections, diverse housing types, local employment, and local-serving businesses that meet the daily needs of residents thereby reducing vehicle trips.

Source: Date Palm Drive Corridor Connector Plan

The vision for the "complete neighborhood" includes destinations that people want to come to for multiple reasons, including shopping, dining and socializing, and where the enjoyment of just being there is reason enough to live, work, and/or visit. This area serves as a model for the development of green technologies through the design of new industrial uses and a supporting eco-hotel[1]. Home furnishing stores, such as IKEA, sit between the hotel and industrial uses to anchor the retail street and provide a transition between land uses.

The organization and orientation of commercial buildings and spaces ensure that streets are welcoming and friendly to pedestrians and encourage high levels of pedestrian activity. Existing land uses are connected by a green linear park, i.e. "The Green." The Green includes swales, sports, picnic, and playground facilities that not only connect Date Palm Drive to the existing soccer field and middle school but also provide an active and passive recreational space for the community. Institutional uses such as a museum, educational center, covered courts and fitness facilities complement The Green as well as the existing middle school. A variety of housing densities and types are found within the planned community including townhomes, apartments, condominiums, and live-work units, all oriented around The Green.

"The Green": A linear park connecting proposed uses in the Complete Neighborhood Node

[1]**Eco Hotel** is a term used to describe a hotel or accommodation that has made important environmental improvements to its structure in order to minimize its impact on the environment. The basic definition of a green hotel is an environmentally responsible lodging that follows the practices of green living.

Source: Date Palm Drive Corridor Connector Plan

Figure 3-3
Illustrative Concept for Complete Neighborhood Node: Entertainment / Hospitality & Retail Anchors

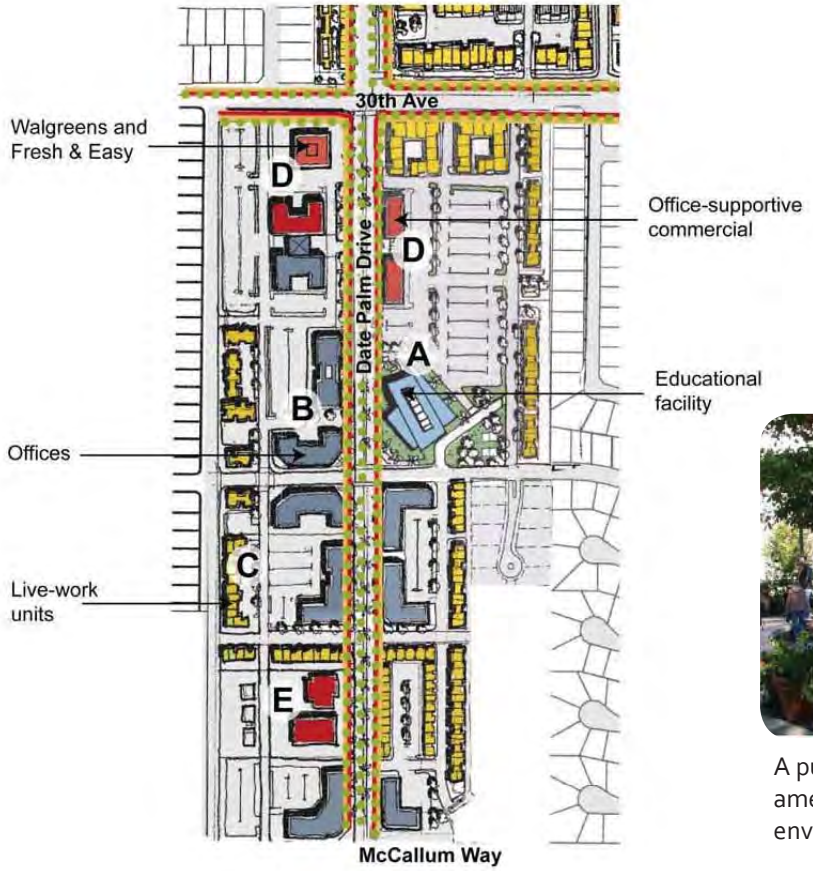
## 2. Business and Retail Node

The Business and Retail Node is located between 30th Avenue and Ramon Road, two of the most important arterials in the City. This node is particularly important because it includes an expanse of currently unplanned vacant parcels fronting Date Palm Drive. The vision for this node features a business park and educational facility, as well as new live-work units and townhomes within walking distance of the businesses, as shown in Figure 3-4.

A courtyard with a gazebo and picnic areas for lunches and breaks provide a quality environment that can make employees feel good about coming to work. Safe, convenient, attractive, and landscaped pedestrian and bicycle pathways are provided internally to connect various uses and link to the multi-use path on Date Palm Drive.

This node also maintains its character as a successful retail node with a pedestrian-friendly environment and facilities supportive of nearby businesses and residents. Façade improvements continue to be made over time to refresh the area and add aesthetic and economic value to the built environment. Demand for vast surface parking areas declines over time due to more frequent use of alternative modes of transit, allowing for additional buildings to replace existing parking areas.

Wayfinding signage, visual cues, and public art help identify this successful node, as do public gathering places with pedestrian amenities and links throughout the retail and business centers.




The vision for the Business and Retail Node features a public or private educational facility in addition to the office, commercial, and residential uses and streetscape improvements along the length of Date Palm Drive.

Source: Date Palm Drive Corridor Connector Plan

A public gathering place with pedestrian amenities enhances the business park environment

Figure 3-4
Land Use Vision for Business and Retail Node

## 3. Educational/Civic/Sports Node

This node is anchored by the adjacent Patriot Park, Cathedral City Library, Cathedral City High School, and Big League Dreams Sports Park, a local and regional private sports park. The adjacency of Big League Dreams Sports Park provides a relevant "theme" that has the potential of being explored in many different ways, from sports facilities to cultural centers. The overall vision of this node creates a mix of uses complementary to the existing educational/civic/sports uses, such as a hotel with small-scaled commercial uses fronting Date Palm Drive and residential uses located behind. Land uses are connected by a network of pedestrian-friendly streets and internal pathways. New retail, restaurants, and other buildings are oriented to the public side-walks and pathways; parking is located to the rear and side to promote active pedestrian-friendly streets. Outdoor passageways and gathering spaces filled with trees, attractive outdoor furniture, and water features activate the retail space.

The vision for the Educational/Civic/Sports Node incorporates a hotel and retail on the east side of Date Palm Drive, along with pedestrian-friendly gathering places.

Source: Date Palm Drive Corridor Connector Plan

## 4. Infill and Revitalization Node

The Infill and Revitalization node focuses on the area between Dinah Shore Drive and Gerald Ford Drive. The vision for this node retains and enhances the existing residential and commercial uses that cater to nearby residents. Existing shopping centers that currently have large vacant buildings are repositioned and reactivated, including Mission Plaza and Date Palm Drive Shopping Center. New buildings in Mission Plaza are pedestrian-scaled and front onto Date Palm Drive. A small plaza containing unique landscaping and a water feature anchors the pedestrian connection to create a garden setting that provides a gathering centerpiece for Mission Plaza.

Facade and streetscape improvements update and unify other older shopping centers and help attract new uses. Interconnected courtyards, plazas, terraces, and gardens are encouraged in developments to provide places for people to congregate and to link all uses by pedestrian paths promoting a "one stop" destination.

Suggested massing of Mission Plaza hotel and restaurant along Date Palm Drive.

View of the suggested massing of the hotel and restaurant from Date Palm Drive.

Source: Date Palm Drive Corridor Connector Plan

## 5. Downtown/Art and Design Village Node

Located in and around downtown, this development node is focused on Date Palm Drive between two important east-west connections: Gerald Ford Drive and East Palm Canyon Drive. Its prime location and proximity to downtown civic and commercial uses make this area one of the most important development nodes in the Specific Plan area.

The vision for this node creates an Art and Design Village with pedestrian-friendly linkages to Perez Road, downtown, and the proposed hotel south of East Palm Canyon Drive near Allen Avenue. A mix of new uses support the art and design theme, such as artist lofts, art galleries, home improvement stores, art supplies, residential uses and open space. New development creates a building edge along Date Palm Drive and East Palm Canyon Drive complemented by landscaping within the right-of-way. Internal streets are wide and tree-lined and provide on-street parking, bike racks, benches, and other streetscape furniture and pedestrian amenities. Pocket parks directly link to small businesses and residential units.

Gateway treatments at the four corners of the intersection of East Palm Canyon Drive and Date Palm Drive, including sculpture, desert landscaping and enhanced paving create a dramatic first impression of the entry to Date Palm Drive and downtown Cathedral City. A new major retail anchor at the northeast corner of Date Palm Drive and East Palm Canyon Drive strengthen this district and recognize the importance of its location with special architectural and landscape elements.

The area adjacent to the White Water Wash overcrossing will be a place for temporary or permanent display of art such as a sculpture garden. This will attract visitors and consolidate the new character of Cathedral City as an art and design destination.

Mixed-Use

Artist Lofts

Furniture Stores

Art Galleries

A mix of uses support the art and design theme in this node

Source: Date Palm Drive Corridor Connector Plan

## C. Goals and Policies

The following goals and policies set forth the framework to realize the vision for Date Palm Drive. They serve as guidelines for decision-making to implement the vision by building on existing strengths, initiating new public improvements and facilitating new high-quality development.

**Goal 1. Strengthen existing assets and produce synergy throughout the corridor.**

Policy 1.1 The Date Palm Drive corridor shall be organized into development nodes designed around a predominant use and/or character.

Policy 1.2 The City shall implement a consistent set of development standards and urban design guidelines for Date Palm Drive's public and private realms.

Policy 1.3 The City shall coordinate with property owners to provide consistent public right-of-way design elements.

**Goal 2. Promote economic development throughout the Specific Plan area.**

Policy 2.1 The City shall facilitate a vibrant mix of land uses that respond to market forces and community needs.

Policy 2.2 The City shall implement flexible development standards, design guidelines and incentives to attract new businesses and retain existing business along the corridor.

Policy 2.3 The city shall have standards that differentiate between building construction, reuse, and new buildings to foster improvements to existing structures.

**Goal 3. Improve the image of Date Palm Drive and create a welcoming gateway into Cathedral City.**

Policy 3.1 The City shall develop a "Desert Interior Art and Design" brand for the corridor.

Policy 3.2 The City shall improve the public realm with public art, way-finding signage and themed landscaping that tie into the "Desert Interior Art and Design" brand.

**Goal 4. Improve mobility and connectivity along Date Palm Drive.**

Policy 4.1 The City shall synchronize traffic signals to improve vehicle traffic flow along Date Palm Drive.

Policy 4.2 The City shall allow for continuous pedestrian and bicycle paths and landscaped parkways.

Policy 4.3 The City shall enable safe walkways to schools with well-lit and decorative cross walks, pedestrian-level lighting, and other complete street techniques.

Policy 4.4 The City shall try to participate in Safe Routes to School.

Policy 4.5 The City shall improve the pedestrian environment through streetscape enhancements.

## Goal 5. Goal 5. Improve the sustainability of the Date Palm Corridor.

Policy 5.1 The City shall encourage sustainable, energy-efficient site design and developments that take advantage of the area's natural resources.

Policy 5.2 The City shall implement a consistent drought-tolerant palette of shade trees and plantings consistent with the Water Efficient Landscape Ordinance.

Policy 5.3 The City shall facilitate the use of bioswales and permeable paving for on-site water treatment and infiltration or other best management stormwater techniques.

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# 4. Development Code

## A. Purpose and General Provisions

### 1. Purpose and Intent

The development regulations in this chapter are essential to achieving the overall vision, goals and policies for the Date Palm Drive corridor as set forth in Chapter 3. They address use of property, site development, and building design for each of the five nodes within the Specific Plan area. They are precise requirements for all development with regard to building height, setbacks, parking and landscaping.

The Development Code, combined with the design standards contained in Chapters 5 and 6, is intended to promote and attract high quality developments, ensure an environmentally and economically sustainable corridor, encourage an active pedestrian-scaled environment, and provide connections and appropriate transitions between the zoning districts and nodes along the corridor and adjacent neighborhoods.

### 2. Applicability

#### *a. Specific Plan Area*

The requirements of this chapter apply within the "Specific Plan area" as shown in Figure 4-1, Regulating Plan, and all parcels contained therein. Appendix C provides a list of all parcels, categorized by node, within the Specific Plan area.

#### *b. Compliance with Regulations*

All sites, structures, and uses shall comply with the requirements of this Specific Plan, and the Uniform Building Code and Fire Codes, as adopted by the City of Cathedral City.

### *c. Precedence*

The requirements of this chapter take precedence over the citywide regulations found elsewhere in the Cathedral City Municipal Code (CCMC). In the event of a conflict between this chapter and any portion of the Zoning Ordinance, the provisions of this chapter shall govern. Any issue not specifically covered in the Specific Plan shall be subject to the regulations in the CCMC.

## 3. Administration

Compliance with the use and development regulations in this chapter, in addition to the design standards in Chapters 5 and 6, shall be verified through the application and review procedures defined in Chapter 8, Specific Plan Administration.

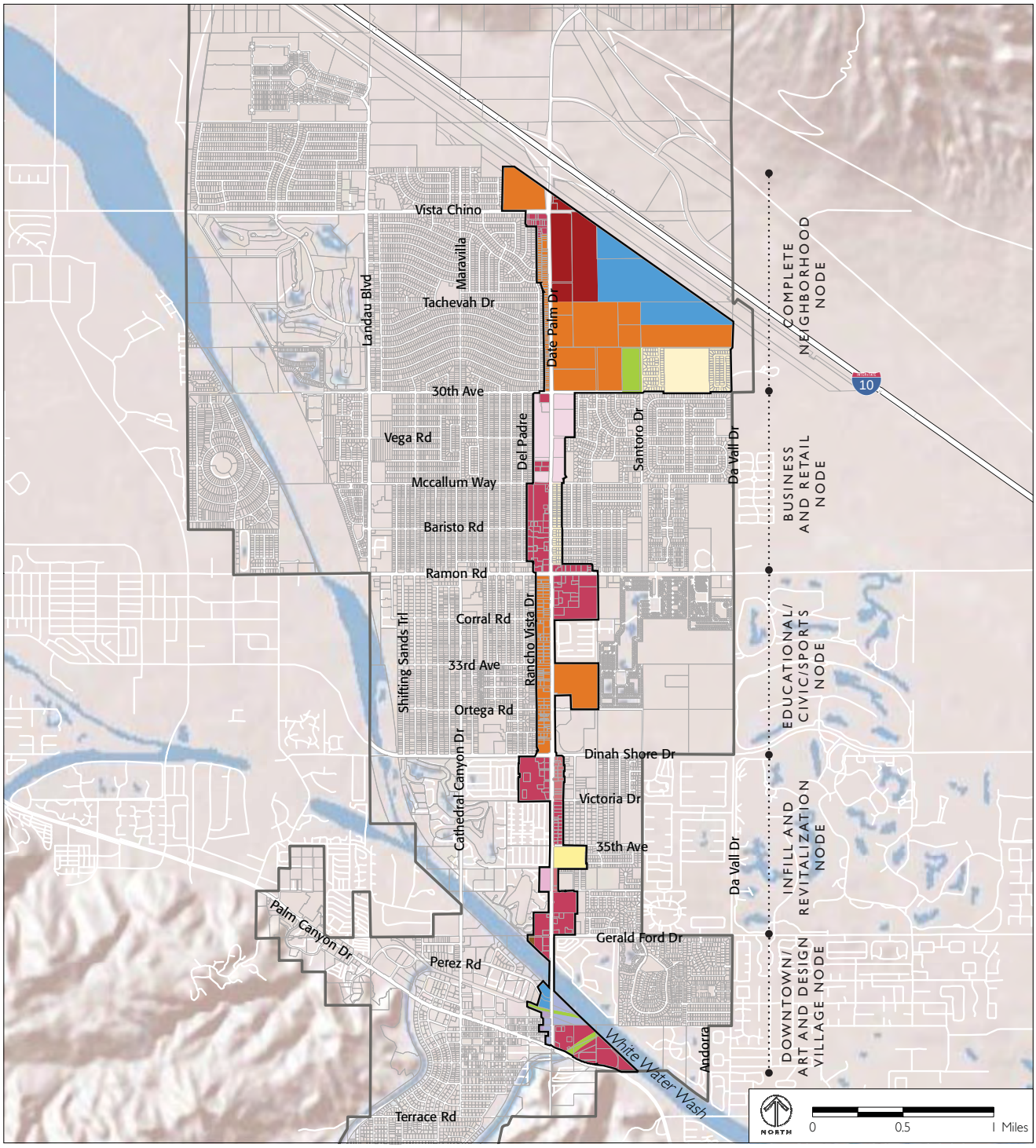
# B. Zoning Districts

The Regulating Plan, shown in Figure 4-1, shall serve as the zoning map for Date Palm Drive. This Specific Plan organizes the corridor into five development nodes as described in Chapter 3, Vision, Goals and Policies. Each node contains one or more zoning districts. There are 13 zoning districts within the Plan area.

This Specific Plan sets out to retain as much similarity between the Citywide zoning districts and the Specific Plan zoning districts. Eleven (11) zoning districts remain consistent with the Citywide zoning districts and are subject to the existing provisions of the CCMC. The following new zoning districts have been created and are regulated by the Development Code contained within this chapter:

- Mixed Use – Date Palm (MU-DP)
- Business Park – Date Palm (BP-DP)

All 13 zoning districts are subject to the private and public realm design standards contained within this Specific Plan (Chapters 5 and 6).




City Boundary
Project Area
R1 Single Family Residential
R2 Multiple Family Residential
RR Resort Residential
BP-DP Business Park - Date Palm
PPO Planned Professional Office
PLC Planned Limited Commercial
PCC Planned Community Commercial
CTR Commercial Tourist & Recreation
DRN Downtown Residential Neighborhood
MXC Mixed use Commercial
MU-DP Mixed Use - Date Palm
I-1 Light Industrial
OS Open Space

FIGURE 4-1
**PLAN AREA ZONING**

# C. Permitted and Conditionally Permitted Uses

Permitted and conditionally permitted uses allowed in each zoning district are identified in Appendix D. Other similar uses to those listed in Appendix D, as interpreted by the Community Development Director or designee, are also permitted or conditionally permitted in these districts.

# D. Development Regulations Applicable to All Zoning Districts

The following development regulations shall apply to all development projects within the Specific Plan area, unless superseded by the node-specific development regulations specified in Section E of this chapter.

## 1. Setback Distance from Date Palm Drive

- A minimum 10-foot setback from the property line shall be required for all commercial and mixed-use buildings fronting Date Palm Drive. A larger setback dedication of up to 25 feet is encouraged to provide additional landscaping and public amenities.
- A minimum 15-foot setback from the property shall be required for all residential buildings fronting Date Palm Drive. A larger setback dedication of up to 30 feet is encouraged to provide additional landscaping and public amenities.
- Within the setback area shall be a landscaped parkway that may include drainage swales, entries to buildings plazas, and outdoor dining. More detail related to the treatment of the public realm is found in Chapter 6, Public Realm Design Standards.
- A 5-foot minimum setback from the property line shall be permitted for narrow parcels that are 50 feet or less.

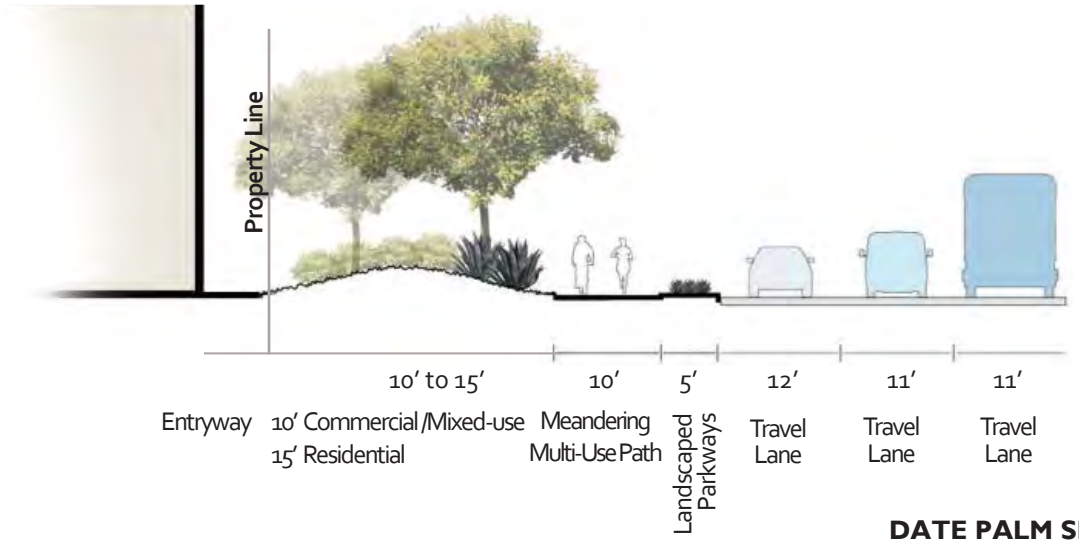



FIGURE 4-2
**DATE PALM SETBACK DISTANCE**

## 2. Access

- Access from Date Palm Drive shall be limited to facilitate the continual movement of community and regional traffic with minimum "friction" from the development along this frontage.
- All corner lots on Date Palm Drive shall take access from side streets or common accessways unless this condition is prohibitive to any access.
- Each parcel shall be limited to a single access drive from Date Palm Drive, except no access shall be permitted to Date Palm Drive where access is available to a side street or via a reciprocal access drive. Any improvement to an existing development requiring design review and/or a Conditional Use Permit shall also require re-evaluation of Date Palm Drive access and exiting driveways.
- The minimum spacing between access driveways on Date Palm Drive shall be 200 feet unless this condition is prohibitive to any access.
- All development with frontage on Date Palm Drive shall construct all driveways on the site in a manner to encourage forward exiting into Date Palm Drive.

## 3. Common and Reciprocal Access

- Prior to issuance of a building permit, each lot shall grant to adjacent lots only within the Specific Plan area reciprocal parking and access rights, in areas designed for use in common, in a form approved by the City Attorney.
- All guy wires supporting the utility lines along the rear of the properties that interfere with the common accessway shall be relocated in a manner satisfactory to the Community Development Director or designee prior to a Certificate of Occupancy. Costs of all relocation shall not be borne by the City.

## 4. Parking and Loading

The off-street parking requirements and regulations set forth in CCMC Chapter 9.58 (Off-Street Parking) shall apply to the Specific Plan area. The Planning Commission may modify the requirement for any land use not specifically addressed.

## 5. Signs

All signs shall comply with the CCMC. However, any shopping center that has more than four (4) separate buildings shall have a Master Sign Program approved by staff that has consistent standards for size, color, and type of signage.

# E. Node-Specific Development Regulations

This section includes development regulations for each node within the Specific Plan area and shall be considered together with the design standards for the private and public realm presented in Chapters 5 and 6.

## 1. Complete Neighborhood Node

### *a. Zoning District*

See Figure 4-3 for a close-up map of the zoning districts within the Complete Neighborhood Node. There are seven (7) zoning districts within this node. Six (6) zoning districts remain consistent with the Citywide zoning districts and are subject to the existing provisions of the CCMC, with minor exceptions that are listed for the Single-Family Residential (R1) and Light Industrial (I-L) Districts within this node.

This node also contains regulations for the Mixed Use – Date Palm District (MU-DP), a new zoning district that has been created for the Specific Plan area.

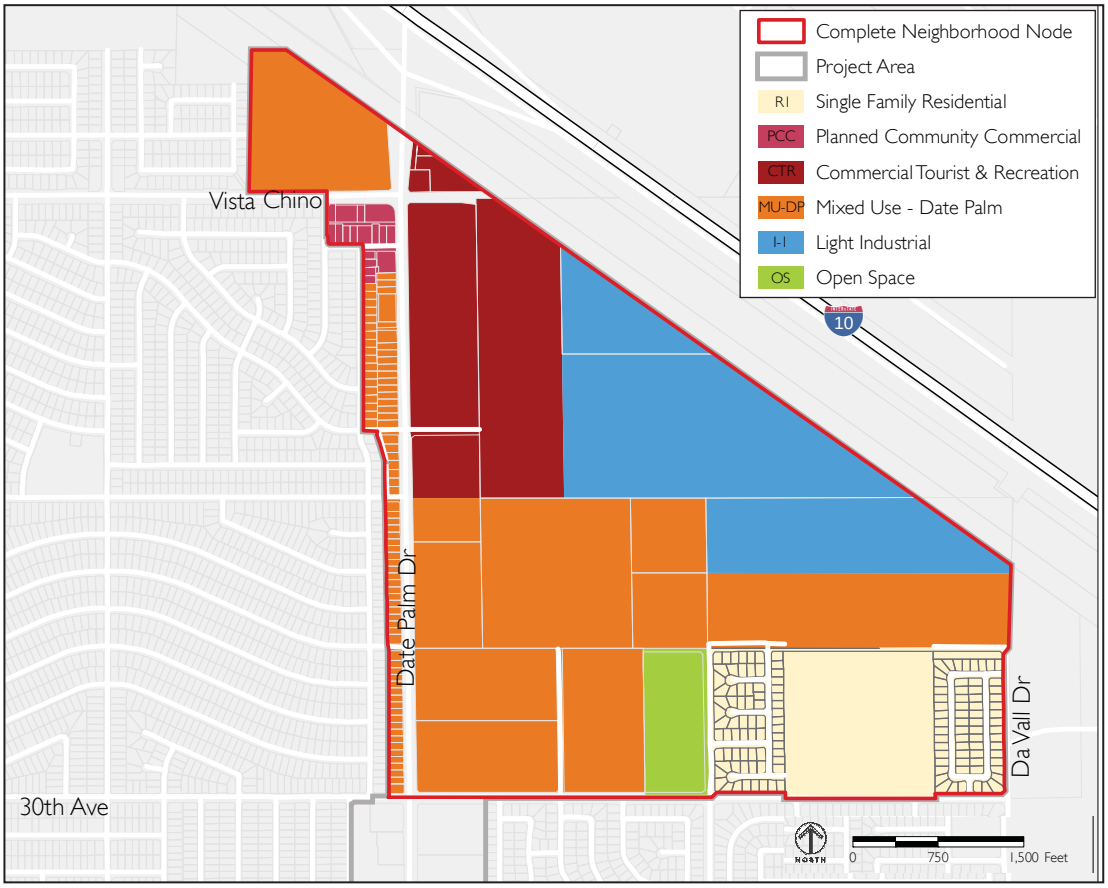



FIGURE 4-3
**COMPLETE NEIGHBORHOOD NODE ZONING DISTRICTS**

### *b. Permitted Uses*

See Appendix D for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: In order to achieve the vision of a "complete neighborhood" as described in Chapter 3, desired primary uses shall include residential developments in a range of densities, specialty retail, restaurants, boutique/resort hotels, green industries, home furnishing stores, institutional uses and landscaped open spaces interconnected throughout the master planned community.

### *c. Single-Family Residential District (R1)*

The regulations set forth in CCMC Chapter 9.14 (Single-Family Residential District) shall apply to all R1-zoned properties within the Complete Neighborhood Node, with the following exceptions:

1. **Access**

   - All points of public access located on opposite sides of 30th Avenue shall align with one another or be located no less than 200 feet apart.

   - No residentially zoned lot shall gain direct access from 30th Avenue or Da Vall Drive.

2. **Walls**

   - Where the Specific Plan abuts 30th Avenue, a 42" high decorative masonry wall shall be provided on the property line. Adjacent to said wall, a 10 foot wide planter shall be provided on-site and heavily landscaped in accordance with the regulations set forth in Chapter 5, Section D (General Landscape Design Standards).

### *d. Light Industrial District (I-L)*

The regulations set forth in CCMC Chapter 9.40 (Light Industrial District) shall apply to all I-L-zoned properties within the Complete Neighborhood Node, with the following exceptions:

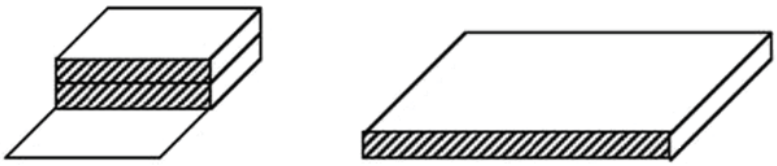
1. **Minimum Development Project and Individual Lot Size and Dimensions**

   - The minimum size of a new development project site shall be five (5) acres, with a minimum length no less than 350 feet on any one side.

   - Within an approved development project, smaller individual lots may be created for financing or sale purposes. Individual lot sizes within a development project are permitted as follows:

- Lots one (1) acre or greater in size are permitted for custom building development.
- Lots between one-half (½) acre and one (1) acre in size are permitted as part of a Planned Unit Development (PUD) with specific architectural design standards for construction of buildings on these smaller lots.
- Lots five (5) acres or less in size that are existing at the time of Specific Plan adoption cannot subdivide except as noted in the previous two bullets. Development on these lots shall follow all other provisions of this section.

**2. Maximum Gross Floor Area Ratio (FAR)**



The maximum gross FAR is 1.0.

**3. Maximum Building Height**

The maximum building height shall be 36 feet, with the following exception: the building height shall be limited to 26 feet within the portion of the lot that falls within 50 feet of an adjacent residential district.

**4. Setbacks**

- The minimum street yard setback shall be equal to the height of the primary structure on the lot but in no case less than 25 feet. For corner lots, all street-facing sides shall meet this requirement.
- No minimum rear or interior yard setback is required, except where the rear or interior property line abuts a residential district. Then, the minimum rear or interior yard setback shall be 20 feet.

**5. Parking and Loading**

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

- No parking is permitted in the street side setbacks. Except for required landscape areas (refer to Chapter 5 for landscaping requirements), parking and loading is permitted in side yard and rear yard setbacks.
- 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).
- 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.
- Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities are more suitably located at the rear of the site where special screening may not be required. When it is not possible to locate loading facilities at the rear of the building, loading docks and doors should not dominate the facades and shall be screened from the street. Loading facilities should be offset from driveway openings.

## *e. Mixed Use-Date Palm District (MU-DP)*

The following project-specific development regulations shall apply within the new Mixed Use – Date Palm District in the Complete Neighborhood Node:

**1. Mixed-Use Development**

The following development regulations shall apply to mixed-use development projects within the MU-DP District:

*a) Requirement for Residential Component*

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

*b) Development Project FAR and Density*

- Residential west of Date Palm Drive: the maximum gross density of the residential component of a mixed-use development is 20 dwelling units/acre.
- Residential east of Date Palm Drive: the maximum gross density of the residential component of a mixed-use development is 30 dwelling units/acre.

- The maximum gross FAR for the commercial component of a mixed-use development is 1.0.

*c) Maximum Building Height*

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

- The maximum building height shall be 26 feet or 2 stories when within 50 feet of single-family residential uses.

*d) Setbacks*

For properties that have frontage on a Secondary Arterial, as shown in Figure 4-4, 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.

For properties that front on internal Collector or Local Streets, as shown in Figure 4-4, 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.

*e) Access*

- No commercial development west of Date Palm Drive and north of Vista Chino shall have direct access to Date Palm Drive.

- The minimum spacing between access driveways for commercial sites along Vista Chino shall be 200 feet and align with one another on opposite sides of the street; no access shall be permitted within 150 feet of the Date Palm Drive/Vista Chino intersection.

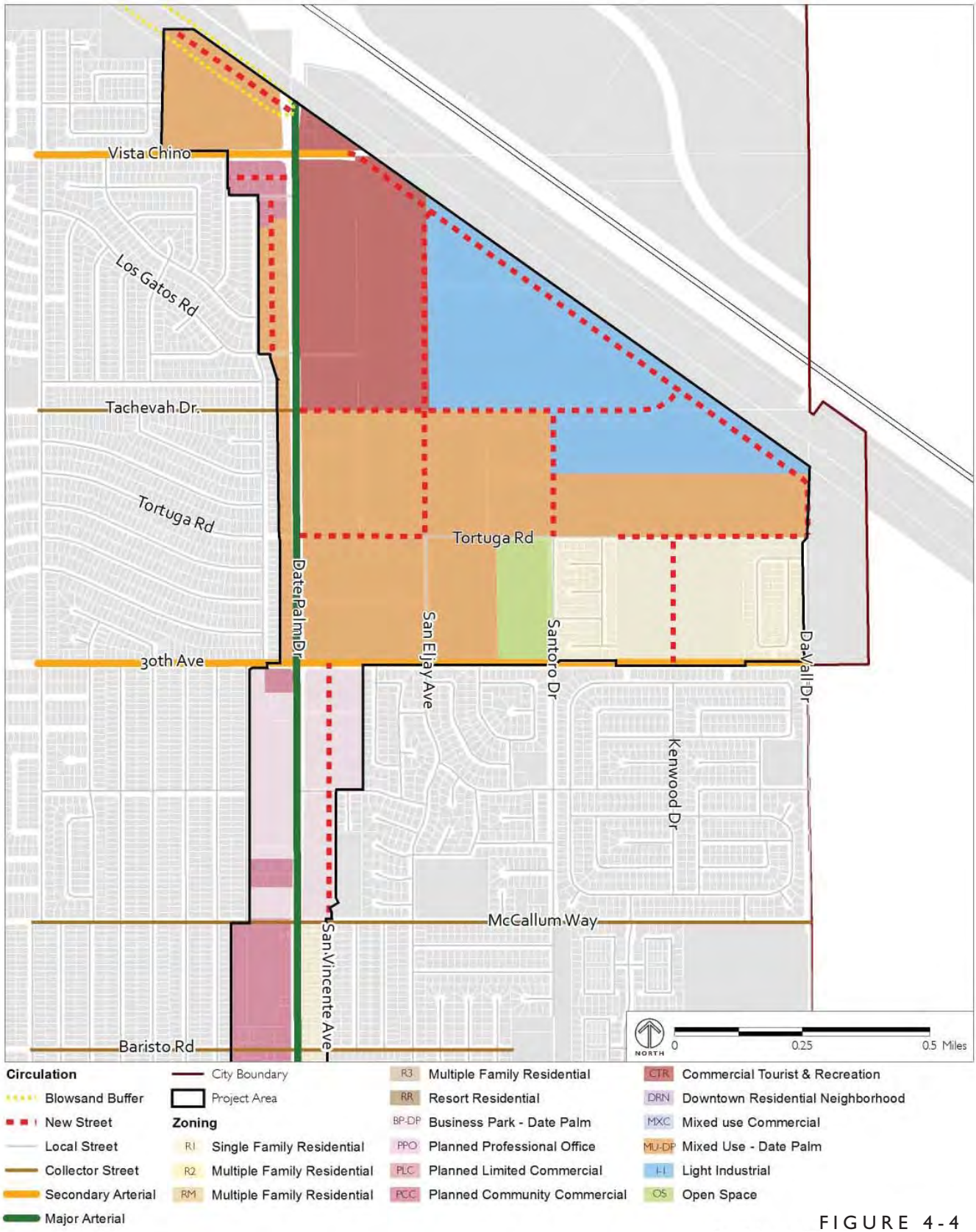



FIGURE 4-4

**BACKBONE CIRCULATION SYSTEM**

*f) Parking and Loading*

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

- No parking is permitted in the street side setbacks. Except for required landscape areas (refer to Chapter 5 for landscaping requirements), parking and loading is permitted in the interior side yard and rear yard setbacks.

- 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).

- 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.

- 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.

*g) Noise*

For residential development north of Vista Chino, an acoustical study shall be provided to determine noise effects from the Southern Pacific Railroad, Interstate 10, and adjoining arterial streets on a proposed development. Noise impacts shall be mitigated by use of walls, earth berming, and/or combinations. Interior residential construction shall provide minimum standards to achieve a 45 dBA (CNEL) rating.

**2. Vertical Mixed Use Buildings**

Vertical mixed-use buildings shall be required to meet the regulations for Mixed-Use developments in Section E.1.h.i above, in addition to or with exception to the following:

*a) Minimum Dwelling Size*

- 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.
- A maximum of 30% of the residential units may be one-bedroom or smaller.

*b) Residential Component*

- Entrances to residential uses shall be separate and distinct from entrances to commercial uses and shall be secured.
- Residential units shall have adequate sound insulation for the living comfort of occupants.
- Mixed-use developments shall be designed so that odors emanating from businesses do not affect residential occupants.
- Refuse facilities shall be located and screened to minimize impacts from related odor and noise.

*c) Parking and Loading*

- Residential parking garages shall be secured and separated from public parking.
- Commercial loading facilities shall be located to minimize noise impacts to residential uses and maintain unobstructed access to residential areas, including residential parking facilities.

*d) Open Space*

- 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.

*e) Bicycle Facilities and Storage*

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.

### 3. Live/Work Units

Live/work buildings shall be required to meet the regulations for Mixed-Use developments in Section E.1.h.i above, in addition to or with exception to the following:

*a) Minimum Dwelling Size*

The minimum square footage of a live/work unit shall be 1,250 square feet.

*b) Requirements for Live/Work Component*

- 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.
- 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.
- Complete kitchen space and sanitary facilities shall be provided for each unit in compliance with all applicable codes.
- Workspace shall not occupy more than 40% of the unit.
- All work activities and workspace shall be limited to the first floor.
- Retail space may be integrated with working space.
- A business license shall be obtained in compliance with the CCMC for business activities conducted within the live/work unit.

*c) Access to Living Areas*

Access to individual units shall be from common access areas, corridors or hallways.

*d) Signs*

Signage shall be a maximum of three (3) square feet; illumination is prohibited.

*e) Parking and Loading*

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.

**4. Rowhouse Development**

The following development regulations shall apply to all rowhouse developments in the MU-DP District:

*a) Density*

The gross maximum residential density range for rowhouse development is 10-20 dwelling units/acre.

*b) Minimum Development Project and Individual Lot Size and Dimensions*

The minimum sizes for individual 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 shall have a minimum width of 32 feet, a minimum depth of 60 feet and a minimum net area of 2,000 square feet.

*c) Maximum Building Height*

- The maximum building height shall be 45 feet or three (3) stories, whichever is less.
- The maximum building height shall be 26 feet or 2 stories when within 50 feet of single-family residential uses.

*d) Minimum Dwelling Size*

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.

*e) Maximum Residential Lot Coverage*

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

*f) Setbacks*

The following setback requirements shall apply to individual lots within a development project:

- 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.

*g) Open Space*

- A minimum of 100 square feet of private open space per dwelling unit shall be designated. A rectangle inscribed within each private open space shall have no dimension less than ten (10) feet.
- A minimum of 500 square feet of common open space per dwelling within a multi-family residential development shall be designated and permanently reserved as common open space within the development for use by its residents.
- 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
  - 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, as approved by the Planning Commission.
- Areas used for providing site drainage and water retention cannot be used as part of the common open space area requirements described herein.
- 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.

- 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.

5. **Multi-Family Residential Development**

The following development regulations shall apply to all stand-alone multi-family development projects within the MU-DP District:

*a) Density*

The gross residential density range permitted for multi-family development is 10-20 dwelling units/acre.

*b) Maximum Building Height*

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

- The maximum building height shall be 26 feet or 2 stories when within 50 feet of single-family residential uses.

*c) Minimum Dwelling Size*

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.

*d) Maximum Residential Lot Coverage*

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

*e) Setbacks*

The following setback requirements shall apply to multi-family residential lots within a development project:

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

- The minimum rear yard setback shall be 10 feet, as measured from the property line.

- The minimum interior side yard setback shall be 10 feet, as measured from the property line.

*f) Distance between Buildings*

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

*g) Open Space*

- 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.

- 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.

- 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.

- In addition to the private open space required, 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.

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

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

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

- Areas used for providing site drainage and water retention cannot be used as part of the common open space area requirements described herein.

- 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.

- 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.

*h) Parking and Loading*

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

- 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.

- No parking or loading is permitted in the street side setbacks. Except for required landscape areas (see Chapter 5 for landscaping requirements), parking and loading is permitted in the interior side yard and rear yard setbacks.

- 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.

- Parking areas should be designed in a way to allow room for turnarounds and prevent backing onto public streets.

*i) Bicycle Parking and Storage Areas*

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.

## 2. Business and Retail Node

### *a. Zoning District*

See Figure 4-5 for a close-up map of the zoning districts within the Business and Retail Node. There are three (3) zoning districts within this node. Two (2) zoning districts—the Single-Family Residential (R1) and Planned Community Commercial (PCC) Districts—remain consistent with the Citywide zoning districts and are subject to the existing provisions of the CCMC, with minor exceptions that are listed for this node.

The Business Park – Date Palm District (MU-DP) is a new zoning district that has been created for the Specific Plan area, regulations for which are provided for this node.

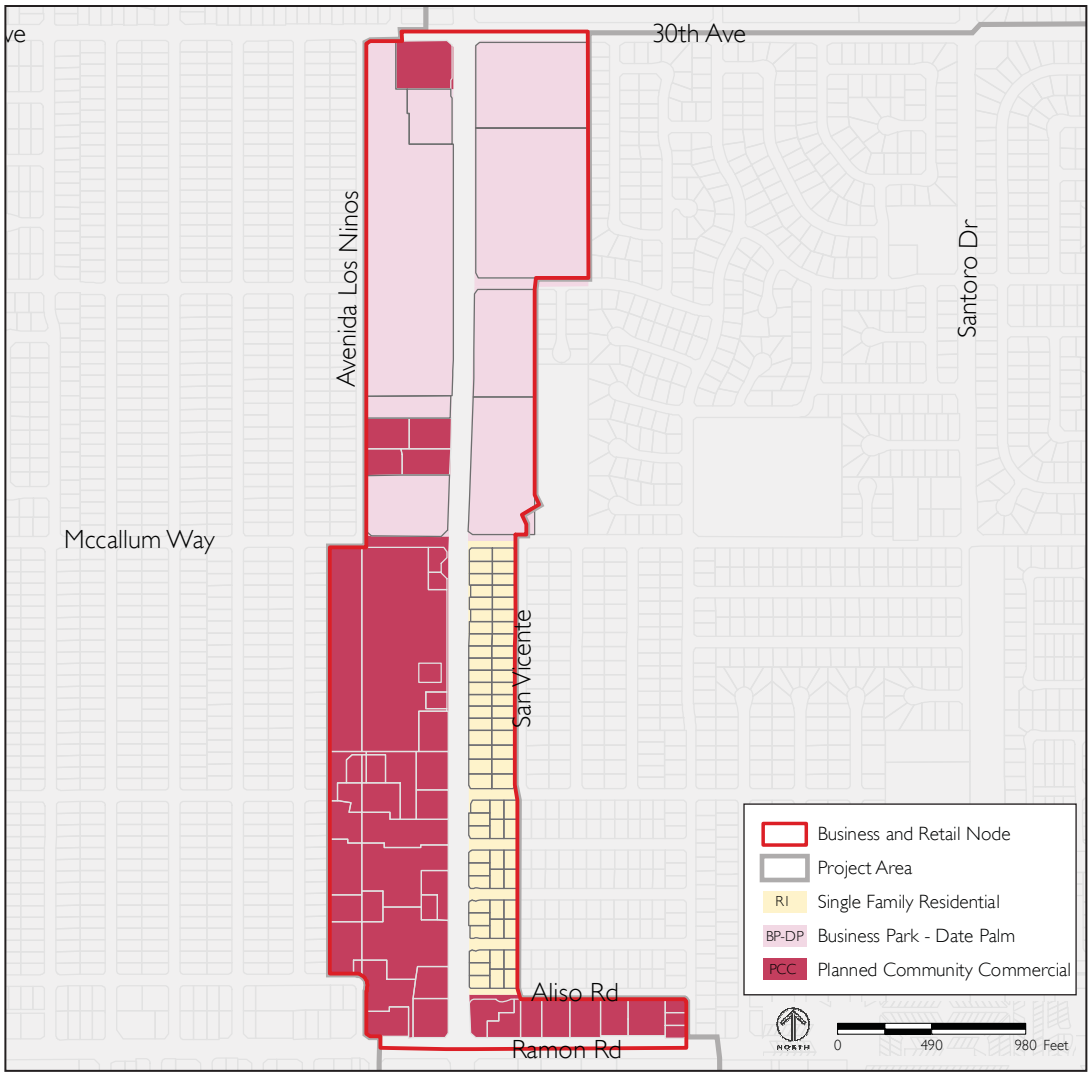



FIGURE 4-5

**BUSINESS AND RETAIL NODE ZONING DISTRICTS**

### *b. Permitted Uses*

See Appendix D for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: In order to achieve the vision for the Business and Retail Node as described in Chapter 3, desired primary uses include business parks, educational facilities, supporting retail uses, live/work units and townhomes. Enhancing these uses through public gathering places, wayfinding signage, public art and pedestrian and bicycle pathways connecting various uses is important to achieving the vision.

### *c. Single-Family Residential District (R1)*

The regulations set forth in CCMC Chapter 9.14 (Single-Family Residential District) shall apply to all R1-zoned properties within the Business and Retail Node, with the following exceptions:

1. **Walls**

   A 3-foot-high decorative wall shall be constructed 8 feet from the front property and be designed to be architecturally compatible with the building.

### *d. Planned Community Commercial District (PCC)*

The regulations set forth in CCMC Chapter 9.30 (Planned Community Commercial District) shall apply to all PCC-zoned properties within the Business and Retail Node, with the following exceptions:

1. **Walls**

   - Where a parcel fronts on Aliso Road, a six (6) foot high masonry wall shall be constructed on the property line unless buildings create a natural buffer by eliminating any activity on that side of the building. The wall shall begin 15 feet from the intersection of the Aliso Road and San Eljay Avenue property lines.

   - Where the Specific Plan abuts Avenida Los Ninos, a six (6) foot high decorative masonry wall shall be constructed 7 feet from the property line except where buildings create a natural buffer by eliminating activity on that side of the building.

   - Where the Specific Plan abuts 30th Avenue and McCallum Way, a 42" high decorative masonry wall shall be provided on the property line. Adjacent to said wall, a 10 foot wide planter shall be provided on-site and heavily landscaped in accordance with the regulations set forth in Chapter 5, Section D (General Landscape Design Standards).

**2. Setbacks**

- The building front yard setbacks from the property line shall be as follows:
  - Ramon Road - 13 feet*
  - San Eljay Avenue - 6 feet
- *If the lot size and configuration prohibit a 13 foot setback, the Community Development Director or designee may reduce the setback to no less than nine (9) feet from the property line. This determination shall be based on design criteria for proper parking lot configuration and the need to vary building setback for aesthetic purposes.
- No parking or maneuvering shall be permitted in the setback area. All setback areas shall be landscaped.
- One sideyard setback of no less than 12 feet is required for all buildings constructed on parcels fronting on Ramon Road.
- Where a property owner owns back-to-back parcels (one that fronts on Ramon Road and the other on Aliso Road), the fronting on Ramon Road shall be used for parking, the other for the building.

**3. Driveways and Access Points – East side of Date Palm Drive in PCC District**

- Vehicular access driveways to the site shall be permitted according to the following limitations:
  - Date Palm Drive: One driveway designed for right turn in and right turn out movements only. Travel lanes shall be 12 feet in width and located a minimum of 100 feet from the intersection of Date Palm Drive and Ramon road property lines.
  - Ramon Road: One main entry, consisting of one lane exiting the site and one entering (28 feet in width) shall be located to align with the intersection of the signalized Cathedral Village driveway entry and Ramon Road.
  - Two secondary driveways to be located a minimum of 250 feet from any street intersection right of way line and a minimum of 200 feet from any other driveway.
  - San Eljay Avenue: One secondary access point measuring 25 feet in width, at a location to be determined at the time of development of the parcels fronting on San Eljay Avenue.
  - One gated emergency access point shall be provided to Aliso Road within the bulb of the cul-de-sac. All parcels shall have access to the gated access.

### *e. Business Park-Date Palm (BP-DP)*

All project types and associated regulations set forth in the MU-DP District in the Complete Neighborhood Node (Section E.1.h) shall apply to all BP-DP-zoned properties within the Business and Retail Node, with the following exceptions:

**1. Mixed-Use**

All development regulations for mixed-use project types shall be the same as those specified in the Complete Neighborhood Node MU-DP District (Section E.1.h.i), except for the following:

a) Requirement for Commercial Component

- A minimum of 45% of the gross floor area of a mixed use development project shall be used for commercial purposes. Development projects with 10 acres or more in size shall have no minimum commercial requirement.

- Lots fronting any street designated Arterial Highway, regardless of size, are required to have commercial uses along their frontage.

b) Vertical Mixed-Use Buildings

All development regulations for vertical mixed-use project types shall be the same as those specified in the Complete Neighborhood Node MU-DP District (Section A.1.h.ii), except for the following:

- Minimum Dwelling Size: A maximum of 40% of the residential units may be one-bedroom or smaller.

c) Business Park/Offices

The following development regulations shall apply to business park/office development projects within the BP-DP District:

*i) Minimum Development Project and Individual Lot Size and Dimensions*

- The minimum size of a new development project site shall be five (5) acres, with a minimum length no less than 350 feet on any one side.

- Within an approved development project, smaller individual lots may be created for financing or sale purposes. Individual lot sizes within a development project are permitted as follows:

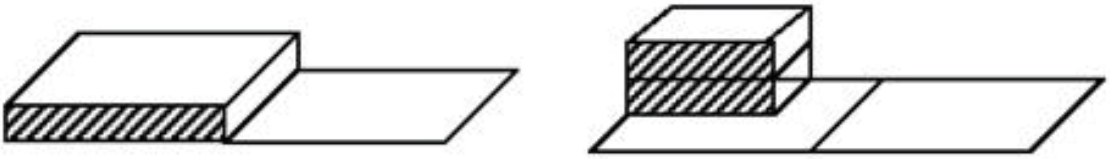
  - Lots one (1) acre or greater in size are permitted for custom building development.

  - Lots between one-half (½) acre and one (1) acre in size are permitted as

part of a Planned Unit Development (PUD) with specific architectural design standards for construction of buildings on these smaller lots.

- Lots five (5) acres or less in size that are existing at the time of Specific Plan adoption cannot subdivide except as noted in the previous two bullets. Development on these lots shall follow all other provisions of this chapter.

*ii) Maximum Gross Floor Area Ratio: FAR is 0.5.*



*iii) Maximum Building Height*

- The maximum building height shall be 60 feet or five (5) stories.
- The maximum building height shall be 26 feet or 2 stories when within 50 feet of single-family residential uses.

*iv) Setbacks*

- The minimum street yard setback shall be 25 feet. For corner lots, all street-facing sides shall meet this requirement.
- The minimum rear and interior yard setbacks shall be 20 feet. Where the rear or interior property line abuts a residential district, the minimum rear or interior yard setback shall be 30 feet.

*v) Parking and Loading*

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

- 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.

- No parking is permitted in the street side setbacks. Except for required landscape areas (Refer to Chapter 5 for landscaping requirements), parking and loading is permitted in the interior side yard and rear yard setbacks.

- 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).

- 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.

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

*vi) Walls*

Where the Specific Plan abuts 30th Avenue and McCallum Way, a 42" high decorative masonry wall shall be provided on the property line. Adjacent to said wall, a 10 foot wide planter shall be provided on-site and heavily landscaped in accordance with the regulations set forth in Chapter 5, Section D (General Landscape Design Standards).

## 3. Educational/Civic/Sports Node

### *a. Zoning District*

See Figure 4-6 for a close-up map of the zoning districts within the Educational/Civic/Sports Node. There are two (2) zoning districts within this node. One zoning district—the Planned Community Commercial (PCC) District—remains consistent with the Citywide zoning districts and is subject to the existing provisions of the CCMC.

The Mixed Use – Date Palm District (MU-DP) is a new zoning district that has been created for the Specific Plan area, regulations for which are provided in the Complete Neighborhood Node (Section A.1.h), with certain exceptions identified below for this node.

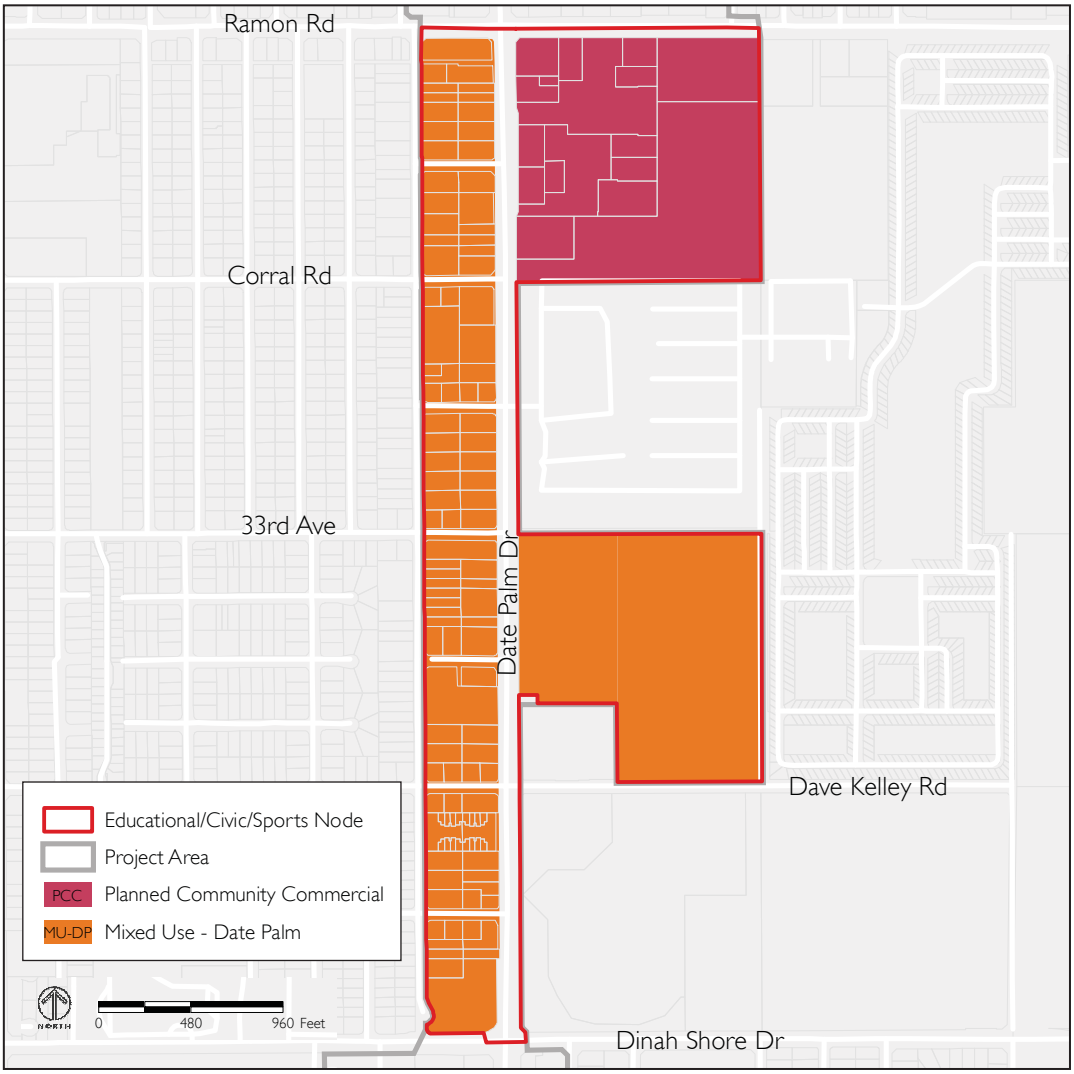



FIGURE 4-6

**EDUCATION/CIVIC/SPORTS NODE ZONING DISTRICTS**

### *b. Permitted Uses*

See Appendix D for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: In order to achieve the vision for the Educational/Civic/Sports Node as described in Chapter 3, desired primary uses include those complementary to the existing Patriot Park, Cathedral City Library, Cathedral City High School and Big League Dreams Sports Park. Complementary uses include retail, restaurants and hotels with buildings scaled and oriented to the pedestrian.

### *c. Mixed-Use Date Palm District (MU-DP)*

All project types and associated regulations set forth in the MU-DP District in the Complete Neighborhood Node (Section E.1.h) shall apply to all MU-DP-zoned properties within the Educational/Civic/Sports Node, with the following exceptions:

**1. Access**

- Any commercial property or mixed-use residential project having Rancho Vista Drive frontage shall be limited to a single access drive from Rancho Vista. The drive shall be a maximum of 16 feet wide, limited to employee and customer or resident access only and designed so as to be prohibitive for, or to greatly discourage, delivery truck access.

- The minimum spacing between access driveways on Dinah Shore Drive shall be 200 feet; no access shall be allowed within 200 feet of the Date Palm Drive/Dinah Shore Drive intersection unless either condition is prohibitive to any access.

**2. Walls**

- Where a commercial use has frontage on Rancho Vista Drive, a minimum five (5) foot high masonry wall shall be constructed along the Rancho Vista frontage seven (7) feet from the property line, except where building orientation creates a buffer by eliminating activity on that side of the project. The 7-foot wall setback area shall be landscaped in accordance with the regulations set forth in Chapter 5, Section D (General Landscape Design Standards).

- Where the boundary of the Specific Plan area abuts Avenida Los Ninos, a six (6) foot high decorative masonry wall shall be constructed seven (7) feet from the property line except where buildings create a natural buffer by eliminating activity on that side of the building. The 7-foot wall setback area shall be landscaped in accordance with the regulations set forth in Chapter 5, Section D (General Landscape Design Standards).

**3. Signs**

Commercial signage shall not be permitted along the frontage of Rancho Vista Drive.

## 4. Infill and Revitalization Node

### *a. Zoning District*

See Figure 4-7 for a close-up map of the zoning districts within the Infill and Revitalization Node. There are four (4) zoning districts within this node, all of which remain consistent with the Citywide zoning districts and are subject to the existing provisions of the CCMC, with minor exceptions that are listed below for the Planned Community Commercial (PCC) District.

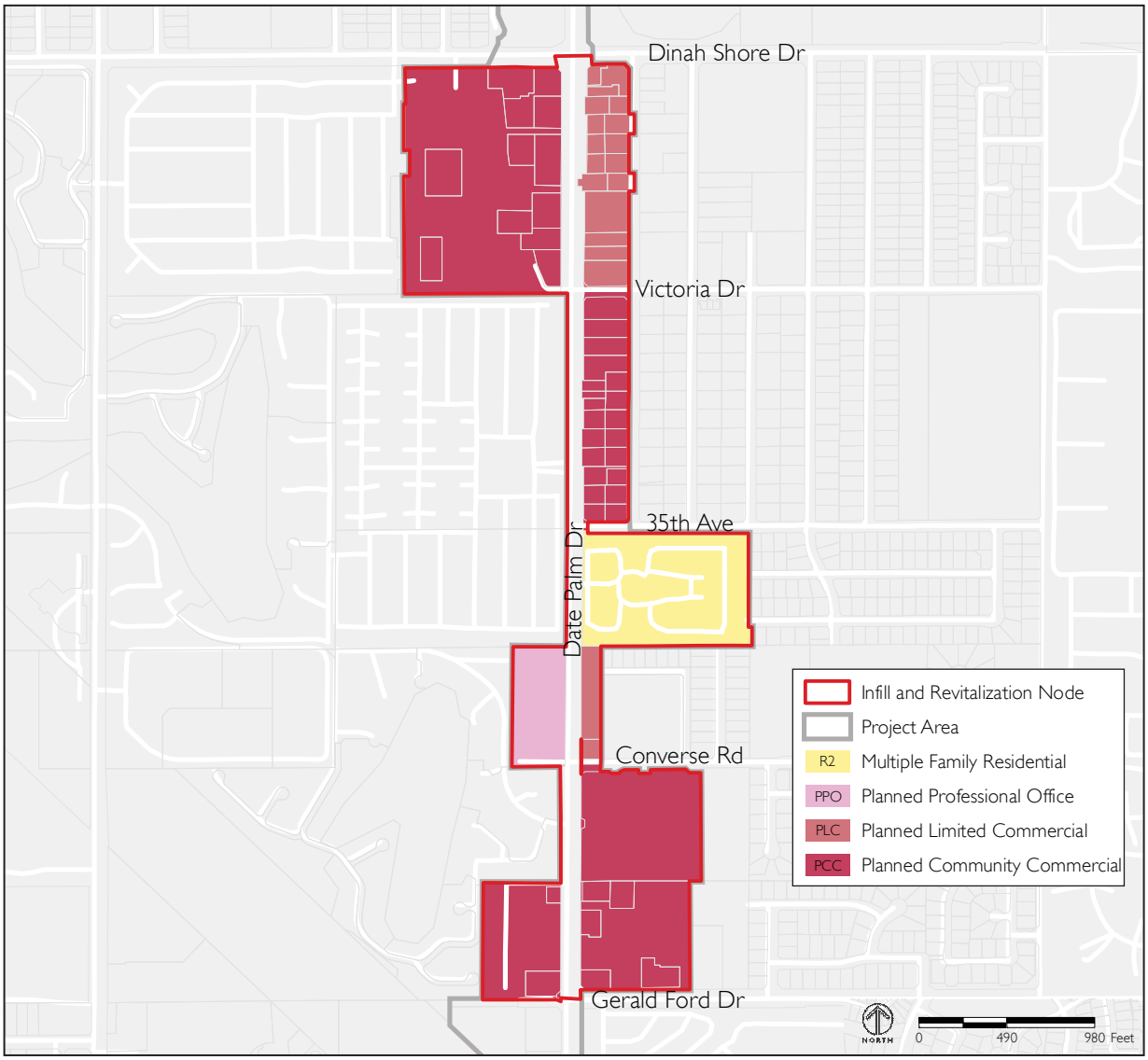



FIGURE 4-7

**INFILL AND REVITALIZATION NODE ZONING DISTRICTS**

### *b. Permitted Uses*

See Appendix D for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: In order to achieve the vision for the Infill and Revitalization Node as described in Chapter 3, desired primary uses include commercial and retail centers that are built to high standards of quality, positioned along Date Palm Drive to activate the corridor, and contain amenities onsite to attract visitors, including plazas, public art, water features, and landscaping. The revitalization and reuse of existing shopping centers is also encouraged.

### *c. Planned Community Commercial District (PCC)*

The regulations set forth in CCMC Chapter 9.30 (Planned Community Commercial District) shall apply to all PCC-zoned properties within the Infill and Revitalization Node, with the following exceptions.

**1. Access**

- The minimum spacing between access driveways on Dinah Shore Drive shall be 200 feet, and no access shall be allowed within 200 feet of the Date Palm Drive/ Dinah Shore Drive corner unless this condition is prohibitive to any access.

- Each parcel shall be permitted a single access drive from Eagle Canyon Drive. The drive shall be a maximum of 16 feet wide, limited to employee and customer access only, and designed so as to be prohibitive or greatly discourage delivery truck access.

**2. Walls**

- Where the boundary of the Specific Plan area abuts Eagle Canyon Drive, a six (6) foot high decorative masonry wall shall be constructed seven (7) feet from the property line except where buildings create a natural buffer by eliminating activity on that side of the building. The 7-foot wall setback area shall be landscaped in accordance with the regulations set forth in Chapter 5, Section D (General Landscape Design Standards).

## 5. Downtown Art and Design Village Node

### a. *Zoning District*

See Figure 4-8 for a close-up map of the zoning districts within the Downtown Art and Design Village Node. There are six (6) zoning districts within this node, all of which remain consistent with the Citywide zoning districts and are subject to the existing provisions of the CCMC.

### b. *Permitted Uses*

See Appendix D for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: In order to achieve the vision for the Downtown Art and Design Village Node as described in Chapter 3, desired primary uses include those that help create an art and design destination, such as artist lofts, art galleries, home improvement stores, art supplies, residential uses and open space. Combined with improved streetscape, the addition of public art, and wayfinding, these uses will help link this node to other important art and design centers in the City, including Perez Road and downtown.

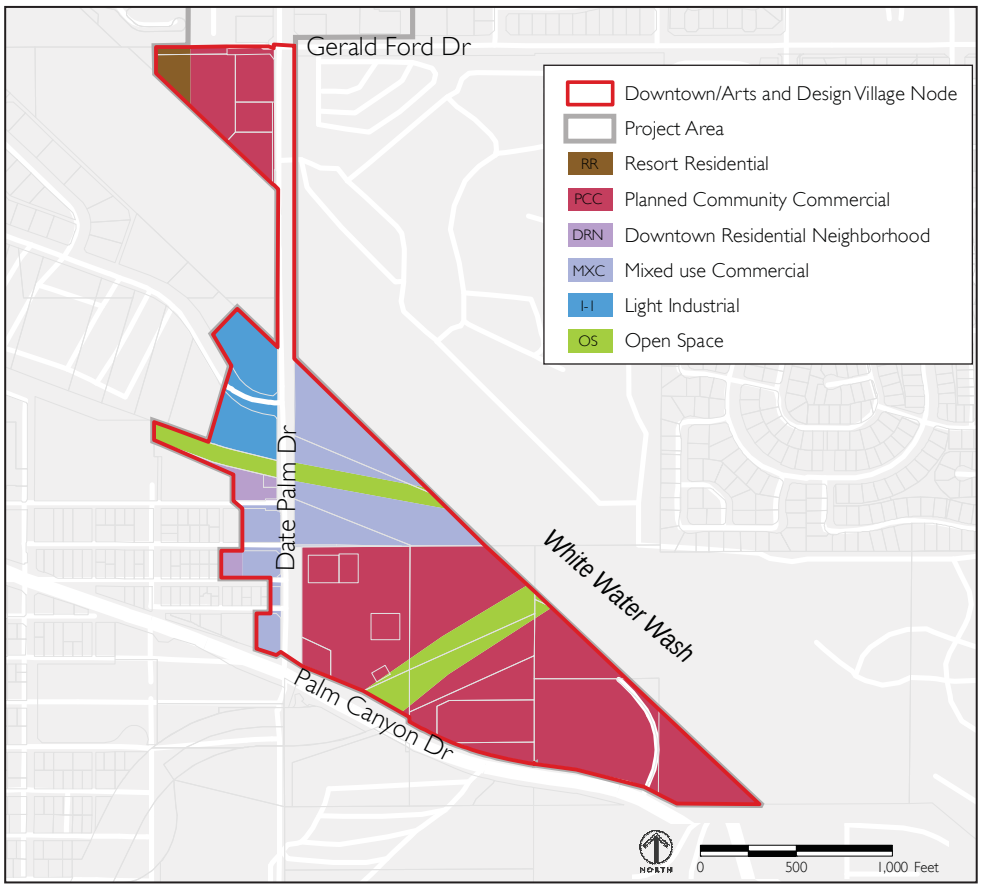



FIGURE 4-8
**DOWNTOWN ART AND DESIGN VILLAGE NODE ZONING**

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# 5. Private Realm Design Standards

This chapter provides design standards for the "private realm", which consists of all privately-held sites, buildings and associated improvements. The private realm design standards supplement the development standards in Chapter 4 by providing direction on the more qualitative aspects of a development project. These standards are to be used to give direction rather than prescriptive requirements and are intended to ensure that all new development maintain a high standard of design, enhance the character of its surroundings and contribute to the creation of a vibrant, pedestrian-friendly corridor.

## A. Applicability

### 1. Compliance with Standards

The standards in this chapter, combined with the standards contained in Chapter 6, apply to all new development, redevelopment, and alterations or additions to existing structures. Property owners, developers, architects, building designers and contractors should use these standards in the early design stages of their projects. The standards will be used during the City's development review processes to ensure the highest level of design quality, while providing flexibility in their application to specific projects to accommodate innovative and unique designs.

### 2. Mandatory vs. Recommended Standards

The language in this chapter and in Chapter 6 follows these principles:

- "Shall" refers to a mandatory design standard that all new projects must follow, with alternatives and additions to existing developments complying to the extent possible. The design standards will not be used to discourage re-use of existing structures.
- "Should", "may" or "encouraged" refers to a design standard that the City strongly recommends, in order to achieve the standards' intent. If a project is not able to follow one or more of these design standards, it may use other design strategies to achieve the standards' intent.

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

The following design standards 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. Particular attention shall be paid to creating an attractive street frontage along Date Palm Drive and a comfortable pedestrian environment, particularly in mixed-use areas.

## 1. Site Design

Illustrations for Mixed Use, Commercial, and Industrial Uses are shown in Figure 5-1.

### *a. Site Layout*

1. **Context and Character**. Building siting should consider the location of nearby uses and the site's characteristics such as wind, views, sun and topography.

2. **Building Clusters**. Whenever possible, buildings should be clustered with one another to create opportunities for pedestrian areas and prevent long "barrack-like" rows of buildings or simplistic "L"- shaped shopping centers.

3. **Building Orientation to Street**. The primary presence along the street frontage should be the building, not parking or loading areas, in order to define and enliven the street, as well as to maximize access from the public sidewalk, as shown in Figure 5-1.

4. **Incentives for Walkable Site Design**. For sites that favor the pedestrian through appropriate site design pursuant to the guidelines of this chapter, the City will consider reductions in parking requirements or other standards to help facilitate a more walkable environment. These shall be reviewed and negotiated on a case by case basis.

5. **Energy Efficiency**. 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.

6. **Permeable Surfaces**. Lot coverage should allow adequate percentage of permeable space for water infiltration and treatment. In built-out neighborhoods, public open space and amenities should be planned and designed to compensate for the loss of permeable space. Permeable paving materials and landscape drainage swales should be incorporated into public or private landscaped areas whenever appropriate.

### *b. Site Circulation*

1. **Separation of Modes**. A clear separation of vehicular and pedestrian circulation systems within a development should be evident in terms of paving, signage, amenities and access points.

2. **Pedestrian-Scale Blocks**. Smaller pedestrian-scale blocks of 200 feet to 300 feet long are preferred over large super blocks in the Complete Neighborhood Node and Business and Retail Node.

3. **Pedestrian Access Points**. Blocks should be subdivided to provide pedestrian access points into the development from streets, alleys or paseos.

4. **Pedestrian Linkages**. Pedestrian linkages between uses should be emphasized. 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.

5. **Connections to Multi-Use Path**. Access from adjoining retail, restaurants, and live-work units should be provided directly to the 10-foot multi-use path on Date Palm Drive with appropriate landscaping and hardscaping offering the transition.

6. **Shaded, Lit Paths**. As shown in Figure 5-1, shaded and well lit pedestrian paths should be provided from parking lots to buildings or street, as well as between buildings and on project perimeters. Shade can be provided by planting materials or built structures.

7. **Walkway Buffers**. Pedestrian pathways and sidewalks should be buffered from moving traffic by providing a landscaped parkway along the curbside and, in the case of collector streets, a row of parked cars on the street.

8. **Maintenance**. Pedestrian amenities, bike facilities, street furniture, signage, street lights, and other urban design elements should be designed to minimize maintenance.

### c. *Parking Lots and Structures*

1. **Interconnected Parking Lots**. Parking lots should be interconnected with adjacent development to facilitate vehicular and pedestrian movements, as shown in Figure 5-1.

2. **Shared Parking and Entries**. Building siting and parking design should maximize opportunities for shared parking, access entries and driveways between adjacent sites.

3. **Entry Locations**. Driveway entry locations should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.

4. **Parking Placement**. Parking shall be designed to effectively reduce the visual impact of parking. It should be located at the rear of the development with convenient pedestrian access to nonresidential and/or residential uses, as shown in Figure 5-1.

### d. *Bicycle Parking*

1. **Parking Lots**. All public and commercial parking lots and structures shall provide a minimum of 10 bicycle parking spaces.

2. **Mixed-Use Development**. Bicycle parking for mixed-use development shall be calculated using the total number of vehicle parking spaces required for the entire development, whether or not on-site parking is waived. A minimum of one bicycle parking space for every 10 vehicle parking spaces is required.

3. **Location and Design**. Bicycle parking shall be located conveniently to both the street right-of-way and at least one building entrance. It shall be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided.

4. **Visibility and Security**. Bicycle parking shall be visible from streets, sidewalks or building entrances so that it provides sufficient security for cyclists, as shown in Figure 5-1.

5. **Lighting**. Bicycle parking shall be at least as well lit as vehicle parking for security.

Figure 5-1

# Site Design

## Mixed Use, Commercial and Industrial Uses

### SITE LAYOUT

- The primary presence along the street frontage should be the building, in order to define and enliven the street.
- The City provides incentives for walkable design.

### SITE CIRCULATION

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

### PARKING LOTS AND STRUCTURES

- Parking lots should be interconnected with adjacent development to facilitate vehicular and pedestrian movements.
- Parking shall be designed to effectively reduce the visual impact of parking, located at the rear of the development with pedestrian access.

### BICYCLE PARKING

- All public and commercial parking lots and structures shall provide a minimum of 10 bicycle parking spaces.
- Bicycle parking shall be visible from streets, sidewalks or building entrances.

## 2. Building Design

Illustrations for Mixed Use, Commercial, and Industrial Uses are shown in Figure 5-2.

### *a. Architectural Massing, Scale and Articulation*

1. **Variation within a Project**. Buildings within a project should avoid monotonous elevations by varying building form, placement, color, materials, and landscaping.

2. **Consistency with Neighboring Development**. The scale and mass of a new development should be consistent with neighboring developments and not overwhelm them with disproportionate size or incompatible design.

3. **Human Scale**. Buildings should relate to the pedestrian by incorporating appropriately scaled design elements and details that generate interest and diversity at the street level, as shown in Figure 5-2, including, but not limited to, the following:

   - Awnings, canopies, arbors, arcades, colonnades, trellises, and pergolas.
   - Stepping stories back above the ground level
   - Staggering the building frontage. i.e. change in building façade treatments or stepbacks at least every 60 feet.
   - Recessing doors and windows.
   - Color and material changes.
   - Architectural elements such as gables and hipped roofs.
   - Transparent clear glass at the ground level.

4. **Buildings Parts**. 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 through detailing at the building base, eave or cornice line. On taller structures above two stories or 30 feet, different treatment of the first, middle and top stories should be used to define the three parts.

5. **Building Base**. 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.

6. **Building Top**. 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.

## *b. Architectural Style*

1. **Stylistic Unity**. Creation of a unique node can be achieved with varying approaches to stylistic unity:

   - Projects that have a single architectural style or theme should be well designed in relation to the elements of that style.

   - Projects that have varied architectural styles should create a harmonious, but not monotonous, environment through compatible massing, colors, materials and building form, as shown in Figure 5-2.

2. **Desert Sensitive Design**. Innovative design of unique desert environment characteristics should be expressed in the building form, color palette, orientation, utilization of solar and wind energy forces and protection of scenic view access corridors toward the mountains.

3. **Additions and Remodels**. Each new addition or remodel to a building or complex should be stylistically consistent with the original style of the building/complex. For example, "Spanish" details are consistent with stucco buildings and Mission tile roofs, and should not be used on a contemporary building.

4. **Historic Detailing**. 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.

## *c. Building Elements*

1. **Display Windows**. Retail storefronts should have large display windows oriented toward the public street or major pedestrian corridors, as shown in Figure 5-2. Storefront windows shall not be obscured.

2. **Awnings**. Awnings are encouraged for sun protection, a distinctive identity, and for visual interest along the pedestrian center. Awnings should project over doors and windows and not blank walls, as shown in Figure 5-2. Open ended awnings are preferred over closed-in awnings. Creative steel, canvas, and glass awnings with signage incorporated are encouraged.

3. **Mansard Roofs**. Mansard and nearly vertical roofs should be avoided.

4. **Green Roofs.** Green roofs should be considered in new development design.

5. **Stairs, Balconies, Porches, Patios**. Stairs, balconies, porches and patios should be designed such that they are integrated into the overall design of the building.

6. **Angled Corners**. Buildings with angled corners, plazas, or other architectural feature are encouraged at important corner locations to help anchor the intersection.

7. **Gutters and Downspouts**. Gutters and downspouts shall be concealed, unless designed as a decorative architectural feature.

### *d. Building Entries*

1. **Main Entries Oriented to the Street**. Main entries to buildings should be clearly demarcated, and be visible and oriented to the street, pedestrian corridors and/or transit stops, as shown in Figure 5-2.

2. **Public Entries Emphasized**. Variation in building height, wall plane, roof treatment, window placement, architectural detailing, etc. should define and emphasize public entries.

3. **Upper Floor Uses**. Entrances to upper story uses shall be clearly distinguishable in form and location from ground floor retail entrances.

4. **Corner Entrances**. Corner entrances should be provided in corner buildings, as shown in Figure 5-2.

5. **Design Elements**. 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.

### *e. Building Materials and Colors*

1. **Consistent with Architectural Style of Development**. Building materials and colors should reflect quality and durability as well as consistency, where possible, with the materials used throughout the development.

2. **Backs of Buildings**. 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.

Figure 5-2

# Building Design

## Mixed Use, Commercial and Industrial Uses

### ARCHITECTURE MASSING, SCALE, AND ARTICULATION

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

### ARCHITECTURAL STYLE

- Projects that have varied architectural styles should create a harmonious environment through compatible massing, colors, materials and building form.
- Desert sensitive design should be utilized.

### BUILDING ELEMENTS

- Awnings should project over doors and windows and not blank walls.
- Retail storefronts should have large display windows oriented toward the public street or major pedestrian corridors.

### BUILDING ENTRIES

- Main entries to buildings should be clearly demarcated and be visible and oriented to the street.
- Corner entrances should be provided in corner building.

### BUILDING MATERIALS

- Building materials and colors should reflect quality and durability as well as consistency.
- Backs of buildings should use similar materials as fronts of buildings.

## 3. Site Details

Illustrations for Mixed Use, Commercial, and Industrial Use site details are shown in Figure 5-3.

### *a. Open Space, Plazas and Courtyards*

1. **Network of Public Space**. Outdoor open spaces such as landscaped sidewalks, paseos, plazas, terraces, courtyards, gardens, and decks should be incorporated into developments and connected together, where possible, forming an open space network on a site and between sites.

2. **Landscaping in Mixed Use and Commercial Development**. 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%.

3. **Location and Character**. The location and character of an outdoor space should consider its function, the size of the project, and the surrounding environment.

4. **Clustered Open Space**. Open space areas shall be clustered into larger landscaped areas rather than being distributed into smaller areas of low impact.

5. **Outdoor Rooms**. 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' 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.
   - Public art.

6. **Courtyards for Residents**. Courtyards should be well defined by buildings and/or landscape elements. They should provide quiet areas for residents of a project and active recreational uses such as places for children's playgrounds, pools, spas, and fountains.

7. **Gardens, Patios, Terraces, and Decks**. Gardens, patios, terraces, and decks are opportunities for smaller open space areas. These should be landscaped and appropriately planted to provide outdoor spaces for individual use.

8. **Public Art and Water Features**. Special amenities, such as public art and water features, should be used to activate a public space and provide a unique identity for an area.

9. **Plant Materials**. Materials with a variety of texture, color and form shall be used to create integrated landscape patterns and themes along street frontages.

### *b. Setback Landscaping*

1. **Softscape and Hardscape**. All setback areas shall be landscaped with softscape and hardscape features, as shown in Figure 5-3.

2. **Minimum Landscaping** – Commercial or Mixed-Use. In commercial or mixed developments, a minimum of 10 feet of the required street yard setback and five (5) feet of the interior and rear yard setbacks adjacent to the property line shall be planted with trees and a mix of deciduous and evergreen shrubs, vines, cacti and groundcovers. One evergreen tree shall be planted in the setbacks for every 40 feet of property perimeter.

3. **Minimum Landscaping** – Industrial. In industrial developments, a minimum of five (5) feet of the required street yard setback and five (5) feet of the interior and rear yard setbacks adjacent to the property line shall be planted with trees and a mix of deciduous and evergreen shrubs, vines, cacti and groundcovers. One evergreen tree shall be planted in the setbacks for every 50 feet of property perimeter.

4. **Minimum Landscaping** – Live/Work or Professional. Adjacent to live-work space or professional office space, at least 50 percent of the required setback shall consist of landscaping.

5. **Pervious Paving Materials**. Stone, gravel, cobble or other pervious paving material should be used for the remaining setback areas, as shown in Figure 5-3.

### c. *Parking Lot Landscaping*

1. **Resilient Shrubs**. Landscaping in parking lots will typically receive the most amount of wear. For this reason, the most resilient shrubs should be specified.

2. **Screened Parking Areas**. Parking areas shall be screened from street and adjacent property view by landscaping or a low masonry wall with landscaping, as shown in Figure 5-3.

3. **Parking Lot Trees**. 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.

   - Trees may be replaced with overhead covers.

4. **Planters**. 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.

5. **Shade**. 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.

6. **Plant Height**. Plant material, except for trees, located in parking lots shall not exceed 36 inches in height at full maturity.

7. **Parking Garage Landscaping**. Parking garages should be designed with generous landscaping and canopy trees surrounding them.

8. **General Landscape Design Standards**. Refer to Section IV (General Landscape Design Standards) in this chapter for additional standards related to landscaping.

### *d. Walls and Fences*

1. **Walls between Commercial/Mixed Use and Residential**. Commercial or mixed-use developments adjacent to any residential district shall provide a 6-foot high wall along the shared property line(s). The maximum height of perimeter walls fronting a street shall be three (3) feet.

2. **Walls between Industrial and Residential**. 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.

3. **Wall Design**. 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.

4. **Consistent and Compatible Materials**. Wall and fence materials shall be consistent throughout a project, architecturally compatible with the buildings, streetscape and surrounding neighborhood.

5. **Shrubs and Vines**. Shrubs and vines shall be planted along fence lines, perimeter walls and retaining walls, as shown in Figure 5-3.

6. **Graffiti-Resistant**. Walls and fences shall be designed and treated to minimize graffiti.

### *e. Lighting*

1. **Functional and Decorative**. Lighting should be designed to satisfy both functional and decorative needs, as shown in Figure 5-3.

2. **Security**. 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. Crime Prevention Through Environmental Design (CPTED) principles should be considered in light fixture placement.

3. **Architectural Character**. Light fixtures should be compatible with the architectural character of the development and landscape design, as shown in Figure 5-3.

4. **Fixture Mounting**. 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.

5. **Fixture Standards**. 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
   - Bases of the fixtures shall have a decorative finish with no exposed bolts or conduits

6. **Energy Efficiency**. Energy-efficient ENERGY STAR® certified lighting fixtures and equipment should be used. Timers or other controls should be used to assure that lights are on only when needed.

7. **Fixture Height**. 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.

### *f. Outdoor Displays and Storage, Equipment and Work Areas*

1. **Outdoor Sales**. No retail sales, merchandise displays or work areas shall occur outside of building(s), except as approved by a Precise Plan of Design (PPD), design review, conditional use permit, or special use permit.

2. **Outdoor Storage**. 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.

### *g. Trash Collection Areas*

1. **Accessible**. 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. In mixed-use projects, separate trash/recyclable materials collection areas shall be provided for the residents and tenants.

2. **Enclosed and Screened**. All such required areas shall be enclosed and screened pursuant to the requirements of this section and in accordance with City standards, as shown in Figure 5-3.

- 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.

### *h. Mechanical Equipment Screening*

1. **Mechanical Equipment**. 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.

2. **Pitched Roof**. Mechanical equipment shall not be permitted on any exposed portion of a pitched roof.

3. **Screening**. The method of screening shall be architecturally integrated with the primary structure in terms of materials, color, shape and size. For rooftop equipment, the screening materials shall be at least as high as the equipment being screened.

4. **Utility Equipment**. Ground-mounted utility equipment such as, but not limited to, cable television boxes, electric power transformers and distribution facilities, water pumps, and telecommunications facilities 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 complements the primary structure. Screening with wood, chain-link or similar fencing materials is not permitted.

5. **Electrical Equipment**. Electric and other metering equipment and panels shall be enclosed and the enclosure painted to match adjacent building and wall surfaces.

6. **Ladders**. Ladders for roof access shall be hidden and integrated into the building design.

Figure 5-3

# Site Details

## Mixed Use, Commercial and Industrial Uses

### OPEN SPACE, PLAZAS, AND COURTYARDS

- Sheltered public spaces with amenities for visitors create an 'oasis' – a place of refuge – in the desert culture.
- Plazas, courtyards and pedestrian areas function as "oases" or "outdoor rooms.'

### SETBACK LANDSCAPING

- All setback areas shall be landscaped with softscape and hardscape features.
- Stone, gravel, cobble or other pervious paving material should be used for the remaining setback areas.

### PARKING LOT LANDSCAPING

- Parking areas shall be screened from street and adjacent property view by landscaping or a low masonry wall with landscaping.
- Selected trees shall provide shade in the summer months.

### WALLS AND FENCES

- Wall and fence materials shall be consistent throughout a project, architecturally compatible with the buildings, streetscape and surrounding neighborhood.
- Shrubs and vines shall be planted along fence lines, perimeter walls and retaining walls.

Figure 5-3

# Site Details

## Mixed Use, Commercial and Industrial Uses

### LIGHTING

- Lighting should be designed to satisfy both functional and decorative needs.
- Light fixtures should be compatible with the architectural character of the development and landscape design.

### TRASH COLLECTION

- At least one trash/recyclable materials collection area shall be provided for commercial projects.
- All such required areas shall be enclosed and screened pursuant to the requirements of this section and in accordance with City standards.

### MECHANICAL EQUIPMENT SCREENING

- Ground-mounted utility equipment shall be screened from view on all sides with landscaping, or solid masonry wall or similar permanent structure.
- Electric and other metering equipment and panels shall be enclosed and the enclosure painted to match adjacent building and wall surfaces.

## 4. Additional Design Standards for Mixed Use

Illustrations for additional design standards for Mixed Use are shown in Figure 5-4.

### *a. 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 standards:

1. **Massing for privacy**. 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, as shown in Figure 5-4.

2. **Privacy and Window Alignment**. Windows in non-residential buildings should be oriented to avoid a direct line of sight into adjacent residential buildings or property, including private patios or backyards.

3. **Residential Commercial Connections**. 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.

4. **Landscape Screening**. 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.

5. **80 Percent Opaque Screening**. Eighty percent of the screen (wall, hedge, fence, etc.) at the property line shall be opaque.

6. **Noise, Odor, Trash**. Noise or odor generating activities in general, 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.

### *b. Vertical Mixed Use Buildings*

1. **Retail/Office on Ground Floor, Residential Above**. Vertical mixed-use buildings shall be designed with retail and/or office storefronts on the ground floor and residential uses above, as shown in Figure 5-4.

2. **Separate Entrances and Parking**. Separate site access, parking facilities, and building entrances shall be provided for residential and commercial uses.

3. **Retail Entrances Demarcated**. Main entries to ground-floor retail uses shall be clearly demarcated, visible and oriented to the street and/or pedestrian walkways, and be clearly distinguishable in form and location from retail entrances.

4. **Security Gates for Residential Uses.** Security gates should be considered for access to residential uses and residential parking areas.

5. **Retail Height**. Ground floor retail uses shall have a minimum floor-to-ceiling height of 12 feet.

6. **Architectural Style**. 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.

## 5. Additional Design Standards for Industrial Uses

Illustrations for additional design standards for Industrial Uses are shown in Figure 5-5.

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. To promote site development that is pedestrian-friendly, properly buffered from surrounding uses, sufficiently landscaped, 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 Uses*

1. **Visual Interest and Variety in Building Type**. Industrial development should include a variety of building types and to avoid monotonous industrial neighborhoods and enliven the public's experience of the area.

2. **Shade and Shadow Patterns**. 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 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.

3. **Main Entry**. Emphasis should be placed on the design of the main building entry and its landscaping.

Figure 5-4

# Additional Standards for Mixed Use

## Mixed Use, Commercial and Industrial Uses

### INTERFACE BETWEEN RESIDENTIAL & NON-RESIDENTIAL USES

- At residential edges, non-residential buildings should maintain low profiles with building heights stepped down to the height of adjacent residential uses.
- Windows in non-residential buildings should be oriented to avoid a direct line of sight into adjacent residential buildings.

### VERTICAL MIXED USE BUILDINGS

- Vertical mixed-use buildings shall be designed with retail and/or office storefronts on the ground floor and residential uses above.
- The architectural style and use of materials should be consistent throughout the entire mixed use development.

Figure 5-5

# Additional Standards for Industrial Uses

## Mixed Use, Commercial and Industrial Uses

### INDUSTRIAL USES

- Unbroken façades having lengths in excess of 100 feet without changes in wall planes are prohibited.
- Pedestrian walkways and connections between plazas and landscaped open space areas for employees should be provided.

4. **Pedestrian Walkways**. Pedestrian walkways and connections between plazas and landscaped open space areas for employees should be provided, as shown in Figure 5-5.

# C. Design Standards for Residential Uses

The design standards for residential uses are intended to help create high quality and visually appealing livable neighborhoods. The following design standards apply to single family and multi-family residential development in the Date Palm Drive Specific Plan area.

## 1. Site Design

Illustrations for Residential Use site design are shown in Figure 5-6.

### *a. Site Layout*

1. **Varied Placement**. Varied placement of single family residences should be used to create visually interesting neighborhoods, as shown in Figure 5-6.

2. **Orientation toward Open Space or Recreation**. Individual buildings of multi-family residential and clustered single-family housing should be oriented toward open space areas, recreational facilities and enhanced landscape edges, as shown in Figure 5-6.

3. **Rear Alleys**. Rear alleys should be provided for accessing garages, off-street parking, utilities and trash facilities to facilitate development of small-lot single family developments.

4. **Permeable Surfaces**. Lot coverage should allow adequate percentage of permeable space for water infiltration and treatment. In built-out neighborhoods, public open space and amenities should be planned and designed to compensate for the loss of permeable space. Permeable paving materials and landscape drainage swales should be incorporated into public or private landscaped areas whenever appropriate.

5. **Smaller Blocks**. Smaller pedestrian-scale blocks of 200 feet to 300 feet long are preferred over large super blocks in the Complete Neighborhood and Business and Retail Node.

6. **Pedestrian Scaled Access Points**. Blocks should be subdivided to provide pedestrian-access points into the development from streets, alleys or paseos.

## 2. Building Design

Illustrations for Residential Use building design are shown in Figure 5-7.

### *a. Architectural Massing, Scale, and Articulation*

1. **Variety in Massing, Setbacks, and Roof Forms**. A multitude of building volumes, masses, setbacks as well as a variety of roof forms should be included to vary the streetscape and reduce monotony, as shown in Figure 5-7.

2. **Articulated Façades**. All residential structures should avoid flat building façades and possess articulated façades to provide depth, as shown in Figure 5-7 , including:

3. Recesses and recessed openings.

   - Variations in plane and height.
   - 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.
   - Building shaped at corners.
   - Visual interest at the street level.

4. **Architectural Variety within Single-Family Project**. In single-family development projects, an assortment of unit designs should be included to create variety and interest.

5. **Massing in Multi-Family Buildings**. 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."

6. **Awnings**. Awnings are encouraged for sun protection for a distinctive identity and for visual interest along the pedestrian center. Awnings should project over doors and windows and not blank walls. Open-ended awnings are preferred over closed-in awnings. Creative steel, canvas, and glass awnings with signage incorporated are encouraged.

7. **Sun, Light and Shade**. 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, through airflow and 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.

8. **Energy Efficient Design**. Building design and site planning should promote energy efficient designs by considering passive solar and ventilation techniques, as well as specification of "green" materials.

9. **Noise**. Noise insulation techniques should be used in residential units adjacent to heavily traveled corridors.

### *b. Single-Family Garage Placement and Design*

1. **Placement and Orientation**. 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.

2. **Setbacks on Public Streets**. All garages facing a public street shall be set back a minimum of five (5) feet behind the front wall plane of the residence.

3. **Detached Garage Placement**. Detached garages should be located at the rear of the parcel, as shown in Figure 5-7. 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.

Figure 5-6

# Site Design

## Residential Use

### SITE LAYOUT

- Varied placement of single family residences should be used to create visually interesting neighborhoods.
- Individual buildings of multi-family residential and clustered single-family housing should be oriented toward open space areas, recreational facilities and enhanced landscape edges.

Figure 5-7

# Building Design

## Residential Use

### ARCHITECTURAL MASSING, SCALE & ARTICULATION

- A multitude of building volumes, masses, setbacks as well as a variety of roof forms should be included to vary the streetscape and reduce monotony.
- All residential structures should avoid flat building façades and possess articulated façades to provide depth.

### SINGLE-FAMILY GARAGE PLACEMENT & DESIGN

- Detached garages should be located at the rear of the parcel.

## 3. Site Details

Illustrations for Residential Use site details are shown in Figure 5-8.

### *a. Common Open Space Area*

1. **Views and Climatic Factors**. Common open space areas shall be sited to take advantage of views and account for climatic factors such as sun orientation and prevailing winds.

2. **Connections**. Common open space areas shall provide connections to open space systems, including public parks, multi-use trails and bicycle and pedestrian pathways, where feasible.

3. **Unified Development**. Common open space areas shall be used to visually unify a development, link development clusters, and provide enhanced pedestrian circulation within the development, as shown in Figure 5-8.

4. **Centrally Located**. Common open space areas shall be centrally located and preferably be designed as courtyards, plazas and outdoor rooms. Outdoor dining and other uses that enliven the space should be located adjacent to or be a part of a plaza.

5. **Active and Unique Space**. Common open spaces should activate a public space and provide a unique identity for an area with special features such as public art. Water elements should also be considered but only at selected locations to conserve water, as shown in Figure 5-8.

6. **Direct Access from Units**. Direct access should be provided from as many individual units as possible to common open space, sidewalks and recreational facilities.

7. **Trees and Shrubs**. Trees and shrubs shall be located to delineate gathering spaces as 'outdoor rooms' and to provide shade in open space and recreation areas.

8. **Enhanced Paving**. Enhanced paving, such as colored and/or textured concrete, that complements the architecture and landscape palette should be used in common areas.

9. **Lighting**. 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).

10. **Street Tree Buffer**. Pedestrian pathways and sidewalks should be buffered from moving traffic by providing a landscaped parkway along the curbside and in the case of collector streets a row of parked cars on the street.

### *b. Multi-family Parking Lot Landscaping*

1. **Screened Parking**. Parking areas shall be screened from street and adjacent property views.

2. **Trees**. A minimum of one tree per six (6) parking spaces shall be provided.

3. **Shade Trees**. 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.

4. **Resilient and Low Maintenance Trees**. Landscaping in parking lots will typically receive the most amount of wear. For this reason, the most resilient shrubs should be specified. Design should minimize landscape maintenance.

5. **Mix of Deciduous and Evergreen**. A mix of deciduous and evergreen trees, compatible with the desert environment, should be specified that provide a maximum amount of shade for parked cars as well as pedestrian paths, while minimizing vegetative leaf fall on vehicles.

6. **Tree Well Planters**. 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.

7. **Plants**. Plant material, except for trees, located in parking lots shall not exceed 36 inches in height at full maturity.

### *c. Setback Landscaping*

1. **Softscaping and Hardscaping**. All setback areas shall be landscaped with softscape and hardscape features, as shown in Figure 5-8.

2. **Minimum Trees – Single-Family**. Two evergreen trees shall be planted per single family residential lot.

3. **Minimum Trees – Multi-Family**. One evergreen tree shall be planted for every 25 feet of property perimeter for multi-family residential development.

4. **Minimum Setback Coverage - Single-Family**. 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.

5. **Minimum Setback Coverage - Multi-Family**. A minimum of 10 feet of the required street yard setback and 5 feet of the interior and rear yard setbacks adjacent to the property line in multi-family developments shall be planted with evergreen trees and a mix of deciduous and evergreen shrubs, cacti, vines and groundcovers.

6. **Pervious Paving Materials**. Stone, gravel, cobble or other pervious paving material should be used for the remaining setback areas.

7. **General Landscape Design Standards**. Refer to Section IV (General Landscape Design Standards) in this chapter for additional standards related to landscaping.

### *d. Walls, Fences and Hedges*

1. **Front Yards**. 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.

2. **Rear and Side Yard**. The solid wall or fence height shall not exceed six (6) feet in the rear and interior side yard setbacks.

3. **Architecturally Treated and Graffiti-Resistant**. 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.

4. **Compatible Materials**. Wall and fence materials shall be architecturally compatible with the buildings, streetscape and surrounding neighborhood, as shown in Figure 5-8.

5. **Shrubs and Vines**. Shrubs and vines shall be planted along exterior fence lines, perimeter walls and retaining walls, as shown in Figure 5-8.

### *e. Lighting*

1. **Functional and Decorative**. Lighting should be designed to satisfy both functional and decorative needs.

2. **Security**. Lighting shall be used to provide illumination for the security and safety of on-site areas such as parking, loading, building entrances, common recreation areas and pedestrian parkways. Consider CPTED principles in light fixture placement.

3. **Architectural Character**. Light fixtures should be compatible with the architectural character of the development and landscape design.

4. **Fixture Mounting**. 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.

5. **Fixture Standards**. 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.

6. **Energy Efficiency**. Energy-efficient ENERGY STAR® certified lighting fixtures and equipment should be used. Timers or other controls should be used to assure that lights are on only when needed.

7. **Fixture Height**. Light fixtures shall be at a maximum height of eight (8) feet. Floodlights are not permitted.

### *f. Trash Collection Areas*

1. **Centralized**. Centralized collection areas for trash/recyclable materials shall be provided for all multi-family residential development projects.

2. **Accessible**. 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.

3. **Enclosed and Screened**. 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.

4. **Shrubs and Vines as Screening**. Shrubs and vines should be planted along the wall perimeter to screen the trash enclosures.

### *g. Mechanical Equipment Screening*

1. **Mechanical Equipment**. 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.

2. **Pitched Roof**. Mechanical equipment shall not be permitted on any exposed portion of a pitched roof.

3. **Screening**. The method of screening shall be architecturally integrated with the primary structure in terms of materials, color, shape and size. For rooftop equipment, the screening materials shall be at least as high as the equipment being screened.

4. **Utility Equipment**. Ground-mounted utility equipment such as, but not limited to, cable television boxes, electric power transformers and distribution facilities, water pumps, and telecommunications facilities 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 complements the primary structure. Screening with wood, chain-link or similar fencing materials shall not be permitted.

5. **Electrical Equipment**. Electric and other metering equipment and panels shall be enclosed and the enclosure painted to match adjacent building and wall surfaces.

6. **Ladders**. Ladders for roof access shall be hidden and integrated into the building design.

Figure 5-8

# Site Details

## Residential Use

### COMMON OPEN SPACE AREA

- Common open space areas shall be used to visually unify a development, link development clusters, and provide enhanced pedestrian circulation.
- Common open spaces should activate a public space and provide a unique identity for an area with special features such as public art or water features.

### MULTI-FAMILY PARKING LOT LANDSCAPING

- Selected trees shall provide shade in the summer months.
- Landscaping in parking lots will typically receive the most amount of wear. For this reason, the most resilient shrubs should be specified.

### SETBACK LANDSCAPING

- All setback areas shall be landscaped with softscape and hardscape features.
- Stone, gravel, cobble or other pervious paving material should be used for the remaining setback areas.

Figure 5-8

# Site Details

## Residential Use

### WALLS, FENCES AND HEDGES

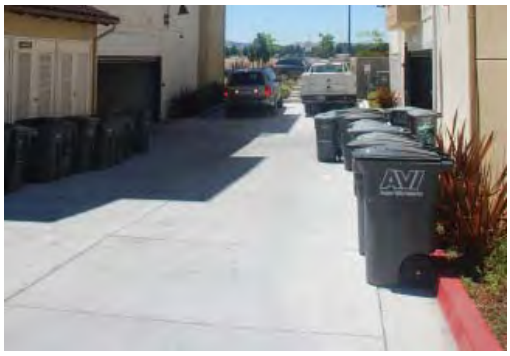
- Wall and fence materials shall be architecturally compatible with the buildings, streetscape and surrounding neighborhood.
- Shrubs and vines shall be planted along exterior fence lines, perimeter walls and retaining walls.

### LIGHTING

- Lighting should be designed to satisfy both functional and decorative needs.
- Light fixtures should be hooded and directed downward to minimize light and direct glare impacts on neighboring properties and reduce impact upon dark skies.

### TRASH COLLECTION AREAS

- Centralized collection areas for trash/recyclable materials shall be provided for all multi-family residential development projects.
- All trash/recyclable materials collection enclosure areas shall be easily accessible to residents and tenants.



### MECHANICAL EQUIPMENT SCREENING

- Screening shall be architecturally integrated with the primary structure in terms of materials, color, shape and size.

# D. General Landscape Design Standards

Landscape design in the Specific Plan area should be sensitive to its natural setting. 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. In the Specific Plan area, landscaping should complement and accent the built environment and public realm; protect against sun, wind and dust; be sensitive to the desert climate; and play an important role in distinguishing the unique nodes within the Specific Plan area. Landscape design standards are set forth in this section to achieve this landscape concept. Additional design standards for landscaping the public realm and individual nodes in the Specific Plan Area are found in Chapter 6.

## 1. Landscape Design Intent

Illustrations for Landscape Design Standards are shown in Figure 5-9.

**a. Landscape design shall be used to:**

- Provide visual and physical cues that demark the public space from the private space.
- Provide a backdrop and visual setting for architecture and highlight important architectural elements.
- Create focal points with color, scale and visual interest.
- Protect sensitive uses from excessive solar exposure, glare, wind, noise, dust, and odors.
- Promote water efficiency.
- Provide a unified appearance along street frontages and reinforce the street hierarchy.
- 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.

**b. Landscape Architect.** Landscape design plans shall be prepared by a landscape architect registered to practice in the state of California.

**c. Low-flow Irrigation Methods**. 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.

**d. Enhance Surrounding Neighborhood with Minimum Maintenance**. Landscaping should blend in with and enhance the surrounding neighborhoods while providing a design that will minimize maintenance.

## 2. Plant Materials

**a. Native Drought-tolerant Plants**. Landscaping should include a mix of appropriate native and adapted drought-tolerant plants throughout the project to ensure visual continuity, respond to local design context conditions, and resource conservation goals.

**b. Plant Selection**. Considerations for the selection of plant materials shall include: initial costs; local availability; attractiveness; growth rate; tolerance to drought, wind, pollutants and abuse; public safety; hardiness; soil and drainage conditions; sun/shade preferences; maintenance characteristics, including leaf and limb litter; potential damage to adjacent paved areas by roots; and attraction of rodents and insects.

**c. Mature Tree Preservation**. 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.

**d. Plant Material Palette**. Plant materials listed in the plant material palette (in Table 6-2 in Chaper 6) shall be used; plants listed in the Coachella Valley Water District's (CVWD's) Lush and Efficient Landscape Gardening book are also appropriate.

**e. Vegetative Turf**. 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.

**f. Mix of Deciduous and Evergreen Trees**. 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.

**g. Size of Wood Plants**. 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.

**h. Dense Plants for Windscreens**. Plants selected as windscreens to provide protection from wind should have dense, low, non-brittle branching material.

**i. Plant Debris**. Plant species with seasonal fruit and excessive leaf drop and sap shall not be planted in public areas.

**j. Plant Grouping**. Plants with similar soil, water and sun exposure needs should be grouped to conserve water and encourage optimal growth.

**k. Tree Box Sizes**. 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.

**l. Root Barrier**. A root barrier shall be used around all trees planted within seven (7) feet of a property line or public sidewalk.

**m. Plant Height**. 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.

**n. Plants and Lighting**. 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.

**o. Local Landscaping Materials**. Locally grown landscape material should be selected to promote plant health after installation.

**p. Weeds**. All landscaped areas shall be kept free of invasive weeds.

### 3. Hardscape Materials

**a. Pervious Paving Materials**. 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, as shown in Figure 5-9.

**b. Groundcover Color**. Groundcover color should complement the building architecture and overall site design.

**c. Accessibility**. Compliance with ADA accessibility is required for all pedestrian areas.

d. Lig**ht-Colored Paving Materials**. Light colored materials should be used for paving to reduce heat absorption and limit heat gain in paved areas.

**e. Recycled, Salvaged, or Sustainably Harvested Forest Products**. Recycled content materials, salvaged materials and sustainably harvested forest products should be used.

**f. Non-Vegetative Groundcovers**. 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. Hydro-Zones**. Plants should be grouped into specific "Hydro-Zones" allowing for efficient irrigation scheduling and sustainability.

**b. Efficient Irrigation**. 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.
- Reclaimed water irrigation systems are encouraged for development project sites that are 10 acres or more in size.
- City-maintained landscape areas and large-scale developments should utilize centrally controlled, highly efficient irrigation systems.

**c. Pollutants**. Pollutants, chemicals or soil amendments that can harm human and ecological health shall not be used.

**d. Compost and Mulch**. Compost and mulch (recovered from landscape trimmings when available) shall be added to all tree and plant beds as a soil amendment to increase organic matter and retain soil moisture, as shown in Figure 5-9.

**e. Drought-Tolerant Vegetation**. Water conservation measures such as gray water irrigation and local drought-tolerant vegetation should be prioritized in all public and private landscape areas.

5. Storm Water Management

**a. Natural Drainage Systems**. Natural drainage systems shall be protected and maintained.

**b. Slow Water Runoff**. Grading and plan layout shall be designed to capture and slow water runoff.

**c. Dry Wells, Swales, and Bio-Retention Basins**. Landscape-based water treatment methods instead of curb and gutter systems should be used. Examples include dry wells, vegetated swales and bio-retention basins, as shown in Figure 5-9.

**d. Release of Toxins**. 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.

**e. Grading Standards**

1. **Undisturbed Grades**. The maximum surface area of undisturbed grade should be preserved.

2. **Access Road Design**. Access road design shall respect the natural contours of the land to minimize grading requirements and the percentage of land devoted to streets.

3. **Retaining and Perimeter Wall Height**. Grading shall be designed to limit the height of retaining walls and perimeter walls to meet City's requirements.

4. **Small Slopes**. Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project.

5. **Slope Variety**. 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.

6. **Variety in Lot Size and Slope**. Developments comprised of uniformly sized lots on rigidly manufactured slopes shall not be permitted.

7. **Retaining Soils**. Soils shall be retained on site and the quantity of cut-and-fill balanced when possible.

8. **Erosion**. During construction, best practices shall be employed to prevent erosion, protect exposed areas and stabilize the soil as quickly as practical.

## 6. Windscreens and Blow Sand Protection

**a. Windscreens**. Creating appropriate windscreens may be necessary to allow for successful development on Date Palm Drive. 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.

**b. Methods**. Methods for providing effective protection from prevailing winds include:

- Walls and fences.
- Shrubs and trees in tight rows and masses. Two rows of trees or shrubs spaced 15 feet apart offer a superior wind screen. The second row reduces wind forces by an additional 75 percent.
- Earthen berms with stones and planted with indigenous shrubs are suitable for use in sandy soils.

**c. Durable Materials**. Walls and fences shall be constructed of durable materials that will not deteriorate in strong wind and blowing sand conditions.

**d. Plant Types**. 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. Lacing Deciduous Trees**. 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. Tunneling**. Trees should be planted in narrow spaces created by building placement to break up or reduce wind tunneling between buildings.

Figure 5-9

# General Landscape

## All Uses

### LANDSCAPE DESIGN INTENT

- Landscaping should blend in with and enhance the surrounding neighborhoods.

### PLANT MATERIALS

- Wherever possible, mature native trees should be preserved or relocated on site.
- Landscaping should include a mix of appropriate native and adapted drought-tolerant plants.

### HARDSCAPE MATERIALS

- 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.

Figure 5-9

# General Landscape

## All Uses

### LANDSCAPE IRRIGATION AND MAINTENANCE

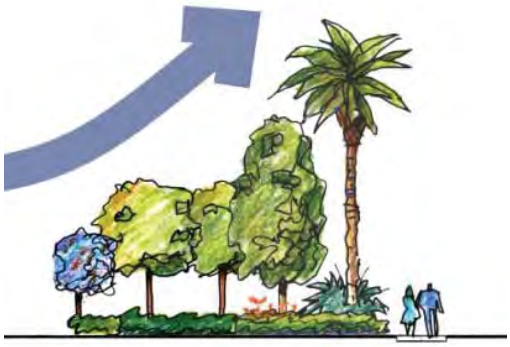
- Local drought-tolerant vegetation should be prioritized in all public and private landscape areas.
- Compost and mulch shall be added to all tree and plant beds as a soil amendment to increase organic matter and retain soil moisture.

### STORM WATER MANAGEMENT

- Natural drainage systems shall be protected and maintained.
- Landscape-based water treatment methods instead of curb and gutter systems should be used. Examples include dry wells, vegetated swales and bio-retention basins.

### WINDSCREENS AND BLOW SAND PROTECTION

- Creating appropriate windscreens may be necessary to allow for successful development on Date Palm Drive. 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.



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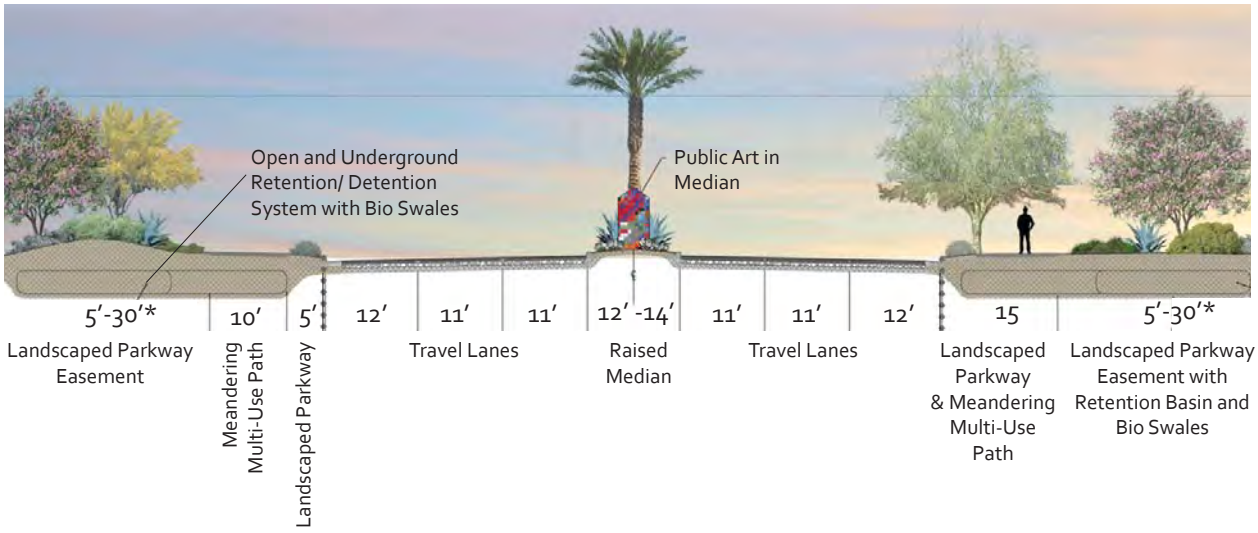
# 6. Public Realm Design Standards

This chapter addresses the "public realm" for the Date Palm Drive Corridor. The "public realm" consists primarily of the publicly-owned street rights-of-way. The public realm standards included in this chapter are intended to help foster a pedestrian-scale streetscape that is complementary with adjacent development and establishes the visual context, overall unity and identity of Date Palm Drive and each of its distinct nodes. As such, they identify design strategies for enhancing the physical safety, comfort, and convenience of the pedestrian and vehicular experience, as well as the overall aesthetic character and quality of the environment.

**Complete Street**

The Specific Plan envisions Date Palm Drive as a "complete street" that provides for multiple modes of travel including pedestrians, bicycles, vehicles, and Neighborhood Electric Vehicles (NEVs), as appropriate. Streetscape enhancements along Date Palm Drive include providing a multi-use pathway, parkway and shade trees; improving storm water management through drainage retention systems or bio-swales; and providing additional wayfinding and directional signage, public art, and street furniture. Figure 6-1 below illustrates the typical streetscape improvement concept for Date Palm Drive. A full set of design-development working drawings demonstrating the Complete Streets concept for Date Palm Drive, from Gerald Ford Drive to Dinah Shore Drive, is available at the Cathedral City Planning Department. A reduced version is provided in Appendix B.

The public realm serves several interrelated and overlapping roles. These include providing circulation and access throughout the corridor for numerous travel modes; providing public open space areas for people to meet, interact and linger; and helping to establish the visual context and character to unify and give identity to the entire corridor. In order to accommodate the diverse and sometimes competing functions, the public realm is made up of two distinct zones: the "Pedestrian Zone", whose primary function is to accommodate pedestrian circulation, and the "Vehicular Zone", whose primary function is to accommodate vehicular circulation. While the character and function of these two zones are inextricably linked, the standards in this section have been organized by zone to facilitate their use.




**Dimensions will vary*

Figure 6-1
**Streetscape/Landscape Improvement Concept for Date Palm Drive**

# A. Pedestrian Zone

The Pedestrian Zone generally includes the outer portions of the right-of way that flank the street, including sidewalks, parkways, multi-use pathways and any adjoining parks and plazas. The design of the pedestrian realm is critical to the creation of an active, pedestrian-friendly environment.

For purposes of these standards, the Pedestrian Zone has been subdivided into three functional areas:

- Multi-use Pathway
- Landscaped Parkway
- Landscaped Parkway Easement

These areas are illustrated in Figure 6-2. Each area has a slightly different function with different design requirements. Standards for each area are provided in Table 6-1, followed by standards for other elements of the Pedestrian Zone that apply across the three functional areas, including street furnishings, landscaping, etc. Below is a brief description of each of the three functional areas of the Pedestrian Zone.

## 1. Multi-Use Pathway

The Multi-Use Pathway is located in the middle section of the Pedestrian Zone, and is flanked by the Landscaped Parkway Easement and the Landscaped Parkway. Its primary function is to accommodate the efficient movement of pedestrians with adequate width for pedestrians, bicyclists and NEVs to utilize the pathway comfortably and safely.

## 2. Landscaped Parkway

The Landscaped Parkway is the section of the Pedestrian Zone that adjoins the street and buffers pedestrians from the adjacent roadway. This area is the appropriate location for the majority of the public facilities and streetscape amenities that enhance and serve the Pedestrian Zone and contribute to pedestrian comfort, convenience, safety and interest. These features include landscaping, street lights, transit stops, fire hydrants, benches, trash receptacles, and other street furniture and amenities.

## 3. Landscaped Parkway Easement

The Landscaped Parkway Easement is the private setback area that forms the outer edge of the public right-of-way. It is referred to as an easement because the property owner is required to dedicate a setback area for public use (See Section D.1 in Chapter 4). The Landscaped Parkway Easement functions as the interface between the public right-of-way and adjoining uses by accommodating private elements, features, and activities within the public right-of-way. As such, the design of this area should be responsive to and support the adjoining use, which, depending on context, may mean providing an entirely landscaped area, a clear zone for store entrances, a "slow" zone for retail displays and window shopping, or a furnished zone for outdoor dining.

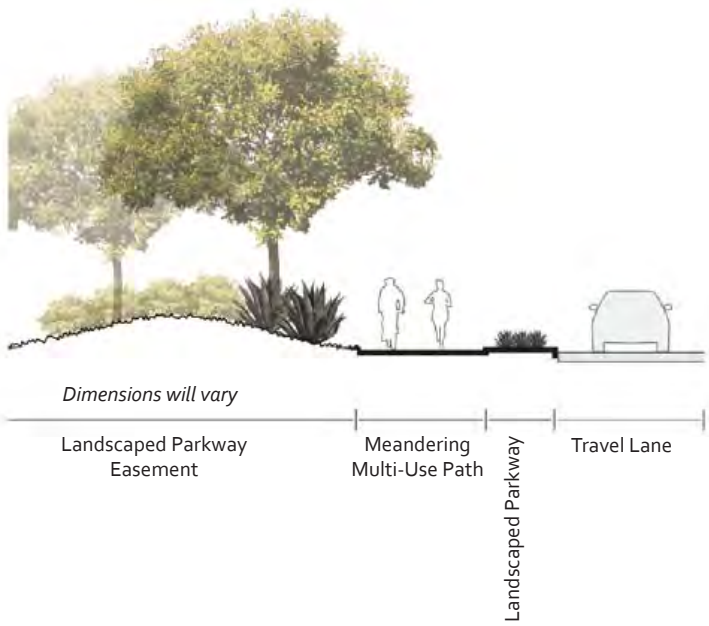



Figure 6-2
**Pedestrian Zone Functional Areas**

Table 6-1 **Pedestrian Zone Functional Areas—Design Standards**

| | Multi-Use Pathway | Landscaped Parkway | Landscaped Parkway Easement |
|---|---|---|---|
| Primary Function | Accommodates the efficient movement of pedestrians, bicyclists and NEVs | Buffers pedestrians from the adjacent roadway with landscaping and streetscape amenities | Serves as the interface between the sidewalk and adjoining uses |
| Width | 10-12 feet, with lane striping to separate pedestrians from bicyclists; gently meandering curves are permitted | 5 feet min, 15 feet max | 1.5 feet min, 30 feet max; not needed if the sidewalk corridor is adjacent to a landscaped space |
| Clearance | • Walkway shall be clear of obstructions to facilitate pedestrian through-traffic<br>• 8 feet vertical height clear-ance | Streetscape amenities should be setback at least 3 feet from the face of the street curb for safety reasons but no less than 1.5 feet | Awnings, canopies, and umbrellas encroaching within the parkway easement area should provide adequate vertical clearance so they do not in-fringe upon the multi-use path |
| Furnishings | No furnishings shall be permitted | Public utilities and street furniture should generally be consolidated in the Parkway zone | On streets with commercial frontages, businesses are encouraged to provide decorative elements and furnishings that activate and enhance the public streetscape without constricting the flow of pedestrian traffic |
| Paving | Paving should be high quality, consistent and attractive; permeable or porous pavement is encouraged | | |
| Materials | Concrete in a grey scale palette with a broom or light sand-blasted finish | • Permeable or porous pavement and landscape designed to reduce stormwater rates and volumes is encouraged<br>• Permeable pavers at street trees is recommended to increase water volume to the root zone of street trees | Permeable or porous pavement and landscape designed to treat and attenuate stormwater flow shall be used |
| Dimensions | 2-foot grid squares, or sized to fit within the multi-use path dimension | | |
| Decorative Paving | Colored paving tiles are appropriate at crosswalks, bulb-outs and transition areas | | |
| Accessibility and Safety | Pathways shall comply with ADA standards and con-tain smooth, level, non-slip surfaces | | Pathways shall comply with ADA standards and contain smooth, level, non-slip surfaces |
| Stormwater Management | Pathway shall be graded to allow stormwater run-off into adjacent parkway | Underground retention basins shall be utilized to collect and treat stormwater | |
| | Stormwater Best Management Practices per Riverside County's Stormwater Quality Handbook shall be applied | | |

## 4. Street Furnishings and Amenities

Street furnishings and amenities help animate the pedestrian realm, support public use, contribute to the social and economic vitality of the corridor, and establish the character and identity of an area. Street furnishings and amenities include bicycle racks, seating, trash and recycling receptacles, bollards, transit stops, lighting, signage and landscaping. They should be located predominantly in the landscaped parkway or landscaped parkway easement area to unambiguously indicate public use and maintain a clear zone for walking within the multi-use pathway. If public amenities are located in the parkway easement adjacent to private property, they should be designed in such a way that they do not preclude public use.

a. **Unified Node Design Identity**. This Specific Plan identifies five different neighborhood nodes along the Date Palm Drive corridor. Along each neighborhood node, street furniture and decorative paving elements should be coordinated in design, type, color and material to contribute to a sense of identity in the corridor, and reflect and strengthen the local character. (See Node-Specific Standards below for insight into the appropriate style within each node.)

b. **Active Pedestrian Areas**. Street furniture and other amenities such as trash receptacles, kiosks and public art, should be located in conjunction with active pedestrian areas such as intersections, key building entries, public parks and plazas, bus stops, important intersections and pedestrian streets.

c. **Variety**. Public streetscape furnishings should include a variety of amenities and selection of materials that add to the excitement and vitality of the corridor.

d. **Universal Access**. Street furniture shall be designed for universal access and to facilitate use by those of all ages and abilities.

e. **Palette**. The palette of street furniture selected should reflect the desert climate and bring comfort, scale, and design expression to the streetscape. The following criteria shall apply and the elements that meet these criteria are shown detailed within each node:

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

f. **Materials**. Materials that are attractive, durable, have low reflectivity, limit heat retention, are graffiti resistant and require minimal maintenance shall be used in the Specific Plan area. Metal street furniture with a wire mesh finish and a non-reflective powder coat is appropriate. Elements formed with natural stone and light-colored concrete are also appropriate for the desert environment.

## 5. Bicycle Racks

Bicycle parking within the public sidewalk generally should be accommodated with a number of smaller racks distributed along the length of a block, rather than one or two large concentrations of bike racks to provide for a convenient, safe and user-friendly place for cyclists to leave their bicycles. See Figure 6-3 for illustrations of bicycle racks.

a. **Placement**. Bicycle racks should be located so that parked bicycles do not block the travel path of pedestrians, infringe upon seating areas or block ingress and egress to parked vehicles.

b. **Prominent Location**. Bicycle racks should be located in prominent locations within the parkway zone. Placement in view of doors and windows will ensure adequate surveillance from building occupants and visitors. Bicycle parking should not be located in isolated areas, dark locations, or garage recesses.

c. **Design**. Bike racks should be designed to allow the bicyclist to secure the bicycle frame to the device at two points of contact. Appropriate bicycle rack designs include the inverted U, the ribbon type rack, or the corkscrew. The design of bike racks may also be a form of public art that is both creative and functional.

## 6. Seating

Seating should be provided to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets for as much formal and informal seating as possible. See Figure 6-3 for seating illustrations.

a. **Location**. Benches and other forms of seating (e.g., low walls, planter edges, wide steps, etc.) should be provided throughout the corridor, including at bus stops, in plazas and near commercial centers.

b. **Design**. Benches should be attractively designed to further promote pedestrian use. The benches should be fixed in place and constructed of durable and low-maintenance materials. Benches at bus stops should be incorporated into the design of the bus shelter.

c. **Informal Seating**. The creation of seat walls, steps, and planters that can serve as informal seating areas is encouraged as a means of expanding the seating potential and providing diverse opportunities for social interaction.

## 7. Trash and Recycling Receptacles

Separate trash and recycling receptacles should be located regularly at intersections, near major building entrances, near SunLine Transit Agency bus stops and adjacent to outdoor seating areas. See Figure 6-3 for examples of appropriate trash and recycling receptacles.

a. **Design**. Each receptacle should accommodate recycling, prevent wind and rain from entering the container, facilitate convenient access to the liner, and have the option of being anchored to the pavement.

b. **Style and Color**. The style and color of the corridor's trash receptacles should be coordinated with the selected bench design and be consistent throughout each neighborhood node.

## 8. Bollards

Where necessary, bollards should be used to prevent vehicles from entering pedestrian zones. Bollards may also be used to mark pathway entries at public-private interfaces. See Figure 6-3 for examples of appropriate bollards.

a. **Emergency Access**. Bollard placement and design should be coordinated with emergency vehicle access; in certain locations, removable bollards may be appropriate to balance pedestrian protection with emergency access.

b. **Style and Color**. Bollard style and color shall be decorative, match the selected bench and be consistent throughout a node. Exposed pipes with rolled concrete shall be unacceptable.

## 9. Transit Stops

SunLine Transit Agency stops should be prominently signed; provide attractive, safe and quality public amenities; and contain all pertinent route and schedule information, including major connecting services to encourage and support the transit-oriented character of the Date Palm Drive Corridor. See Figure 6-4 for transit stop illustrations.

a. **Seating, Shelter and Amenities**. All transit shelters should provide seating and protection from the sun, wind and rain. This can be achieved with either trees or a shelter, or both. In addition, ash trays and trash bins shall be provided.

b. **Energy Efficient**. Transit shelters should be designed to promote transit and energy efficiency by incorporating features such as solar panels, LED lights, etc.

c. **Design Alternatives**. Alternatives to the previously selected SunLine Transit Agency shelter should be considered and reflect the distinct design integrity of the individual node. Transit shelters and other amenities should be distinctive through strong architectural design that reflects the character of the each neighborhood node, but mostly the desert landscape.

d. **Bus Turnouts**. Bus turnouts within the vehicular realm will signify the location of the bus shelters. A 12-foot turn out lane is required when implemented.

e. **Bus Lanes**. Where a turnout lane is not feasible, the vehicular realm area should include a 14-foot outer travel lane for buses.

f. **ADA Clearance at Bus Stops**. Bus stops shall maintain a 5 feet by 8 feet clearance area for boarding of wheelchair users.

## 10. Pedestrian Lighting

Light standards should be located in the parkway and should not interfere with pedestrian circulation, consistent with Section 9.89 of the CCMC, to ensure that public safety and security criteria are met, and that the design of light fixtures and the quality of the illumination add visual interest to the streetscape and contribute to the overall character and attractiveness of the street and neighborhood node. Examples of appropriate pedestrian lighting are showing in Figure 6-4.

a. **Lighting Style**. Street lighting in the Pedestrian realm shall be oriented towards pedestrians and be selected to highlight the node identity. The light poles should have a modern aesthetic and focus on potential opportunities for solar energy supply.

b. **Unifying Scheme**. A single consistent style and size of pole and fixture should be used within a given neighborhood node to create a unifying scheme of illumination that is appropriate to the scale of the street and the level and character of nighttime activity. Pole and fixture design should be coordinated with other street furniture and amenities to establish an attractive and unified design character.

c. **Height**. The height of light fixtures generally should be kept low to promote a pedestrian scale and to minimize light spill to adjoining properties. In active and more intimately scaled pedestrian zones pole-mounted fixtures should not exceed 12 to 15 feet in height from grade to light source. At major intersections, a mounting height of up to 18 feet shall be acceptable.

d. **Spacing**. Generally, shorter light standards should be more closely spaced to provide appropriate levels of illumination. Although in lower activity areas where lower lighting levels are acceptable, closer spacing may not be necessary.

e. **Limit Light Pollution**. Illumination should generally be focused down toward the ground, avoiding all unnecessary lighting of the night sky. Light sources that are mounted closer to and focus illumination directly onto the ground plane, such as bollard-mounted lighting, stair lighting, and wall- and bench-mounted down-lighting, are desirable. Light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflection into upper stories of adjacent buildings.

f. **Levels of Activity and Illumination**. Levels of illumination should be responsive to the type and level of anticipated activity, without over-illuminating the area. The level of illumination for pedestrian areas generally should range from 0.5 foot candles in lower activity areas up to 2.0 foot candles in more critical areas. (A foot candle is a unit of illumination, measured at the distance of one foot from the source of light.)

g. **Illumination of Multi-use Pathway**. Pedestrian scale street lighting should focus on illuminating the pedestrian zone rather than the vehicular zone.

h. **Illumination of Conflict Areas**. Higher lighting levels should be provided in areas where there is potential for conflict between pedestrians and vehicles, such as intersections and crosswalks, and areas with high levels of nighttime activity. Thus, commercial shopping streets should have higher levels of illumination than residential streets that have lower levels of nighttime activity.

i. **Color Balance**. Color-balanced lamps that provide a warm white illumination and realistic color rendition should be used.

j. **Energy Efficiency**. Energy Star-certified lamps should be used for all pedestrian realm lighting, and hours of operation should be monitored and limited to avoid waste.

k. **Illuminated Features**. Major architectural sculptural features and landscape focal points should be illuminated or have lighting integrated.

## 11. Wayfinding Signage

Attractively designed and clear directional or wayfinding signage, as shown in Figure 6-4, can direct motorists, pedestrians, and bicyclists to destinations along Date Palm Drive and will also help create a lively and vibrant atmosphere.

a. **Placement**. Wayfinding signs should be co-located with other streetscape furniture (e.g., light standards, transit shelters) where possible to reduce visual clutter in the public realm.

b. **Wayfinding and Signage System**. The adjacent neighborhoods wayfinding system should be visible to pedestrians and motorists, while maintaining compatibility and consistency with existing signage.

c. **Solar panels**: Solar powered signs or panels or LED pedestrian lights or other low-energy lights should be installed along the bikeway/pedestrian paths or at crossings or buildings to provide a flexible illuminated solution with no external powering requirement.

## 12. Gateway Signage

Gateways are symbols that help establish a destination and signify an arrival. Gateways can help to brand the identity of the individual nodes along the corridor. As a transition to individual neighborhood nodes, the major intersection between nodes should be highlighted by architectural treatments, landmarks or visual cues, such as signage and wayfinding design elements, to create virtual borders and inform pedestrians and drivers that the area has changed. These gateway locations should be designed with elements that unify the neighborhood node to reflect the desired identity and unique character. Illustrations of appropriate gateways furnishings are shown in Figure 6-4. The primary gateway intersections along the corridor are the following:

- 30th Avenue and Date Palm Drive
- Ramon Road and Date Palm Drive
- Dinah Shore Road and Date Palm Drive
- Gerald Ford Drive and Date Palm Drive

Figure 6-3

# Pedestrian Zone

## Street Furnishings and Amenities

### BICYCLE RACKS

### SEATING

### TRASH AND RECYCLING RECEPTACLES

### BOLLARDS

Figure 6-4

# Pedestrian Zone

## Street Furnishings and Amenities

### TRANSIT STOPS

### PEDESTRIAN LIGHTING

### WAYFINDING SIGNAGE

### GATEWAY SIGNAGE

## 13. Landscaping

A coordinated selection and spacing of tree species and other plantings can help to establish a distinctive identity for the corridor, while slight interjections of different species can highlight the differences between each neighborhood node. Street trees and other plant materials enrich the pedestrian experience, enhance the streetscape aesthetics, and improve the health, sustainability and ecological function of the urban environment.

a. **Unified Palette**. The selection of a plant palette for Date Palm Drive should be consistent and appropriate for the climate and conditions of Cathedral City, contribute to the creation of a walkable pedestrian corridor and create continuity and identity within each neighborhood node. The recommended tree and plant palette is shown in Table 6-2.

b. **Street Trees**. An informal planting scheme using massing and clumping of multiple species is appropriate for street trees in the Date Palm Drive Corridor. Accent species that highlight intersections, special features or uses should be interspersed with the primary species, rather than replacing it.

c. **Location**. Street trees should NOT be planted in the narrow 5-foot wide parkway strip, but rather only in the areas where there is significant space within the meandering multi-use pathway and parkway easement areas.

d. **Horizontal Clearance**. Appropriate horizontal clearance is dependent upon species and subject to approval. Generally, to maintain proper clearance and sight lines, street tree centerlines should be located no closer than:

- 10-20 feet from a building façade, depending upon tree form
- 10-25 feet from the curb line of an intersection, depending upon tree form
- 5 feet from a driveway or alley
- 5 feet from fire hydrants, underground utilities, utility poles, and parking meters
- 3 feet from sidewalk furniture
- 3 feet from curb adjacent to vehicular lanes
- 15 feet from street lights

Table 6-2 **Date Palm Drive Plant Palette**

| BOTANICAL NAME | COMMON NAME | SIZE |
|---|---|---|
| **STREET TREES** | | |
| Acacia xanthoploea | Fever Tree | 24-36' Box |
| Prosopis 'Phoenix' | Hybrid Mesquite | 24-36' Box |
| Prosopis 'AZT' | Hybrid Mesquite | 24-36' Box |
| **SMALL ACCENT TREES** | | |
| Chilopsis linearis hybrids | Hybrid Desert Willow | 24' Box |
| Lysiloma thornberri | Feather Brush | 24' Box |
| **UPRIGHT TREES** | | |
| Acacia stenophylla | Shoestring Acacia | 24-36' Box |
| Acacia willardiana | Palo Blanco | 24' Box |
| **PALMS** | | |
| Brahea armata | Mexican Blue Palm | 2-6' Hts |
| Phoenix dactylifera | Date Palm | 25-30' Hts |
| Washingtonia filifera | California Fan Palm | 13-20' Hts |
| **SHRUBS** | | |
| Acacia redolens 'Desert Carpet' | Desert Carpet Acacia | 1 Gallon |
| Agave americana | Century Plant | 15 Gallon - 24' Box |
| Agave 'Blue Flame' | Blue Flame Agave | 5-15 Gallon |
| Agave demettiana 'Variegata' | Variegated Agave | 5-15 Gallon |
| Agave weberi | Webber's Agave | 15 Gallon - 24' Box |
| Bougainvillea 'La Jolla' | La Jolla Bougainvillea | 5 Gallon |
| Bougainvillea 'Ooh La La' | Ooh La La Bougainvillea | 5 Gallon |
| Calliandra eriophylla | Fairy Duster | 5 Gallon |
| Caesalpinia gilliesii | Yellow Bird of Paradise | 5 Gallon |
| Dalea 'Sierra Gold' | Sierra Gold Dalea | 1 Gallon |
| Dasylirion wheeleri | Desert Spoon | 5 - 15 Gallon |
| Fougieria splendens | Ocotillo | 7' Ht, 10 cane min. |
| Hesperaloe pariflora | Red Yucca | 5 Gallon |
| Justicia californica | Chuparosa | 5 Gallon |
| Lantana montividensis | Spreading Purple Lantana | 1 Gallon |
| Lantana 'New Gold' | Spreading Yellow Lantana | 1 Gallon |
| Lantana 'Radiation' | Radiation Bush Lantana | 5 Gallon |
| Leucophyllum z. 'Cimarron' | Cimarron Dwarf Sage | 5 Gallon |
| Leucophyllum 'Lynn's Legacy' | Lynne's Legacy Texas Ranger | 5 Gallon |
| Muhlenbergia rigens | Deer Grass | 1 Gallon |
| Opuntia basilaris | Beaver Tail Cactus | BR 5 pad min. |
| Ruellia katii | Dwarf ruellia | 1 gallon |
| Senna artemisioides | Feathery Cassia | 5 Gallon |
| Sphaeralcea ambigua | Desert Mallow | 5 Gallon |
| Yucca Species | Yucca | 5-15 Gallon |

e. **Tree Spacing**. The maximum spacing for street trees should not exceed 40 feet on center. The minimum spacing for street trees shall be 12 feet for trees with small mature size. The optimum spacing should be responsive to species type and canopy characteristics. As a general rule, the following spacing should be used:

- Large canopy trees: 30 to 40 feet on center
- Medium canopy trees: 20 to 30 feet on center
- Small canopy trees: 15 to 20 feet on center

f. **Pruning**. To maintain health of tree (e.g. safety, longevity) and provide a pleasing form, existing street trees should be pruned per ANSI standards, and shall not be topped.

g. **Vertical Tree Clearance**. Street trees should be selected that have a branching pattern and bottom canopy height at maturity—generally 14 feet or higher—that will not obscure commercial signage and storefront windows or conflict with truck access. Lower branching heights may be appropriate in plazas or other open spaces.

h. **Planting Conditions**. Efforts should be made to provide the best possible conditions for proper tree growth when planting new street trees, including ample soil planting depth, subsurface preparation, aeration, root protection, irrigation, and drainage. Newly planted street trees will need supplemental irrigation until they are established.

i. **Planting Type**. Primary street trees should be planted directly in the ground. The use of above-grade pots or raised planters for primary street trees is discouraged. The use of above-grade pots or raised planters may be appropriate for smaller accent trees.

j. **Protecting Tree Roots**. In order to avoid damage to pavement, appropriate, deep-rooted trees should be selected, and root barriers should be installed as necessary.

k. **Accent Trees**. Accent trees should be used to help distinguish the plant palette from neighborhood node to neighborhood node. Accent trees are generally smaller than standard street trees and are used to accentuate key locations. Accent trees are selected for the foliage color or flower showing. See each individual node discussion for more information on palette selection. Accent trees should be interspersed as appropriate to the type and use for either spots of color, or large canopies for shading pedestrian gathering areas.

## 14. Understory Landscaping

Understory landscaping shall be introduced to the public realm to contribute to the quality of the pedestrian experience by adding color, texture, and form that add visual interest, and providing scale, shade, and buffering that contribute to the sense of comfort.

a. **Location**. The parkway and parkway easement separating the multi-use pathway from the street and adjacent private property are the primary landscape zones, and should be introduced to maintain adequate clearance.

b. **Local Climate and Ecology**. Plant species should be selected that are suited to climatic conditions in the desert, including native or naturalized species that provide potential habitat for local wildlife.

c. **Reduction of Water Consumption**. To minimize maintenance and water consumption, emphasis should be placed on the selection of California friendly, drought-tolerant species, and all landscape areas should be irrigated with high-efficiency automatic drip and low-flow watering systems.

d. **Water Conservation**. Water conservation measures such as gray water irrigation and local drought-tolerant vegetation should be prioritized in all public and private landscape areas.

e. **Maintenance**. Landscaped areas should be properly maintained, which includes watering, removing debris and litter, modifying tree grates, and pruning and replacing plants when necessary. Adjacent private property owners shall be required to maintain the grounds and trees on any unpaved portion of the adjacent public street right-of-way, including abutting alleys, where space is provided for a City street tree or other planting, regardless of whether the adjacent property is developed.

f. **Decorative non-vegetative groundcover**. River cobble, pebbles, and crushed stone, shall be used for landscaping composition. Non-vegetative groundcovers shall allow proper drainage. Light-colored stone products in colors that harmonize with the native soils and rock formations are recommended. Accent materials such as crushed glass may be used if they are analyzed on site before installation and determined not to be highly reflective and not to produce undue glare. Any material, such as crushed tires, that may leach harmful chemicals into the soil or generate heat shall not be permitted.

# B. Vehicular Realm

The Vehicular Realm includes primarily the area of the public right-of-way within the curb-to-curb cross-section of the street that is occupied by travel lanes, bus turnouts, parking lanes, and medians, etc. This section provides design standards for the vehicular realm along Date Palm Drive and internal roadways.

## 1. Date Palm Drive

Date Palm Drive is an Arterial Highway with access to and from Interstate 10.

a. **Travel Lanes**. Date Palm Drive should consist of six travel lanes; including three southbound through lanes and three northbound through lanes.

b. **Center Turn Lanes**. Center turn lanes of these streets shall be paved in decorative concrete paving to be visually separate from the travel lanes. (See below).

Above: Center turn lane with decorative paving

c. **Medians**. 12-foot wide medians should continue throughout the corridor with crushed granite and landscaping as directed in these guidelines.

d. **Left Hand Turn lanes**. Left hand turn lanes should be re-paved in decorative concrete in order to visually connect with the center medians.

e. **Bus Travel Lanes**. In both directions the outside turn lane shall maintain a minimum distance of 12 feet. Where possible this lane, highly traveled by bus transit, should be widened to 14 feet.

f. **Bus Turnouts**. Where feasible and appropriate buses should pull over and out of the lane of traffic to stop for a designated bus stop in order to pick up and drop off passengers. The purpose of the bus turnout is to avoid blocking a lane of traffic and to improve passenger safety during boarding and alighting. Turnout lanes should be provided at far side stops near major street intersections (Gerald Ford Drive, Dinah Shore Drive, Ramon Road, 30th Avenue and Vista Chino). Other stops may utilize the curb side street lane for bus stop access.

g. **Street Lighting**. Street lighting should be installed on the median island using lighting poles with dual head fixtures. Installation of the lighting in the median would provide the optimum lighting performance since the roadway and house side lighting would contribute to the illumination of the road. Visually the taller poles would be used for street lighting while lower poles would be used for the pedestrian lighting.

h. **Traffic Signalization**. As an additional element of gateway and identity, traffic signal standards should be replaced along the corridor at major intersections with special traffic signals that span the roadway.

i. **Traffic Light Synchronization**. Traffic lights along Date Palm Drive should be synchronized to facilitate the steady flow of traffic.

## 2. Internal Roadways

All internal roadways developed in support of the neighborhood nodes shall be designed to the satisfaction of the City Engineer. However, some roadway configurations may desire to deviate from the standards to provide wider sidewalks along retail and commercial properties. Implementation of wider sidewalks increases the pedestrian-friendly environment.

a. **Local Street Width**. Local streets shall have a minimum of 56-foot rights-of-way with two 11-foot wide traffic lanes, on-street parking lanes on both sides, and 5-foot parkways.

b. **On-street Parking**. On-street parking shall be allowed on all roadways with curb-to-curb widths of 28 feet or greater. In general, on-street parking shall not have time restrictions, but the City shall enact restrictions in peak demand locations as deemed necessary.

c. **Parallel Parking Dimensions**. All on-street parallel parking stalls shall be 20 feet in length and 8 feet in width. Parking stalls shall be defined in accordance with the engineering standards of the City. No stall shall be closer than 20 feet from the nearest cross street. Parking shall be a minimum of 10 feet from the point a driveway crosses the back edge of the sidewalk and no closer than 5 feet from the ending of driveway radius at the curb.

# C. Node-Specific Standards

This section provides standards for the design of individual nodes in the Date Palm Drive Corridor. This Plan classifies five different nodes along Date Palm Drive based on their location, the intended use and character of adjacent development, and the desire to create continuity across zoning districts while fostering a sense of place and identity within the distinct nodes. The neighborhood nodes are shown in Figure 2-2 in Chapter 2, Existing Conditions and defined below. The streetscape palette selected for each node should convey uniformity and thematic continuity. In addition, each node should be highlighted at the transition intersection.

## 1. Complete Neighborhood Node

The vision for the Complete Neighborhood Node proposes land uses that are anchored by an entertainment facility, a resort hotel, specialty retail, and variety of residential uses. The proposed uses within the Complete Neighborhood would be connected by a green linear park, i.e. "The Green" to the existing soccer field. The Green will include swales, sports, and picnic and playground facilities. The Green will provide opportunities for physical, social and cultural interaction — a shared public environment available to everyone.

The Complete Neighborhood Node should incorporate a streetscape palette that cohesively links both residences and entertainment, creating a vibrant community that increases safety and encourages a diversity of uses that are able to co-exist. Please see Figure 6-5 for illustrations of the Complete Neighborhood Node palette. This entertainment destination should highlight a fanciful and whimsical aesthetic that celebrates Cathedral City and highlights an important gateway into the City from Interstate 10.

a. **Street Furnishings**. All street furnishings shall be provided in conformance with the guidelines set forth in this chapter, and shall have a unified design theme that reflects the whimsical and mystical aesthetic of the desert. Street furnishings should reflect an artistic approach with a cool earthy color palette. Examples of street furnishings appropriate for this district are shown below and represent a creative and organic funky line. Examples of street furnishings, such as benches and trash receptacles, appropriate for the node are shown to the side.

b. **Accent Street Trees**. Colorful tree species should be interspersed with the standard palette provided in these guidelines to highlight the node. Example tree species include Erythrina coralloides Naked Coral tree which grows to 30 feet tall and has fiery red blooms like fat candles in spring, yellow in late fall.

c. **Gateway Treatment**

- **Vista Chino/Date Palm Drive Intersection**. The first entry into the Complete Neighborhood Node coming from the north is the intersection of Vista Chino and Date Palm Drive. Gateway treatments should highlight the aesthetic of the Complete Neighborhood Node with organic materials and an earthy color palette. Gabion walls or columns and rusted corten steel would reflect the desert environment and highlight the node.

- **Decorative Paving Opportunities**. Special paving treatments consisting of decorative tiles should be used at key intersections and mid-block crossings. To highlight the desert aesthetic and organic or natural material decorative paving features should be in rusty reds and oranges.

## 2. Business and Retail Node

The vision for the Business and Retail Node includes a business park with an educational facility, as well as new live-work units and townhomes. The businesses would be located within walking distance from nearby residential uses. This node also maintains its character as a successful retail node with a pedestrian-friendly environment and facilities supportive of nearby businesses and residents. Wayfinding signage, visual cues, and public art and streetscape improvements are proposed to further strengthen this node.

The streetscape palette selected for the Business and Retail Node, shown in Figure 6-6, supports a contemporary and professional style with clean lines and a sophisticated palette.

a. **Street Furnishings**. All street furnishings shall be provided in conformance with the guidelines set forth in this chapter, and shall have a unified design theme that reflects business acumen with a contemporary design. Examples of street furnishings appropriate for this district are shown below and represent clean lines, catalog furnishings and a subdued urban chic designed to be comfortable and cool in the desert heat.

b. **Accent Street Trees**. Colorful tree species should be interspersed with the standard palette provided in these guidelines to highlight the node. Small ornamentals are appropriate to provide pockets of color. Example tree species include the Crape Myrtle - (Lagerstroemia indica) – which will slowly grow only to a height of 15 to 20 feet in a desert climate.

c. **Gateway Treatment**

- **30th Avenue/Date Palm Drive Intersection**. Development opportunities on three corners of the intersection allow for development patterns that will accentuate the corners for a gateway treatment. Gateway elements should reflect the clean lines and contemporary palette of the node. Concrete and steel with signage that highlights the area are appropriate applications, similar to the images shown below.

- **Decorative Paving Opportunities**. Special paving treatments consisting of decorative tiles should be used at key intersections and mid-block crossings. The decorative paving opportunity allowances in the Business and Retail Node should be a subtle change from the grey palette of concrete with stone tiles or stainless steel (non-slip) metal tiles within the paving.

Figure 6-5

# Complete Neighborhood Node

## Node-Specific Standards

### STREET FURNISHINGS

### ACCENT TREES

### GATEWAY TREATMENT

Figure 6-6

# Business and Retail Node

## Node-Specific Standards

### STREET FURNISHINGS

### GATEWAY TREATMENT

## 3. Educational/Civic/Sports Node

The vision for the Educational/Civic/Sports Node provides for the development of uses connected to the Big League Dreams Sports Park, such as a hotel with small-scaled commercial uses fronting Date Palm Drive and residential uses located behind. The adjacency of Big League Dreams Sports Park provides a relevant "theme" which has the potential of being explored in many different ways, including in the design of the public streetscape.

The streetscape palette selected for the Educational/Civic/Sports Node, shown in Figure 6-7, supports a playful yet practical style to encourage a creative aesthetic that cannot be easily tampered with or damaged.

a. **Street Furnishings**. All street furnishings shall be provided in conformance with the guidelines set forth in this chapter, and shall have a unified design theme that reflects a blend of the hard concrete and slick metal. Examples of street furnishings appropriate for this district are shown below and represent a unique approach.

b. **Accent Street Trees**. Colorful tree species should be interspersed with the standard palette provided in these guidelines to highlight the node. Example tree species include the Jacaranda Tree which grows to a height of 50 feet and has purple flowers that appear in spring and early summer, and last for up to two months.

c. **Gateway Treatment**

- **Ramon Road/Date Palm Drive Intersection**. The gateway elements depicted for this node are included in the Ramon Road Corridor Master Plan and are proposed for the northwest and southwest corners of the Date Palm Drive and Ramon Road intersection. This element should be carried to the opposite side of the intersection for a complete gateway treatment.

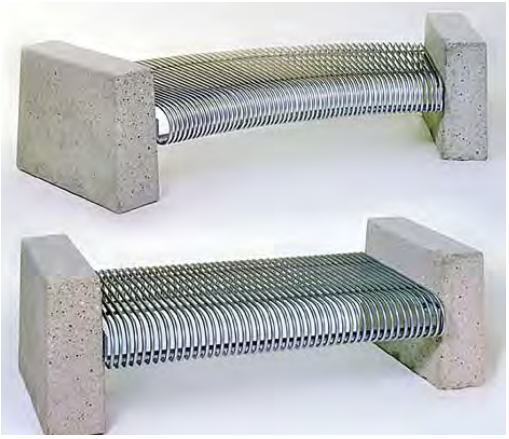
- **Decorative Paving Opportunities**. Special paving treatments consisting of decorative tiles should be used at key intersections and mid-block crossings. Decorative mosaic tiles similar to the approach in the Ramon Road Corridor Master Plan should be integrated into the major gateway intersection at Ramon Road and Date Palm Drive.

Figure 6-7

# Educational/Civic/Sports Node

## Node-Specific Standards

### STREET FURNISHINGS



### ACCENT TREES

## 4. Infill and Revitalization Node

The vision for the Infill and Revitalization Node retains and enhances the existing residential and commercial uses, proposes repositioning some of the existing shopping centers to reactivate the node, and accommodates new uses such as a hotel and/or restaurants at the street front. Interconnected courtyards, plazas, terraces, and gardens are encouraged in developments to connect land uses and provide places for people to congregate.

The streetscape palette selected for the Infill and Revitalization Node, shown in Figure 6-8, supports vibrant hues and a creative style to enliven and activate the node and create a nice transition to the Downtown Art and Design Village Node to the south.

a. **Street Furnishings**. All street furnishings shall be provided in conformance with the guidelines set forth in this chapter, and shall have a unified design theme throughout the node that reflects a vibrant, colorful and lively environment. Examples of street furnishings appropriate for this node are shown below.

b. **Accent Street Trees**. Colorful tree species should be interspersed with the standard palette provided in these guidelines to highlight the node. Example tree species include the Tipuana tipu which grows to a height of 60 feet. They are shade trees that have bright yellow flowers that bloom briefly in the late summer.

c. **Gateway Treatment**

- **Dinah Shore Drive/Date Palm Drive Intersection**. Existing Date Palm plantings on three out of four corners of the intersection serve as a gateway identity for this intersection. Additional amenities of understory landscaping, art features and lighting will help to further indicate a change to the vibrant aesthetic of the Infill and Revitalization Node and a transition to the Downtown Art and Design Village Node.

- **Decorative Paving**. Special paving treatments consisting of decorative tiles should be used at key intersections and mid-block crossings.

Figure 6-8

# Infill and Revitalization Node

## Node-Specific Standards

### STREET FURNISHINGS

### ACCENT TREES

### GATEWAY TREATMENT

## 5. Downtown/Art and Design Village Node

The vision for the Downtown/Art and Design Village Node builds upon the existing plans for Cathedral City's downtown and the successful home improvement businesses along Perez Road and proposes a mix of uses that support the art and design theme. Gateway treatments, a decorative streetscape palette, public art and pocket parks will strengthen this important entrance to downtown and Date Palm Drive, attract visitors and consolidate the new character of Cathedral City as an art and design destination.

The streetscape palette selected for the Downtown/Art and Design Village Node, illustrated in Figure 6-9, embraces the concept of coordinating the visual elements of the street to exemplify quality design and an artistic environment. The road, adjoining buildings, street furniture, trees and open spaces are combined to form the street's character.

Currently the City has a banner program in downtown on East Palm Canyon Drive. Extending this program along Date Palm Drive within this node will further promote the 'Desert Interior Art and Design' theme in the City, assist local businesses and serve as a gateway to guide visitors to downtown and Date Palm Drive.

a. **Street Furnishings**. All street furnishings shall be provided in conformance with the guidelines set forth in this chapter, and shall have a unified design theme that reflects a mid-century modern design with a focus on original art. Examples of street furnishings appropriate for this district are shown to the side and represent a unique approach.

b. **Accent Street Trees**. Colorful tree species should be interspersed with the standard palette provided in these guidelines to highlight the node. Example tree species include the Chaste Tree (Vitex agnus – castus), a large irregular shrub or multi-stemmed deciduous tree, sometimes single stemmed reaching a height of 10 to 25 feet with spikes of purple flower blooms.

c. **Gateway Treatment**

- **White Water Wash Bridge/Date Palm Drive Intersection**. As a physical gateway and entry into the entire corridor and the Downtown Art and Design Village Node, the White Water Wash provides a real opportunity for calling attention to the area. Tall elements that highlight the crossing and pull the eye to the sky and surrounding mountain range should be used at the entry.

- **Gerald Ford Drive/Date Palm Drive Intersection**. Artistic lighting elements and sculptures should be used to highlight the area as a focal point for high design and a flair for the mid-century modern aesthetic. Similar to the unique site furnishings palette this area should stand out and provide pedestrians and motorists with visual eye candy.

Figure 6-9

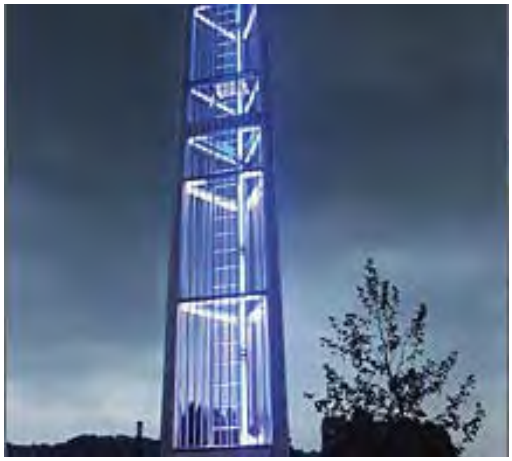
# Downtown/ Art and Design Village Node

## Node-Specific Standards

### STREET FURNISHINGS

### ACCENT TREES

### GATEWAY TREATMENT



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# 7. Circulation and Infrastructure

This chapter identifies circulation and infrastructure improvements that are needed to achieve the vision for the Date Palm Drive Specific Plan and provide an adequate level of service for implementation of the Specific Plan.

The Date Palm Drive Specific Plan's circulation recommendations are based on the 2010 Date Palm Drive Corridor Connector Plan. KOA Corporation used the RivTam model to forecast future traffic volumes (Year 2035) in the City of Cathedral City based upon assumptions of future land uses and future highway systems in the Specific Plan area. This chapter identifies and delineates the transportation and circulation recommendations that are supportive of the Specific Plan land uses. Circulation improvements discussed in this chapter include recommendations for intersection improvements along Date Palm Drive, including the synchronization of traffic signals, and the internal street network of vacant parcels abutting Date Palm Drive in the Plan area. Parking management is also addressed in this chapter. Streetscape treatments and other improvements to the public realm for both existing and proposed rights-of-way are identified in Chapter 6.

The infrastructure recommendations are based on: 1) the location of the recommended backbone roads as described in this chapter, and 2) the existing conditions of the area. Infrastructure topics addressed in this chapter include water, sewer and storm drainage. This chapter incorporates studies that were prepared by the City's Public Works Department and Coachella Valley Water District (CVWD) to assess deficiency locations in the Plan area and necessary facilities to support future development. Circulation and infrastructure improvements that are necessary to support growth or revitalize

Date Palm Drive will be implemented incrementally by the City and private developers in accordance with the standards and guidelines of this Specific Plan and the City's or CVWD's applicable master plan for water, sewer or storm drain facilities. Individual developments will be responsible for mitigating their impacts on public facilities, including making improvements or fair-share contributions to mitigating system impacts, where applicable. Chapter 8 lists fee requirements that apply within the Plan area.

# A. Planned Roadway Improvements

The following circulation improvements were assumed under Year 2035 and are described below:

- New interchange at I-10 and Date Palm Drive
- Date Palm Drive as six-lane arterial between Varner Road and E. Palm Canyon
- Ramon Road Intersection Improvement
- Whitewater River Wash Bridge

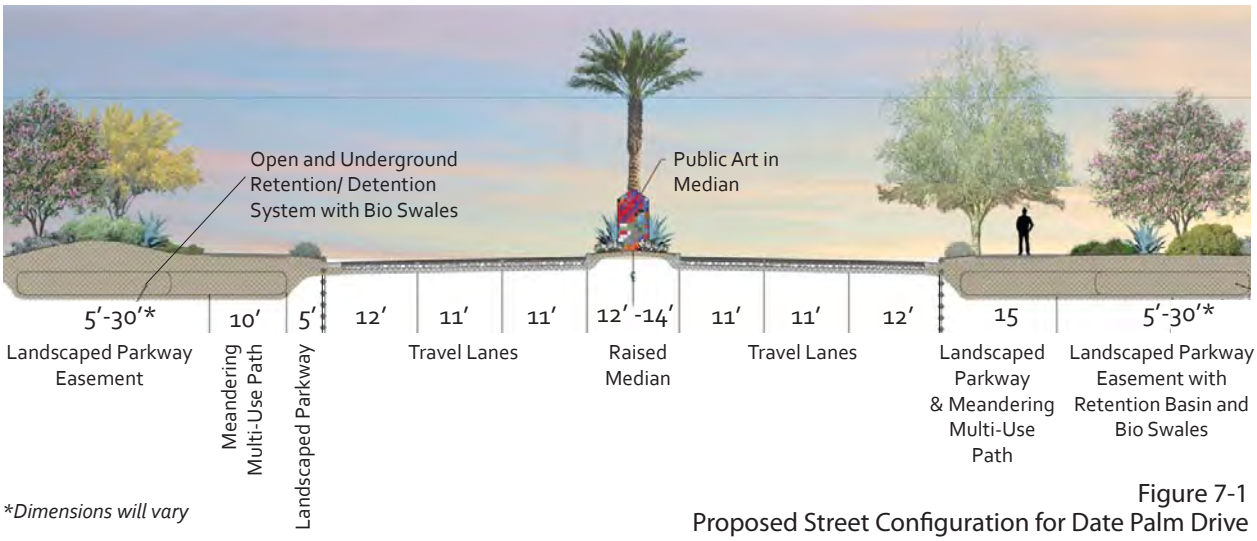
## 1. Date Palm Drive/I-10 Interchange Improvements

Target Construction Completion: Calendar Year (CY) 2012-13
Project Construction Cost: $24,000,000

The existing interchange at Date Palm Drive on I-10 is currently under construction to accommodate six through lanes on the overcrossing. In addition to the Date Palm Drive widening, the existing ramps will be relocated and loop on-ramps will be added for both the eastbound and westbound directions. The purpose of the project is to reduce congestion and accommodate the planned growth in the Coachella Valley. This major "anchor" improvement will become an iconic north regional gateway opportunity for Cathedral City when linked to subsequent Date Palm corridor improvements.

## 2. Date Palm Drive Expansion to Six Lanes

This Specific Plan proposes to expand Date Palm Drive to six lanes of traffic while maintaining the existing pavement width of 80 feet, in order to require less property acquisition and prevent the costly need to relocate utility poles. However, this requires reducing the width of inner travel lanes from 12 feet to 11 feet and reducing the existing median from 14 feet to 12 feet in some areas. Figure 7-1 below shows the preferred cross-section of Date Palm Drive under this Specific Plan.




*Dimensions will vary

Figure 7-1
Proposed Street Configuration for Date Palm Drive

### 3. Ramon Road Intersection

Target Construction Completion: CY 2012
Project Construction Cost: $2,300,000

The Ramon Road Intersection Improvement Project will create a central corridor "anchor" project and transitional gateway for Date Palm in the north-south direction and link it to the Ramon Road corridor improvement program in the east-west direction. The western phase of this project is expected to be completed in Calendar Year (CY) 2012 and will include the Ramon Road at Date Palm intersection.

### 4. Whitewater River Wash Bridge

Target Construction Completion: CY 2015-16
Project Construction Cost: $18,000,000

This significant widening and aesthetic upgrade project to the existing Whitewater bridge is scheduled to begin construction sometime during CY 2015, and will require 18 months to complete. Prior to commencing construction, the City will direct a two year engineering design and environmental review process as well as acquisition of additional right-of-way in order to adequately complete the widening.

The Whitewater Bridge improvements will include six through vehicle travel lanes, three in each direction, plus a center hardscape median and two multi-use paths for bicycle and pedestrian travel located along each side of the bridge. Aesthetic upgrades, including lighting and landscaping, are also included in order to match other Date Palm corridor improvements to the north and south of the bridge and create a seamless functional and visual corridor. This major improvement will form part of the southern gateway to the Date Palm Corridor, and will help stimulate subsequent corridor improvements directly north and south of the improved bridge linkage.

## B. Intersection Recommendations

In order to support the future development of the Date Palm Drive Specific Plan, additional capacity at Specific intersections will be needed. The following are recommended intersection improvements that are consistent with Cathedral City General Plan Circulation Element. These improvements are shown in Figure 7-2.

### 1. E. Palm Canyon Drive and Date Palm Drive

- No improvements needed at this location.

### 2. Perez Road and Date Palm Drive

- This intersection is already planned for expansion as part of the Date Palm Drive
- Bridge widening project, which will satisfy the additional capacity requirements by providing three through lanes for the NB and SB directions and a dedicated rightturn lane from SB Date Palm Drive to WB Perez Road.

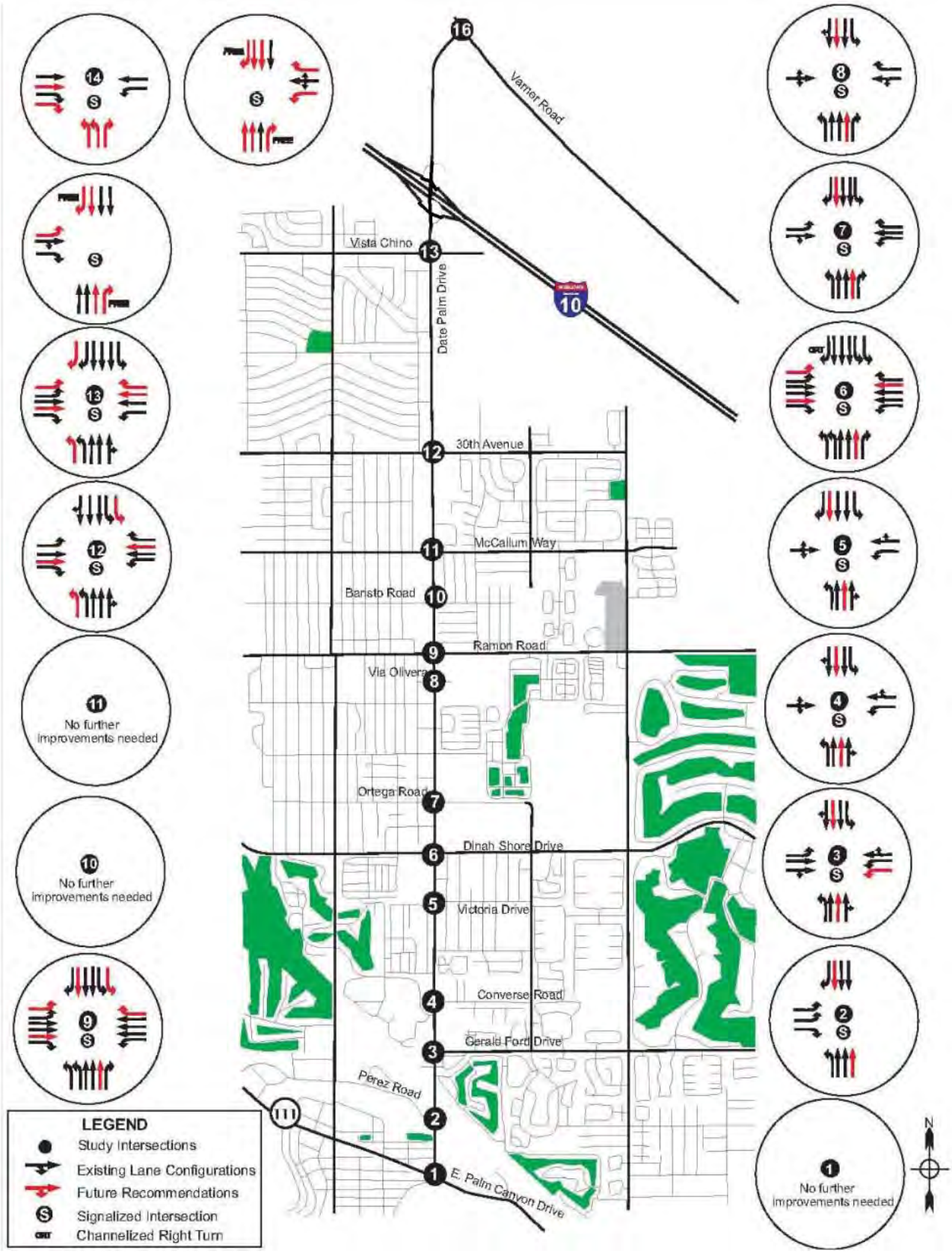



Figure 7-2
Future Lane Configurations

### 3. Gerald Ford and Date Palm Drive

- Expand capacity to provide three through lanes for the NB and SB directions.
- EB Approach: Provide dual left turn lanes, and one shared through/right turn lane.

### 4. Converse Road and Date Palm Drive

- Expand capacity to provide three through lanes for the NB and SB directions.

### 5. Victoria Drive and Date Palm Drive

- Expand capacity to provide three through lanes for the NB and SB directions.

### 6. Dinah Shore Drive and Date Palm Drive

- NB Approach: Provide two left turn lanes, three through lanes and one right turn lane.
- SB Approach: Provide two left turn lanes, three through lanes and one right turn lane.
- EB Approach: Provide two left turn lanes, three through lanes and one right turn lane.
- WB Approach: Provide one left turn lane, three through lanes, and one right turn lane.

### 7. Ortega Road and Date Palm Drive

- Expand capacity to provide three through lanes for the NB and SB directions.

### 8. Via Olivera and Date Palm Drive

- Expand capacity to provide three through lanes for the NB and SB directions.

### 9. Ramon Road and Date Palm Drive

- NB Approach: Provide dual left turn lanes, three through lanes and one right turnlane.
- SB Approach: Provide dual left turn lanes, three through lanes and one right turn lane.
- EB Approach: Provide dual left turn lanes, three through lanes and one right turn lane.
- WB Approach: Provide one left turn lane, three through lanes, and one right turn lane.

## 10. Baristo Road and Date Palm Drive

- No further improvements needed.

## 11. McCallum Way and Date Palm Drive

- No further improvements needed.

## 12. 30th Avenue and Date Palm Drive

- NB Approach: Provide dual left turn lanes, two through lanes and one shared through/right turn lane.
- SB Approach: Provide dual left turn lanes, two through lanes and one shared through/right turn lane.
- EB Approach: Provide one left turn lane, two through lanes and one right turn lane.
- WB Approach: Provide one left turn lane, two through lanes, and one right turn lane.

## 13. Vista Chino Drive and Date Palm Drive

- NB Approach: Provide dual left turn lanes, two through lanes and one shared through/right turn lane.
- SB Approach: Provide one left turn lane, three through lanes and one right turn lane.
- EB Approach: Provide dual left turn lanes, two through lanes, and one right turn lane.
- WB Approach: Provide one left turn lane, two through lanes, and one right turn lane.

## 14. Varner Road at Date Palm Drive

- NB Approach: Provide dual left turn lanes and one right turn lane.
- EB Approach: Provide two through lanes and dual right turn lanes.
- Based on the average daily trips and the future lane configurations, it is determined that the segment LOS of Date Palm Drive between Varner Road and East Palm Canyon Drive are operating at an acceptable LOS D or better. Table 7-1 shows level of service (LOS) of roadway segments along Date Palm Drive with future improvements and traffic flows.

Table 7-1
Year 2035 LOA with Road Improvements

| Roadway Segment | Future Lane Configuration | Daily Capacity | Future ADT | Future V/C | Future LOS |
|---|---|---|---|---|---|
| Date Palm Drive between E. Palm Canyon Drive and Gerald Ford Drive | 6-Lane Divided | 59,000 | 28,866 | .49 | C |
| Date Palm Drive between Gerald Ford Drive and Dinah Shore Drive | 6-Lane Divided | 59,000 | 26,315 | .45 | B |
| Date Palm Drive between Dinah Shore Drive and Ramon Road | 6-Lane Divided | 59,000 | 36,032 | .61 | C |
| Date Palm Drive between Ramon Road and McCallum | 6-Lane Divided | 59,000 | 34,649 | .59 | C |
| Date Palm Drive between McCallum Way and 30 th Avenue | 6-Lane Divided | 59,000 | 33,352 | .57 | C |
| Date Palm Drive between 30th Avenue and Vista Chino | 6-Lane Divided | 59,000 | 32,513 | .55 | C |
| Date Palm Drive between Vista Chino and I-10 Ramps | 6-Lane Divided | 59,000 | 47,521 | .81 | D |
| Date Palm Drive between I-10 Ramps and Varner Road | 6-Lane Divided | 59,000 | 21,033 | .36 | B |

*Source: Date Palm Drive Corridor Connector Plan, 2010.*

## C. Synchronization Recommendation

The operation of traffic signals is generally one of the most significant determinants of mobility within the City. Delay at traffic signals is the primary cause of increased travel times in the City. The optimum timing of traffic signals can result in proper management of stops and delay, resulting in optimized traffic flow. Optimum operation of traffic signals generally relies upon an aggressive program of traffic signal coordination and timing, coupled with a communication system that allows for surveillance, implementation of timing plans, and flexibility of control. There are currently a total of 16 traffic signals along Date Palm Drive, including Caltrans signals (see Figure 7-3). Many intersections are not interconnected, while others are not currently coordinated to their potential optimum condition.

Normally, all controlled intersections along major and secondary arterials will feature traffic signals. When the signal spacing is ½ mile or less, the locations should generally be interconnected and capable of being operated in coordinated mode. Coordinated operation typically reduces stopping and delay by 25 percent and improves fuel consumption by 5-10 percent compared to "free" programming; however, coordinated programming can increase delays to some users, especially side streets and left turn vehicles, resulting in increased public concerns and complaints. Operating signals in free mode, intended for late-night or low-volume operation, usually reduces these inquiries.

**Figure 7-3**
**Synchronization Recommendations**

Based on the future intersection LOS conditions of Date Palm Drive, several locations would benefit from synchronization due to the proximity of other intersections and the high traffic volume. The City has awarded a contract to install new controllers and other equipment to synchronize the signals at ten intersections from Ramon Road to East Palm Canyon Drive, including the following recommended intersections:

- Date Palm Drive between E. Palm Canyon Drive and Gerald Ford Drive
- Date Palm Drive between Gerald Ford Drive and Converse Road
- Date Palm Drive between Victoria Drive and Ortega Road
- Date Palm Drive between Baristo Road and Ramon Road
- Date Palm Drive between Vista Chino and I-10 WB Ramps

Based on the above recommendations, assumptions and planned improvements, it is determined that all the intersections will operate at an acceptable LOS D or better. Table 7-2 shows level of service (LOS) of major intersections along Date Palm Drive with future AM and PM traffic flows.

Table 7-2
Year 2035 LOS with Intersection Improvements

| | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| **Report** | **Intersection** | **Delay** | **LOS** | Delay | **LOS** |
| 1 | E. Palm Canyon Drive and Date Palm Drive | 11.9 | B | 13.2 | B |
| 2 | Perez Rd and Date Palm Drive | 12.4 | B | 13.9 | B |
| 3 | Gerald Ford Drive and Date Palm Drive | 15.2 | B | 16.4 | B |
| 5 | Victoria Drive and Date Palm Drive | 13.7 | B | 12.2 | B |
| 6 | Dinah Shore Drive and Date Palm Drive | 28.5 | C | 26.0 | C |
| 9 | Ramon Road and Date Palm Drive | 29.7 | C | 37.0 | D |
| 11 | McCallum Way and Date Palm Drive | 14.3 | B | 20.6 | C |
| 12 | 30th Avenue and Date Palm Drive | 21.9 | C | 21.9 | C |
| 13 | Vista Chino Drive and Date Palm Drive | 32.7 | C | 29.2 | C |
| 14 | I-10 EB Ramps and Date Palm Drive | 11.1 | B | 10.4 | B |
| 15 | I-10 WB Ramps and Date Palm Drive | 15.1 | B | 15.8 | B |
| 16 | Varner Road and Date Palm Drive | 10.0 | A | 16.4 | B |

*Source: Date Palm Drive Corridor Connector Plan, 2010.*

# D. Internal Street Network

In order to support the future development of the Date Palm Drive Specific Plan, a backbone circulation network has been designed to provide access to the interior of the Specific Plan area, as well as to improve connectivity to the existing roadway network and existing residential and commercial areas within Cathedral City and adjoining communities. Figure 7-4 identifies the proposed backbone roadways within the Plan area, including existing and proposed roadways. While this Specific Plan establishes the backbone circulation network, sizing of new internal roadways will be determined during the roadway design phase when individual development projects occur.

All new internal roadways that will be developed in support of the development nodes, including the Complete Neighborhood Node and Educational/Civic/Sports Node, should be designed to the satisfaction of the City Engineer and pursuant to the design standards and guidelines outlined in Chapter 6.

Following are street specifications for individual nodes with the Plan area, corresponding to Figure 7-4.

## 1. Complete Neighborhood Node/Business and Retail Node:

The proposed backbone street system as shown in Figure 7-4, shall be dedicated or "offered" for dedication and improved to City standards in a manner deemed appropriate by the Department of Community Development during land division or building permit request. Both the residential and commercial areas shall access a northerly extension of Horizon Road at Vista Chino (one block west of Date Palm Drive). The road shall serve as the physical boundary between the commercial and residential developments.

Unless the City approves alternate standards, a 300 foot buffer from the railroad right-of-way to any development/roads shall be reserved for the management of blowsand. As shown in Figure 7-4, a maintenance road shall be constructed within the buffer area that runs parallel to it and provides a transition from the buffer area to homes or streets.

Lots within the area designated in Figure 7-4 shall dedicate a Common Service Lane. The width shall be 15 feet (half width) and 30 feet (full width). Accessway locations shall be at the common property lines within comprehensive developments planned in conjunction with adjacent sites. The Common Service Lane alignment may deviate if provided for within the overall plan of such development. Developments which are required herein to dedicate and improve the Common Service Lane, shall either provide a through connection of said street or provide for termination of the street in a turnaround. The dimension of the turnaround shall be adequate for vehicle turn around as approved by the City Engineer.

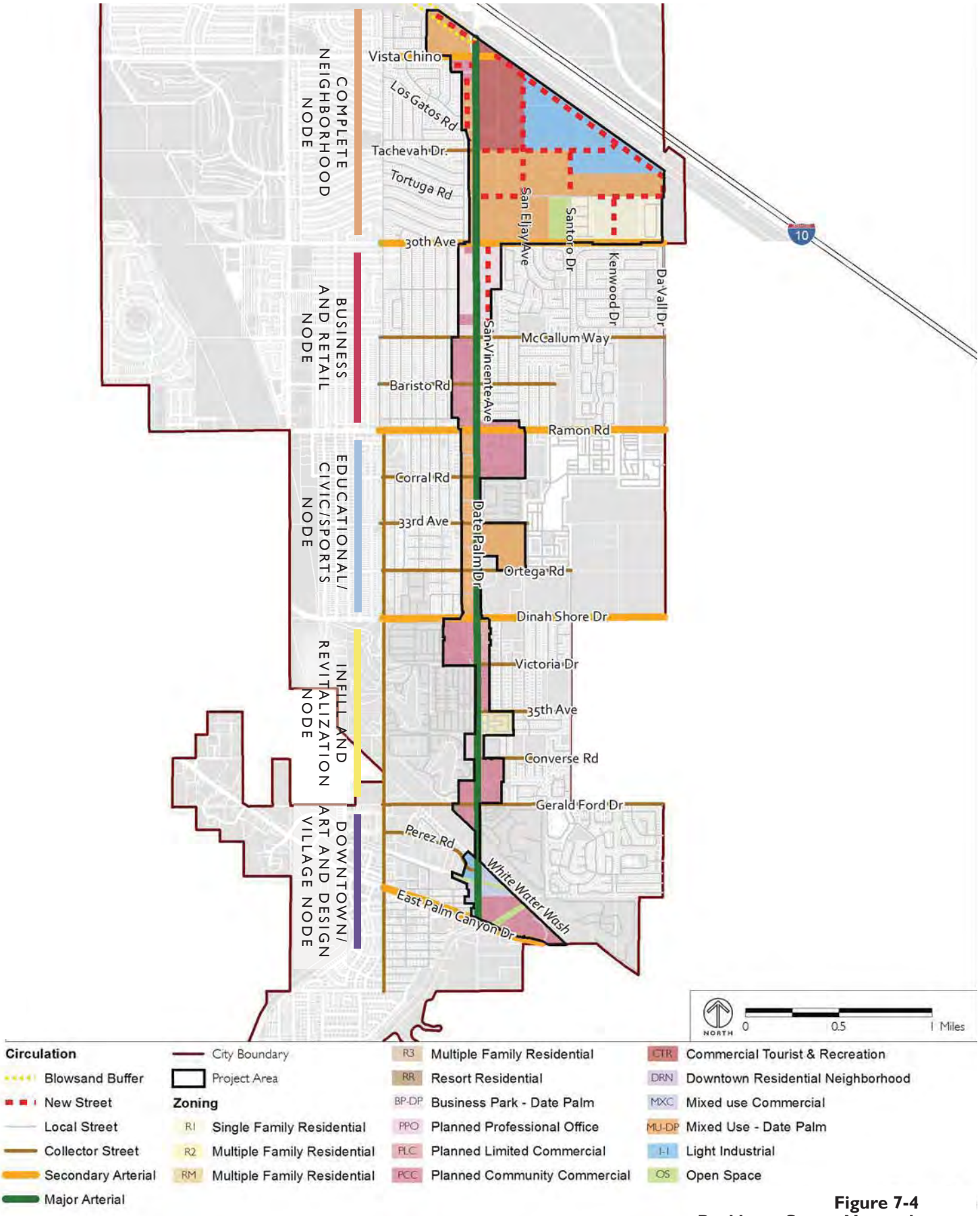



**Figure 7-4**
**Backbone Street Network**

# E. Parking Management

## 1. Private Parking Provisions

CCMC Chapter 9.58 (Off -Street Parking) sets forth the required number of parking spaces for each permitted land use. The code has six broad categories of land uses: Commercial, Industrial, Assembly and Recreation, Visitors, Institutional and Residential. All the permitted and conditional land uses in the Date Palm Drive Specific Plan fall within these categories. In mixed use projects, the commercial portion of the project shall follow the Commercial Parking Requirements, and the residential portion shall follow the Residential Parking Requirements. Shared parking within mixed use and multi-tenant projects should be considered as described in the following section. All provisions of CCMC Chapter 9.58 are applicable to the Specific Plan area, including those provisions relating to handicap parking, parking stall dimensions and loading zones. In addition to these provisions, the Specific Plan requires double striping between parking spaces (see Chapter 4).

## 2. Shared Parking

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

# F. Water System

## 1. Existing Conditions

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

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

### 2. Recommendations

Improvements to the water infrastructure system that are necessary to support growth will be implemented incrementally by the City and private developers in accordance with the standards and guidelines of this Specific Plan and the City's or CVWD's applicable master plan for water. Individual developments will be responsible for mitigating their impacts on public facilities, including making improvements or fair-share contributions to mitigating system impacts, where applicable.

## G. Sewer System

### 1. Existing Conditions

CVWD is the sewer system provider for Cathedral City, with the exception of the area south of the Whitewater Wash, which is served by the Desert Water Agency (DWA). DWA collects the wastewater and forwards it to CVWD or the City of Palm Springs for treatment. The CVWD collection system serves approximately 100,000 customers. The system collects municipal waste from residential and commercial users, delivering the collected wastewater to one of six Wastewater Reclamation Plants. The system includes over 1100 miles of sewer, 35 lift stations and more than 14,000 manholes. Total wastewater flow in 2005 was 18.3 million gallons per day and it is expected to reach 22.1 million gallons per day by 2010. (CVWD, 2009)

CVWD has prepared a sewer master plan to evaluate the portions of the sanitary sewer system with hydraulic deficiencies that can and may lead to a sanitary sewer overflow (SSO). This master study highlights the District's existing sewer collection system and establishes design and planning criteria. Capacities of the existing sewer collection system are evaluated with the use of hydraulic modeling software and existing deficiencies and proposed improvements to enhance system reliability are summarized.

### 2. Recommendations

Improvements to the sewer system that are necessary to support growth will be implemented incrementally by the City and private developers in accordance with the standards and guidelines of this Specific Plan and the City's or CVWD's applicable master plan for sewer and storm drain facilities. Individual developments will be responsible for mitigating their impacts on public facilities, including making improvements or fair-share contributions to mitigating system impacts, where applicable.

# H. Storm Drain System

## 1. Existing Conditions

CVWD owns and maintains storm drain systems in the Specific Plan area. Storm water currently flows into two major watersheds running through the Specific Plan area:

a. The Morongo Wash watershed, which flows through three culverts underneath the I-10 corridor to the Whitewater Wash; and

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

There are currently two major flood control projects in the planning stages in the vicinity of the Specific Plan area:

a. The Morongo Creek Project by CVWD, which will construct a flood control channel along the Morongo Creek Stormwater Channel from Verona Road to I-10. The projected completion of the design phase of this project is December 2010.

b. The Thousand Palms Flood Control Project by CVWD, which will protect the Thousand Palms area from flooding. The projected completion of the design phase of this project, including environmental review, is December 2013 .

## 2. Recommendations

Storm water runoff generated by development within the Specific Plan area shall be retained through the use of on-site retention basins provided within the Specific Plan area consistent with the adopted Master Plan of Drainage. Each development shall be responsible for establishing its own on-site retention basin with a capacity sized to support a 100 year, three hour or six hour storm event, whichever is greater. Alternative retention basin locations or combined basins (resulting from more than one development) on or off-site will be encouraged wherein their acquisition and development can be completed commensurate with the development and is consistent with the adopted Master Plan of Drainage. When oversized or "multiple development" retention basins are constructed, the developer may request City Council consideration of a Reimbursement Agreement pursuant to Chapter 14 of the Municipal Code if the developer constructed basin is being offered and accepted for public ownership.

Development sites which are not situated adjacent to the planned series of storm drainage retention basin shall direct their flow to the nearest established basin. The developer shall be responsible for acquiring access to the basin and providing adequate basin capacity to properly accept the runoff . Developers whose basin(s) can accept additional runoff may arrange reimbursement agreements with the City where such basin has been accepted by the City for dedication and maintenance as provided for herein. The City further reserves the right to impose a requirement on a development adjoining the drainage basin corridor that said on-site basin be sized to service parcels which are not contiguous to the drainage corridor. In addition to the requirements above, the following requirements apply to the Complete Neighborhood Node as described below.

## 3. Complete Neighborhood Node

- A 25 foot drainage easement shall be dedicated or "offered" for dedication between Date Palm Drive and San El Jay Drive (future extension) in alignment with the Los Gatos Road/Date Palm Drive intersection, as shown in Figure 7-5, and improved in a manner deemed appropriate by the Department of Community Development during land division or building permit request.

- Developers of property dedicating for the drainage easement shall be required to design and construct a flood control channel as approved by the Department of Community Development. The channel shall be designed, graded, and constructed to compliment the development plan and the surrounding area.

- Prior to development within the Specific Plan area, the developer shall either dedicate and improve the land or pay fees in lieu of to the City for the future acquisition and improvement of a drainage retention basin sized to serve the Specific Plan area and engineered so as to be available for secondary use as a park site. Said fees shall be based upon a Drainage Hydrology Study which determines both the individual projects drainage retention needs and its relationship to the Master Drainage Plan. Those requirements will be used to determine the developers pro rata share of the cost of acquiring and constructing a drainage retention basin within the Specific Plan area sized to serve the entire plan area. The amount of said fee (when required) shall be determined based upon the fair market value of the required retention area and the estimated cost of improvement for retention purposes. Fair market value shall be determined by the City Council at the time of review of the Tentative Map or (if map is not required) prior to development approval. If the developer objects to such evaluation he may, at his own expense, obtain an appraisal of the property by a qualified real estate appraiser from the general area who is approved in advance by the City Council which appraisal may be accepted by the City Council if found reasonable.

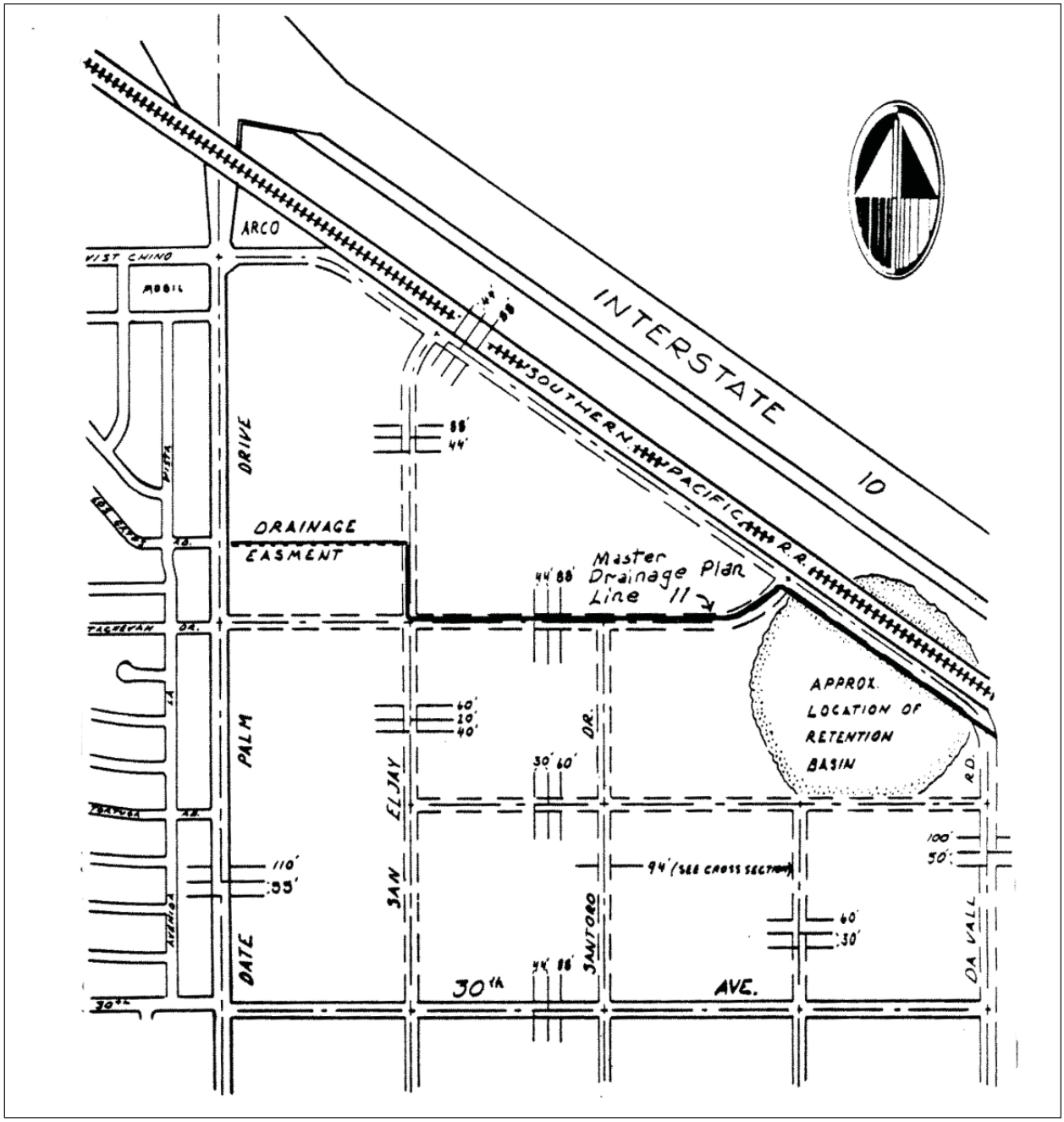



Figure 7-5
Complete Neighborhood Node Drainage Easement

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# 8. Administration

## A. General Provisions

### 1. Responsibility

The City Planner or designee shall be responsible for administering the provisions of the Date Palm Drive Specific Plan in accordance with the provisions of this Specific Plan, the State of California Government Code, the Cathedral City General Plan, and the Cathedral City Municipal Code (CCMC).

### 2. Land Use Not Listed

All uses not specifically listed in this Specific Plan are prohibited. However, the City Planner or designee may determine that a use not listed is comparable to a listed use and, once so determined, it shall be treated in the same manner as the listed use. Such determination may be appealed to the Planning Commission, and a Planning Commission determination may be appealed to the City Council. A determination by the City Council is final. A list of comparable use determinations shall be kept on file in the Planning Department.

### 3. Development Regulations and Standards Not Listed

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

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

## 4. Application of City-Wide Performance Standards

In mixed use districts, which are Specific Plan-only designated districts, the performance standards contained in CCMC Chapter 9.86 (Performance Standards) shall be applied to each particular use as if the use were located in a city-wide district that would allow that use either as a matter of right or subject to a Conditional Use Permit or similar discretionary process.

## 5. Interpretation

In interpreting and applying the provisions of this Specific Plan, such provisions will be held to be the minimum standards for the promotion of the public health, safety, comfort, convenience and general welfare.

Whenever there is any question regarding the interpretation of the provisions of this Specific Plan or the application of those provisions to any individual case or situation, the City Planner or designee shall interpret the intent of this Specific Plan. Such determination may be appealed to the Planning Commission, and a Planning Commission determination may be appealed to the City Council. A determination by the City Council is final.

## 6. District Boundary Adjustments

The locations of the zoning districts shown in Figure 4-1, Chapter 4, are approximate. Minor changes in boundary alignment and location are permissible with approval by the City Planner or designee. However, the intended character and overall location of the zoning districts will be maintained. For example, moving a boundary to conform to an exact street alignment instead of a conceptual location would be a logical interpretation of the Plan's intent.

## 7. Severability

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

## 8. Nonconforming Uses

Any use within the Specific Plan boundary that is nonconforming to the requirements and standards of this Plan shall be subject to CCMC Chapter 9.66 (Nonconforming Uses, Lots, Structures and Other Improvements).

## 9. Approval Process

All development projects and new uses shall be subject to the review and appeal procedures, findings and provisions of the CCMC, such as Site Plan Review, Conditional Use Permits, Variances, Precise Plans, Design Review, etc.

# B. Fee and Dedication Requirements

The following are the dedications and accrued benefits requiring reimbursement to the City by the owner/developer prior to the approval of any final map or issuance of a building permit for any project not requiring a map.

## 1. Complete Neighborhood Node

- The owner/developer shall reimburse the City for the benefit accrued to the property from the street and utility improvements constructed on Vista Chino by Assessment District 88-3 in an amount as determined by the District Assessment Engineer.
- All permanent basins shall be offered for dedication to the City. In the event said basin will not be accepted by the City or a District providing facility maintenance, a Maintenance Agreement with the City shall be executed by the subdivider/developer in which the subdivider/developer or an appropriate legal entity guarantees regular maintenance of said basin.
- Park Fees
- Properties with frontage on the intersection corners of Date Palm Drive and 30th Avenue and Date Palm Drive and Vista Chino shall dedicate an easement for enhanced landscape treatment as depicted within the adopted Cathedral City Design Guidelines, dated September 1, 1989. Said landscape treatment shall be maintained by the property owner(s) until such time as a maintenance district is formed for maintenance of the landscape treatment area.
- Prior to recordation of a Parcel or Tract Map or (if map is not required) prior to issuance of development permit, developers shall contribute a portion of the cost of signalization of those intersections with Date Palm Drive at Tachevah Drive based on benefit and pro-rated shares. The benefit costs shall be evenly distributed over the project area and each subdivider or developer shall pay the pro rata share based on gross acreage of the project. The cost of each signal attributed to the plan area is as follows: Date Palm/Vista Chino = 25 percent; Date Palm/Tachevah = 50 percent; Date Palm/30th = 25 percent. Exact signal costs and fees shall be determined by the City Engineer at time of subdivision or development.
- Pro rata share of accessway

### 2. Business and Retail Node

- Traffic study and fee for traffic signalization
- Installation of traffic signal
- Master Plan of Drainage or Traffic Mitigation Fee
- Park Fees
- Street lighting and landscape maintenance district
- Traffic mitigation fee
- Traffic signal

## C. Application of the CEQA Process

The City of Cathedral City will prepare an Initial Study (IS) to comply with the California Environmental Quality Act (CEQA) and to analyze whether there would be potential environmental impacts associated with the Date Palm Drive Specific Plan. The IS will be prepared in accordance with CEQA, Public Resources Code §21000 et seq., and the State CEQA Guidelines, California Code of Regulations (CCR) §15000 et seq.

### 1. Specific Plan Area Development Potential

Table 8-1 identifies the development potential for the Date Palm Drive Specific Plan, which is consistent with existing Specific Plans for the corridor and the environmental analysis contained within the existing Specific Plans. The horizon year development capacity represents an estimate as to the overall development capacity of the Specific Plan area within the foreseeable future (20-25 years) based on the infill capacity of vacant and underutilized parcels.

### 2. Environmental Review Process for Projects within the Date Palm Drive Specific Plan

Pursuant to the provisions of CEQA, all discretionary actions must be reviewed for their potential effects on the environment. Thus, future actions within the Specific Plan area will require subsequent environmental review. Pursuant to the provisions of Section 15162 of CEQA Guidelines, subsequent discretionary permits within the Specific Plan area (e.g., tentative maps, site development plans) will be reviewed to determine whether:

a. The proposed project represents a substantial change from the Specific Plan that was analyzed in the ND.

Table 8-1 Date Palm Buildout

| | | Complete Neighborhood Node | Business and Retail Node | Educational/ Civic/Sports Node | Infill and Revitalization Node | Downtown/ Arts and Design Village Node | Grand Total |
|---|---|---|---|---|---|---|---|
| **Current Zoning** | Residential (d.u./ac.) | 1,396 | 27 | 161 | - | 7 | 1,591 |
| | Commercial (sq. ft.) | 7,467,013 | 4,380,770 | 1,347,236 | 636,636 | 532,687 | 14,364,340 |
| | Office (sq. ft.) | 276,622 | - | - | 358,614 | - | 635,237 |
| | Industrial (sq. ft.) | - | - | - | - | 10,721 | 10,721 |
| **Preferred Zoning** | Residential (d.u./ac.) | 6,355 | 606 | 1,726 | - | 7 | 8,694 |
| | Commercial (sq. ft.) | 4,366,511 | 511,425 | -1,542,437 | 636,636 | 553,411 | 4,525,546 |
| | Office (sq. ft.) | -5,390 | 388,435 | - | 316,502 | 20,724 | 720,271 |
| | Industrial (sq. ft.) | 1,991,609 | - | - | - | 22,958 | 2,014,566 |
| **Net Difference at Buildout (Preferred - Current)** | Residential (d.u./ac.) | 4,959 | 579 | 1,565 | - | - | 7,103 |
| | Commercial (sq. ft.) | -3,100,501 | -3,869,344 | -2,889,673 | - | 20,724 | -9,838,794 |
| | Office (sq. ft.) | -282,012 | 388,435 | - | -42,112 | 20,724 | 85,035 |
| | Industrial (sq. ft.) | 1,991,609 | - | - | - | 12,237 | 2,003,846 |

**Assumptions:** Vacant Parcels have 95% likelihood of being developed by the plan horizon. Rezoned Parcels that are not vacant have 75% likelihood of being developed by the plan horizon. All new development will be built to 80% of the maximum capacity allowed under zoning.

| Assumptions for Existing Development (FARs and DU/ac) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Land Use Designation** | **DRN** | **L-I** | **MXC** | **NBP** | **OS** | **PCC** | **PLC** | **PPO** | **R1** | **RR** | **-** |
| **DU/ac** | 9.68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.12 | 6.5 | - |
| **Comm FAR** | 0 | 0 | 5 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | - |
| **Office FAR** | 0 | 0 | 0 | 0.5 | 0 | 0 | 1 | 2.5 | 0 | 0 | - |
| **Ind FAR** | 0 | 2.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| **Preferred Alternative Development Assumptions (FARs and DU/ac)** | | | | | | | | | | | |
| **Land Use Designation** | CTR | DRN | L-I | MXC | OS | PCC | PLC | PPO | R1 | RR | BP-DP (new) |
| **DU/ac** | 0 | 9.68 | 0 | 0 | 0 | 0 | 0 | 0 | 5.12 | 6.5 | 16.88 |
| **Comm FAR** | 1.5 | 0 | 0 | 5 | 0 | 3 | 3 | 0 | 0 | 2 | 0.125 |
| **Office FAR** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 2 | 0.25 |
| **Ind FAR** | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |

| Zoning Key | |
|---|---|
| **CTR (Commercial Tourist & Recreation)** | 50% coverage and 3-story max height =1.50 FAR |
| **DRN (Downtown Residential Neighborhood)** | 4,500 sq. ft. minimum lot size =9.68 du/ac |
| **L-I (Light Industrial)** | 80% coverage and 3-story max height =2.4 FAR, or 0.5 FAR in Complete Neighborhood Node |
| **MXC (Mixed Use Commercial)** | 5-story max height, no significant setbacks=5.0 FAR |
| **OS (Open Space)** | No substantial development permitted |
| **PCC (Planned Community Commercial)** | 3-story max height, no significant setbacks=3.0 FAR |
| **PLC (Planned Limited Commercial)** | 3-story max height, no significant setbacks=3.0 FAR |
| **PPO (Planned Professional Office)** | 83% coverage based on 15ft. setbacks and 30,000 sq. ft. min lots size; 3 story max height=2.5 FAR |
| **R1 (Single Family Residential)** | 8,500 sq. ft. average minimum lot size=5.12 du/ac |
| **RR (Resort Residential)** | 6,700 sq. ft. minimum lot size=6.5 du/ac |
| **NBP (Neighborhood Business Park)** | Assumed 0.5 FAR |
| **MU-DP (Mixed Use - Date Palm)** | 45 du/ac or 1.0 FAR allowed, this analysis assumed 75% of sites would be residential and 25% commercial, resulting in 33.75 du/ac and 0.25 FAR |
| **BP-DP (Business Park - Date Palm)** | 0.5 FAR for Business Park development, MU-DP standards apply for Mixed Use and Residential uses. Assumed 50% Business Park (0.25 FAR), 37.5% Residential (16.88 du/ac), and 12.5% Commercial (0.125 FAR) |

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 ND. 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 Specific Plan was adopted, shows that, as the result of the proposed project, new significant impacts would occur.

In reviewing subsequent development proposals within the Specific Plan area to determine whether any of the above findings can be made, the impacts of subsequent development proposals will be compared to the level of impacts addressed in the environmental analysis. To accomplish this, the City may require technical reports for traffic, noise, air quality, biological resources, and/or cultural resources to be prepared. Generally, small projects will not require such reports, while larger projects within areas designed for mixed use or industrial development may require one or more technical reports.

Pursuant to Sections 15162 and 15163 of CEQA Guidelines, a subsequent EIR or Mitigated Negative Declaration would be required if any of the above findings are made regarding a proposed development permit. If none of these above findings can be made, Section 15162(a) of CEQA Guidelines requires the City to prepare (1) a subsequent negative declaration, (2) an addendum, or (3) no further documentation.

It is anticipated that site-specific mitigation measures will be implemented as the result of future technical studies, permitting subsequent development projects to proceed utilizing subsequent negative declarations as the appropriate form of CEQA documentation. It is not anticipated (but could nevertheless occur) that preparation of a 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 ND. As previously noted, the actual determination as to the appropriate form of environmental documentation must be made on a project-by-project basis pursuant to the provisions of CEQA Guidelines Sections 15162, 15163, and 15164.

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# Appendix A

MEETING MINUTES

1. STAKEHOLDER INTERVIEWS, NOVEMBER1, 2011
2. PLANNING COMMISSION & STREETS AND TRANSPORTATION COMMISSION, NOVEMBER 3, 2011
3. COMMUNITY WORKSHOP, MARCH 27, 2012

# Date Palm Drive
# Corridor Connector Implementation Plan

## STAKEHOLDER INTERVIEWS
## NOVEMBER 1, 2011
## MEETING MINUTES

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Introduction

The stakeholder interviews were conducted in one day at City Hall. Different time slots were allocated to different stakeholders. City Staff alternated introducing the stakeholders to the consultant team, but did not participate in the interviews. The purpose of the meetings was to introduce the components of the proposed Date Palm Drive Specific Plan and Streetscape Demonstration Project and receive questions and input from the stakeholders.

Attendees

- City of Cathedral City
  - Leisa Lukes
  - Rich Malacoff

- The Planning Center | DC&E Team
  - Bill Fulton
  - Shannon Kimball
  - Jerry Ogburn

- Stakeholders
  - Bonnie Barkley, Cello's Restaurant, Mission Plaza
  - Jonathan Doty, Charles Company/Old Sam's Club
  - Gary Howell, Broker, Coldwell Banker
  - Kerry Ryman and Julie Arnold, Caliente Sands Mobile Home Park
  - Steve Bothoff, Broker/Owner, Uptown Village Retail Center
  - Greg Pettis, Councilman
  - Ken Hinsvark, Golden Mile Retail Center

Summary of Comments

## 1. Bonnie Barkley, Cello's Restaurant, Mission Plaza

- Bonnie chose this location because she knows the demographics – Gerald Ford brings in Rancho Mirage Country Club set; will not go further north which is gang land. Enhancement of Gerald Ford and Date Palm could be significant.
- Her center sold to West Core in San Diego. They are bringing in new tenants by end of December. She hopes that it's Home Goods. Her concern with the tenant is she's waiting what happens to make her decision about what to put in her vacant retail space. Will be a year before it gets occupied. Wants a tenant that will attract the same type of people that are attracted to Cello's.
- People come from Date Palm Country Club and Cathedral Canyon Country Club in golf carts. They go on sidewalks, because then they aren't drinking and driving on the street, plus gas is expensive. These people from Rancho Mirage are dying for services—no grocery store, no place to get coffee, only Pavilions on Bob Hope and Gerald Ford.
- She wants to expand kitchen for catering, liquor license – has 1126 sq. ft to expand; has about 2500 currently plus patio space and option to expand into adjacent space. Has 22 outdoor spaces and 80 seats inside.
- Michael's brings in a tremendous crowd. Rent is good, demographics excellent, great parking. Just not an economic time to expand; she signed a lease at worst part of economy in 2009. Once Albertsons gets leased (vacated but still performing property for over 2 years). Foreclosed on property last November, which made it impossible for her to expand. There is some money and interest but nobody is making any moves. Sam's Club and Walmart left for bigger stores, Albertson's was an old market, disgusting footprint, needs a million dollars in improvements, new roof and electrical. Indian Oven part new because it burned down. Hopefully West Core has money to put into it.
- Bonnie is interested in seeing a museum to showcase local artists; lots of vacant places across the street. There are more families here then you'd think, maybe a roller rink – the ice rink is packed every night. Something for families. Reusing huge buildings is tough to do. Likely they stay vacant and performing for a long time. They need a Big 5 or Sports Authority and a local hardware store like True Value or Ace. Need to subdivide space. No dry cleaners around; sports museum honoring Coachella athletes.
- She likes the idea of a triangle walk-around, especially dog friendly and making it totally accessible.
- Likes the idea of starting at Gerald Ford and building it up towards the I-10. It's an important gateway that will attract people to the City.
- City is very business friendly. Comparatively, it's very easy to do business here. The County Health Dept is a different animal. Liquor license was the easy part. Hoping with new marketing plan that they figure out how to market this area better. Should sell their business friendliness, it gives them an edge.
- It's a great plan and very ambitious.
- With regards to office, Country Club and Monterey have medical office and retail; would have to designate a corner, be careful because Ramon and Date Palm have a low cost medical clinic and it almost ruined business for free health care, little parking for business.

- City needs to get an anchor to fill that Albertsons.
- Starbucks unlock demand.

## 2. Jonathan Doty, Charles Company/Old Sam's Club

- Jonathan has two properties – vacant Sam's Club and The Springs development near the airport. The Springs has 4 national tenants that were 100% leased in the first year. The majority of his properties are in LA County - 5 million sq. ft. in LA. With the exception of Reno, this is the most depressed area. People are afraid to move.
- Sam's Club is 100,000 sq. ft. – Easy Lube is operating. REA that runs with the land. They're talking to Winco, Superior, other grocers. They have over 400 stalls, they want 520 minimal. Has storage to the north, talking about turning this into storage, would need a rezone. Neighbors would be up in arms. Open to zoning on interior midblock, maybe senior housing. Easy Lube is doing very well. Little office complex, sit down restaurant, behind it senior housing. It's been vacant so highest and best use may not be retail anymore. City would need to do a rezone; Jon would ground lease to Sunrise or somebody to run.
- Dinah Shore and Date Palm great intersection.
- Retailers want to be north of Gerald Ford or the 111. It's a great location and great site for large retail tenant. Operations Dept - can't convince them what will work or not work. They want 5 to 1 parking (Winco)—Sports Authority isn't expanding. Needs to pull City demographic; Cathedral City will shop Palm Springs but Palm Springs will not shop Cathedral City. That's why you get 2-pronged, north/south or east/west. Retailers love the activity—lights, signage, circulation, access and visibility.
- The big guy tenants only care about the following:
  1. Trade area
  2. Intersection
  3. Access, signage, visibility

- Burlington Coat is next door; they do well in black neighborhoods. They should drop the Coat.
- Exchange landscaping for not having to go through CUP or Variance.
- For any hotel there's going to be a lot of demand generators. He says he does well, not sure if he's going to expand. Would be open to alternative uses. A hotel/restaurant combo works really well, but not sure it will work well in that location.
- Nobody wants to be on Converse; it's a local street.
- Dedication will be an issue with the retailers; if you cut down the parking, the retailer may not like it. City's card may not be worth anything in this depressed market. Be more flexible in zoning.

## 3. Gary Howell, Broker, Coldwell Banker

- Gary has been here 32 years. Office in Palm Springs. Does hotels, bars and restaurants; hotel resort control for 30 years.
- Residential wouldn't work north of 30th, but maybe office and retail (west side).
- Office is a good use for Business and Retail Node. Maybe consider mixed-use between McCallum and Ramon (west side).
- Ed/Civic/Sports good plan

- For Infill and Revitalization, thinking of putting in a race car business in Sam's Club. Perhaps 24 Hour in Mission Plaza.
- Parkway easements in exchange for development incentives. Get rid of TUMF fees.
- Thinks running trail is perfect; make that hotel a dog friendly hotel. CVAG wants to put a bike trail on north side of wash anyway, best place to start.
- Lots of vacancies and foreclosures. Commercial is coming back faster than residential.

## 4. Kerry Ryman and Julie Arnold, Caliente Sands Mobile Home Park

- 119 units – Kerry works for the owner. Has been there over a year.
- Lighting is a huge issue in their area; lack of light on Date Palm Drive. This area is very dark. Residents don't feel safe walking. Some walk to Food 4 Less. Most just are taking a stroll but they can't see. Medical service people don't come because they get lost.
- Storm drains always seem to be backed up, right in front of their park. They don't know what's been talked about. The City had plans to put 2 light posts in and plans to repave but they're concerned about storm drain system. Coming from Ramon, the drains are constantly overflowed; always backed up and they smell.
- Would love to see other businesses open near Burlington Coat Factory. A lot of people sleep in parking lots in cars in Mission Plaza because it's vacant.
- 24 Hour closed in Food 4 Less

## 5. Steve Bothoff, Uptown Village Retail Center

- Just bought property 3 months ago. Phase 1 is the southern portion. Phase 2 is the north parcel. They are bringing in Family Dollar and a 7-11. This site is down by the corner.
- Setbacks so deep and so heavily landscaped. Going down 111 at 50 mph, you can't see into these centers; i.e., Ruth's Chris, east of Washington on 111--can't tell what's in that mall.
- They are in favor of more flexibility in land use where they live.
- They are in favor of dedication, just no street widening.
- Restaurants, bank, convenient store, grocery store, clothing on some level; bookstores and theaters are out; maybe Verizon or sprint store.
- Optimistic on the site because it's surrounded by people.
- Can't build out spec for anything at this point. Rents have compressed to where they were 15 years ago. Once lenders capitalize rents you've destroyed value of building. Great time to buy. Based on demographics this will work through. This could be here for 20 years before it gets built out. To build, you need national tenants with 15 year leases signed before a bank will lend to you. Just not a lot of businesses that are in the market and expanding.
- Killer location, traffic count, rooftops.
- Cook Street in Palm Desert – good looking product. They think business park will never go here; maybe closer to the freeway in the Industrial area.

## 6. Greg Pettis, Councilman

- 17 years as Councilman
- Not sure anything is realistic in near term. From city perspective and realtor, node around Ramon and Date Palm.

- The city needs office because the City has leakage to Rancho Mirage.
- City doesn't have mid-size retail, it has big box and small.
- Tenant has no money; Landlord isn't going to put them in business; Landlord needs good tenants and they'll raise the money.
- There are turn outs in front of field of dreams.
- To get 6 lanes power poles have to be eliminated.
- Check with CVWD and Flood Control District—difficult to have dogs with the Wash there. Can't let dogs run there, may not be able to fence it because it disrupts the free flow of wash.
- Get rid of bus turnouts.

## 7. Ken Hinsvark, Golden Mile Retail Center

- Ken bought it from Bob Hope's adopted son Tony Hope – 1980, Linda Hope almost killed it.
- Was thinking of a bigger grocery store than Fresh & Easy, but Fresh & Easy came along. Would like a bowling alley, good indoor sport. They have a broker working on it. They don't get a lot of interest.
- They prefer to lease property, but if somebody wants to buy it, they'll negotiate.
- 99 Cents store wants more building area on parking area. Walmart required 5 cars per 1000 sq. ft. but the people who own the building don't think they need so much parking.
- Chase Bank was the last tenant they talked to; they wanted to buy the Sizzler building to be closer to Ramon but Sizzler renewed lease and Chase went somewhere else. A lot of it is just location.

# Date Palm Drive
# Corridor Connector Implementation Plan

## PLANNING COMMISSION AND
## STREETS & TRANSPORTATION COMMISSION
## MEETING MINUTES
## NOVEMBER 3, 2011

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Roll Call

All present with exception of Planning Commissioner Grant Linhart and Streets & Transportation Commissioner Joseph Glowitz

Public Comments

No comments.

Discussion Item

*A. Update on the Date Palm Drive Corridor Implementation Plan*

Introduction by Leisa Lukes

Presentation by Shannon Kimball & Jerry Ogburn

## 1. Complete Neighborhood Node

- Andy Hall describes challenges: Wind, Indian land on eastern portion (most trust land that still goes through City process and tribal land commission), and narrow parcels on west side of Date Palm.
- Opportunities: Good freeway access, gateway to the city, etc. AM/PM has been purchased and will be reconstructed.
- Commissioner Warlin questions whether the large amount of Indian land will pose a problem.
- Margaret Park (Agua Caliente Director of Planning & Natural Resources) doesn't anticipate any issues with Indian land since it needs to still go through city process.
- Commissioner Holt asks about extension of streets through the Complete Neighborhood Node, Vista Chino for example. This would affect the land uses and connectivity.
- Leisa answers that Vista Chino is planned to connect to DaVall Road.

- Shannon reiterates that we'll follow the approved right-of-way plan for streets in the Complete Neighborhood Node.

## 2. Business & Retail Node

- New Business Park – Date Palm designation, allows for greater flexibility in this node.
- Going back to Complete Neighborhood: Trans Commissioner Sands asks about possible use for shallow lots on western side of Date Palm because of access issue with high speed of Date Palm, can't accommodate curb cuts. Rich responds that City trying to incentivize consolidation. Andy Hall mentions considering live-work to be compatible with residential uses behind.
- Commissioner Holt asks about funding for Live-Work development since not easy to get financing from traditional sources.
- Rich brings up Home Occupation Ordinance. City currently has specific plan for area from Walgreens to Ramon, which includes live-work provisions (consider using this for Date Palm standards). Commissioner Malachowsky asks about City's provisions for home occupation permit, if it would preclude live-work. Need to be cognizant of different modes of approving projects.
- Commissioner Hooks asks about access issues for mixed-use and issue of residential facing internal streets. Impacts to residential neighborhoods behind. Others bring up Cathedral Canyon Road as an issue where residential is along major street. Need a buffer/separation to protect single-family residential behind. What type of live-work works for Cathedral City? Questions that need to be addressed in the Specific Plan. Different layouts of live-work, horizontal live-work, etc. Stepback upper floors, etc.

## 3. Educational/Civic/Sports Node

- Commissioner Malachowsky brings up proposed projects for the area – what's currently planned for this area?
- Enhancing public realm critical in this area.
- Leisa brings up large uses that bring in traffic at peak times. Temper retail in area to recognize traffic issues.
- Commissioner Hooks says busiest street is Dave Kelley with post office, high school, etc. all large traffic generators.
- 6 lanes from existing 4 lanes will change character of Date Palm

## 4. Infill & Revitalization Node

- Multiple shopping centers with varying conditions/vacancies
- Bring buildings up to the street edge, not all, but some to enhance streetscape. Repositioning shopping centers.

- No land use changes recommended, but allow more flexibility to encourage new development and attract and retain businesses.
- Rich says need to consider vacant buildings that won't be demolished, but need to allow flexibility to allow re-uses, need to facilitate this to reduce vacancies.

## 5. Downtown/Art & Design Village Node

- Encourage development of vacant parcels
- Leisa Lukes introduces Danny Alexander, broker for Mission Plaza who asked about timeframe of implementing improvements. Leisa explains that the flexibility allowed under the specific plan will encourage economic development along the corridor. Improvements to the public realm will be funded by public money for the most part, but may get some support from private sector as development occurs.

### *B. Public Realm Section*

- Importance of transit (Sunline)
- Explains Streetscape Demonstration Project
- From Whitewater Wash to Field of Dreams in the north
- 10' multi-use path, 5' parkway, 110' ROW total
- Plan to widen Whitewater Wash bridge, with 10' bicycle path, link to Perez Road.
- Opportunity to create gateway statement at Wash.
- Hotel on Gerald Ford has opportunity to expand; could create enclave of hotels, retail, restaurants at intersection. Walking/jogging trail loop around hotel area, dog park if pet-friendly hotel. Opportunity for mixed-use development at the intersections – retail, commercial, gateway.
- Landmark opportunities at key intersections, light towers, vertical elements, etc. Draw in Perez Road success up Date Palm Drive.
- Ramon Road themes tying into Date Palm Drive along with Perez Road theme.
- Commissioner Warlin asks about southeast corner of Gerald Ford and Date Palm, owned by Mobile Home Park, who was considering expansion in this area, so could be a challenge. Leisa asks if permit expired for Mobile Home park? Rich thinks so.
- Jerry met with owner of Cello's restaurant; She likes plan because it brings business from Rancho Mirage, would move restaurant to corner up to street. Warlin comments that northwest corner used to have nice 2 story building that is now vacant lot.
- Possibility of parkway easement width negotiable with property owner.
- Commissioner Malachowsky – do we run risk of perpetuating inconsistency by allowing flexibility of easements? Jerry responds that physically impossible given physical constraints along different portions of corridor.
- Commissioner Hooks asks if possibly squeezing properties with easement, and restricting development?
- Want to allow uses to move closer to street with flexibility.
- Without relocating power lines, can't go up to 6 lanes in middle section of demo project.

- Street Cross-section:
    - ROW width 110', 12' median (would like 14'), 11' lanes in middle, 12' on side lane (14' desired), landscaped parkway easement 5-30' allows for street trees away from street, more meandering pathways, stormwater retention and detention underneath, bioswales in the desert a challenge, but MSA has good models.
- Malachowsky asks about bioswales – Jerry responds natural way of retaining water underground, open, or mounded instead of large basin. Way to return water to groundwater with natural filtration process. Walgreens bad example because planted with turf, not sustainable for desert. Need desert landscape.
- Hooks asks about landscaping and trees to be more realistic with desert landscape, not lush, high maintenance trees, plants.
- Jerry has full plant list from RGA, all low water low maintenance, appropriate for desert environment. Will require some maintenance, but alternative is more water intensive.
- Malachowsky asks about inanimate shade structures. Jerry responds yes about parking trellis with solar panels. Shade device as public art piece with solar panels on top. Lighting – looking at powering street lights with solar panels over parking.
- Sands asks about shading bus stops, etc. No consistency with landscaping design? Jerry responds that some level of consistency with themes for each node. Rich says thinking of consistency even though have 5 nodes. Some specialty themes for each node, but overall consistency.
- Jerry – make this an outdoor linear gallery for public art. Get local artists involved.
- Malachowsky states that have opportunity to accentuate Cathedral City in Coachella Valley, one of the most important elements is alternative energy. Wants to see all solar, alternative energy generators along the corridor instead of street trees. Low lying landscaping ok, but need to think of not adding expenses to the city with trees, but go towards renewables.
- Jerry says play on theme of art and design and sustainability. Solar panels as public art, celebrate wind energy, ways to create attractive, functional energy sources. Looking at ways to minimize electricity requirements, but bioswales, stormwater issues need to be addressed through landscaping options.
- Holt asks about permeable paving, Jerry says yes, but some limitations depending on traffic loads, also expensive option. Might be places to explore different options. Jerry says permeable paving doesn't really work unless large spaces.
- Paving options – grayscale rather than using warm desert colors that typically used. Cheaper, maintains color better.
- Public asks about synthetic turf – Holt responds that wears like carpeting. Jerry suggests field trip to Las Vegas, Springs Reserve water district headquarters. Completely self-sustaining water, use Astroturf. Expensive to make it look real.
- Bob Mohler brings up issues of 6 lane road. Problems with utility poles need to move west instead of undergrounding.
- Multi-use path – really need more than 10', Holt mentions that cyclists don't like meandering paths, but Jerry responds that won't be able to get much meandering.
- Bus turnouts and stops – Gruen plan recommends no turnout lanes on Date Palm, often built and not used. Sunline staff concurs with recommendation because drivers don't like them. But Cathedral City staff wants them since let cars go by. Sunline says will do what community wants,

but won't pay for it. Will pay for standard bus shelters. Drivers don't like pulling into traffic. Other issue is turnout lanes limit ROW available for pathways, etc.

- Mohler says that bus blocking lanes doesn't work on Date Palm. Already have this on Ramon Road and it's a problem. Commissioners say don't live in SF, higher speeds make it impossible or dangerous. SF had no room for development, but here there is room.
- Hooks says underlying themes behind plan is to create livability, walkability, etc. What would make bus travel more usable along this corridor? To encourage transit use. Hooks' opinion would be to want turnouts. Warlin agrees with Hooks on turnouts. Jerry needs memo stating this opinion of the PC. Holt considers negative implications of not having turnouts.
- Andy cuts in that need direction from PC and Streets and Trans Commission – brings up benefits of other side of the argument. How many $100,000's is the delay worth? Because will need to pay for turnouts. Cost-benefit analysis.
- Leisa asks if there are any plans to move stops and do turnouts then? Yes there is one where they want to move. Any analysis to see if you can put turnouts into new spots where they will be moving to? Jerry responds that some places can't because buildings are in the way. Leisa suggests doing it where you can and not where you can't.
- Malachowsky – who determines location of bus stops? Sunline but do consult with City (says Andy Hall), and how do they decide? Ridership, other data, Hall says Sunline will work with City and move stops if it makes sense. Sunline moving some to far side stops instead of near side stops to help with traffic flow. Jerry recaps that we received good feedback and Andy will follow up to get official direction.
- Sunline will put standard stops with solar powered lights, covered, etc. City can upgrade as desired.
- Parkway Easement Setback – way to provide incentive to property owners. Holt understands landscaping, but asks about liability issues related to putting pathway in easement? Andy Hall says can overcome easily.
- Public Art Pad Locations and Electrical Lighting – Met with Allen Howe about public art.
- Hooks asks about no cost median? Landscaping and art is great, but what's the cost-benefit analysis?
- Jerry says need lighting for public art. Could cut costs with less lighting in median, which would be more expensive, but improves design and aesthetics, more dramatic.
- Andy mentions that they will need to implement in stages, won't be able to do it fast, but let's do it well and do it right. Instead of what can we afford, let's do it right the first time around.
- Jerry – let's do this right as a demonstration project to be proud of.
- Holt – place where lighting intersects with landscaping and power line issue – would concept be to remove palm trees from date palm, since high water use plant, and move lighting in place of palm trees in median? Doesn't make sense to have both. Palms are vertical accents, trees are much lower.
- Jerry – Palms don't create shade, but create presence. Want shade trees over path not in the median. Could use input on this as well. Initial thought palms in median, shade trees on the side.
- Not requiring decisions today, this is study session, initial presentation of ideas.
- Andy – let's get it right this time and not study it again. Challenge in Henderson, put trees below grates so roots don't buckle sidewalk. Other options.
- Warlin – asks about oaks as possible trees? They are in the median, which is wide, so allows for wider tree canopy.

- Jerry doesn't think best practice to create landscaping that requires closure of street to maintain.
- Hooks asks, what is expected, where do we go from here? Andy responds that this is just an intro to the project, and help start thinking about the future of Date Palm. Present the ideas and then go from there. Warrants more discussion. Start thinking as driving around other areas about things that might work here.
- Warlin reiterates "Let's do it right". Most important to think this thing through. Let's not think in terms of current economic conditions because hopefully things will get better down the line.
- Andy – what sets us apart from neighbors, why struggling financially? Cathedral City maintains 90% of roads, whereas other cities don't. Also tax dollars per household lower. Have to get roads right because most expensive part of the city. Discussion about why a business didn't want to locate here, was because didn't want to drive through Cathedral City because lights aren't synchronized. Let's make community more attractive to businesses, residents, etc. Date Palm is our large corridor, so let's make it good.
- PC desires bringing this back with decision points and recommendations for PC to decide upon at next meeting.
- Mohler mentions that Date Palm is regional so qualifies for Measure A funding, which will pay for all hardscape at 75%. City to cover other 25% and any landscape, art, etc.
- Indian Reservation Rights – federal funding through Indian tribe that city can tie into. Fund each community on rotating basis every 3 years or so. If present a great plan, will get funding. Non-matching funds.

# Memorandum

| | |
|---|---|
| DATE | March 29, 2012 |
| TO | Leisa Lukes, Rich Malacoff and Jerry Ogburn |
| CONTACT | |
| FROM | Shannon Kimball, The Planning Center \| DC&E |
| SUBJECT | **Community Workshop: March 27, 2012 on Date Palm Drive Specific Plan and Streetscape Demonstration Project** |
| PROJECT NO. | SCG-30 |

On March 27, 2012, the City of Cathedral City, The Planning Center|DC&E, MSA and RGA held a public workshop to present the Draft Date Palm Drive Specific Plan and Streetscape Demonstration Project to the community. Seven members of the community attended the 90 minute workshop. A short presentation on the Specific Plan was delivered by the City and consultant team. After the presentation, participants and planners engaged in a discussion about the Plan and Demonstration Project. Though not well attended, those in attendance were very engaged, interested and helpful with their comments. The responses were positive and informative. Public comments from this conversation were collected and are included below:

- Concern about heavy traffic at Ramone Intersection
- Expect commercial interests along Ramone
- Concern about school children hanging out in plazas
- Desire for golf carts on sidewalks and paths
- Like the idea of office or residential with alley
- Like incentives for extra right-of-way
- Concern about trees including tree maintenance—visual blockage of sign, physical blocking of sidewalk—satisfied with proposed use of Acacia species
- Like the idea of tree grates
- Like the idea of special desert bioswales
- Concern about new medians because they are perceived as bad by businesses. Median breaks with turn lanes should be planned.
- Concern that medians also encourage jaywalking which results in pedestrian accidents
- Planting in median should be low maintenance so they are not overgrown

These comments will continue to inform the Date Palm Drive Specific Plan and Streetscape Demonstration Project during the next phase of the planning process.

# Appendix B

DATE PALM CORRIDOR

1. COMPREHENSIVE PHASING PLAN
2. PRELIMINARY COST ESTIMATE
3. WORKING DRAWINGS

This is a project of the City of Cathedral City with funding provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals. Compass Blueprint tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs.

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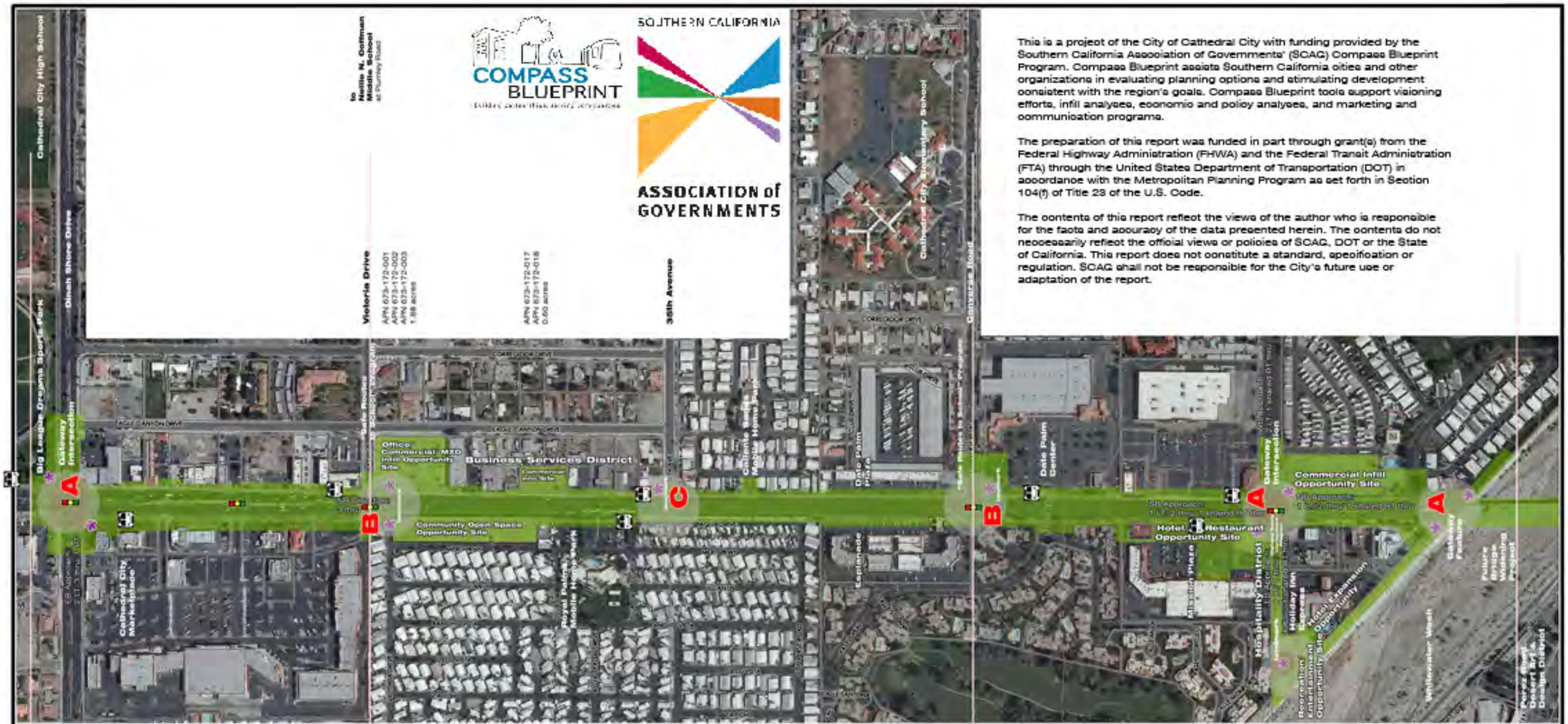


**Date Palm Corridor Connector Implementation Plan**

SCAG Project Number 11-001-BR11

**Infill and Revitalization District Streetscape Demonstration Project**

NORTH

0' 200' 400' 600' 800'

SCALE 1" = 200'


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# Desert Interior Art and Design

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**Date Palm Center**

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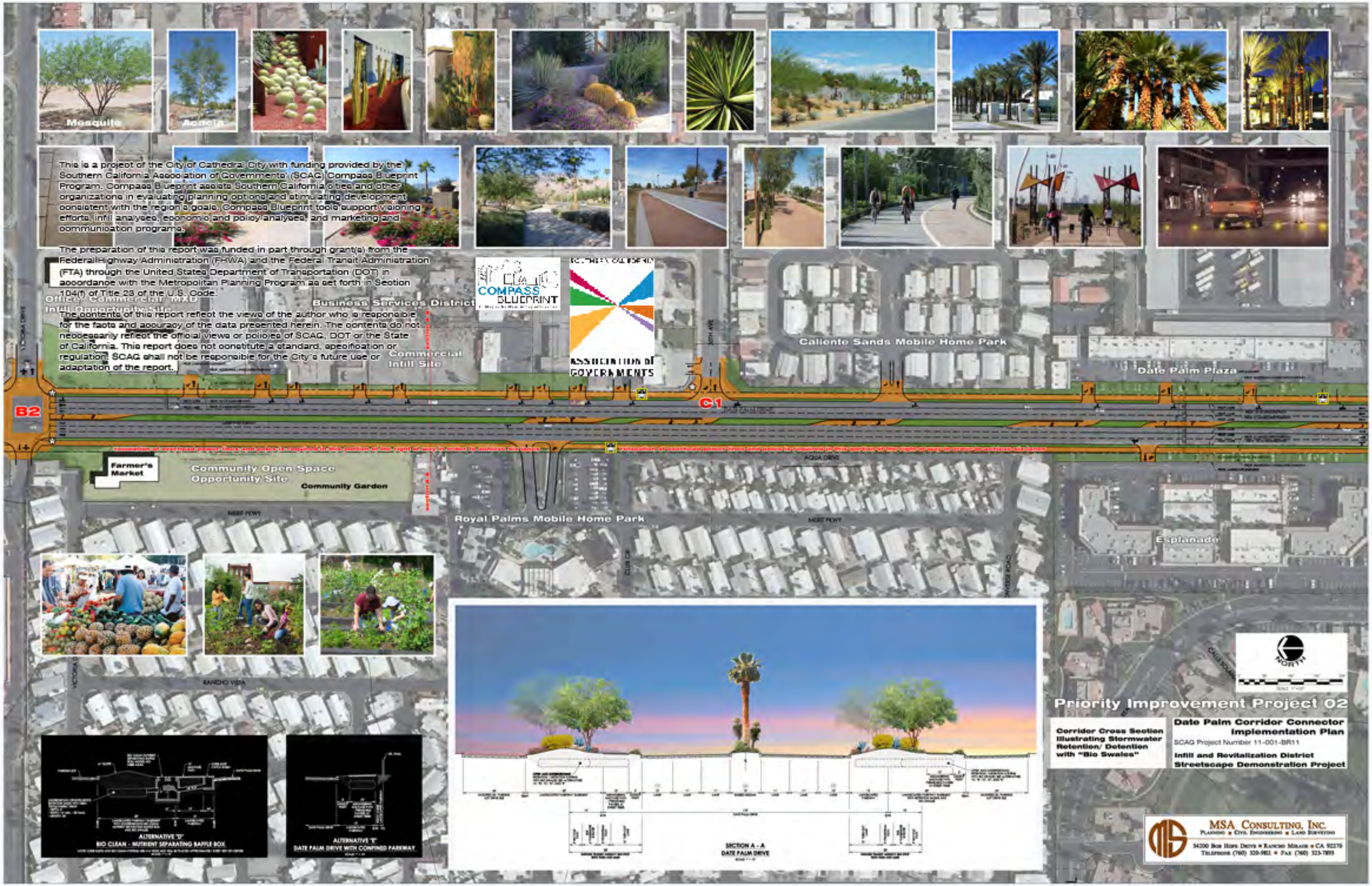

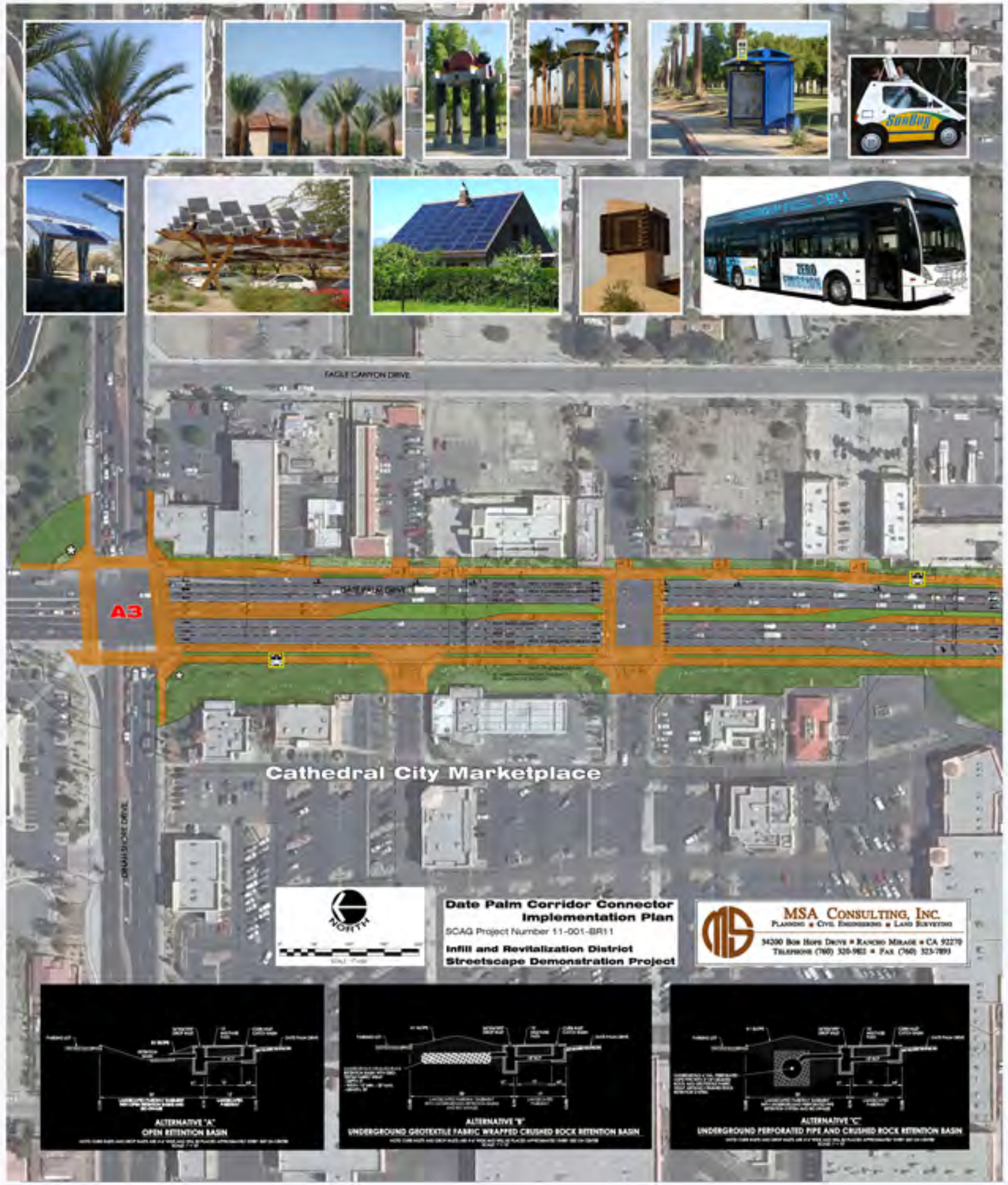


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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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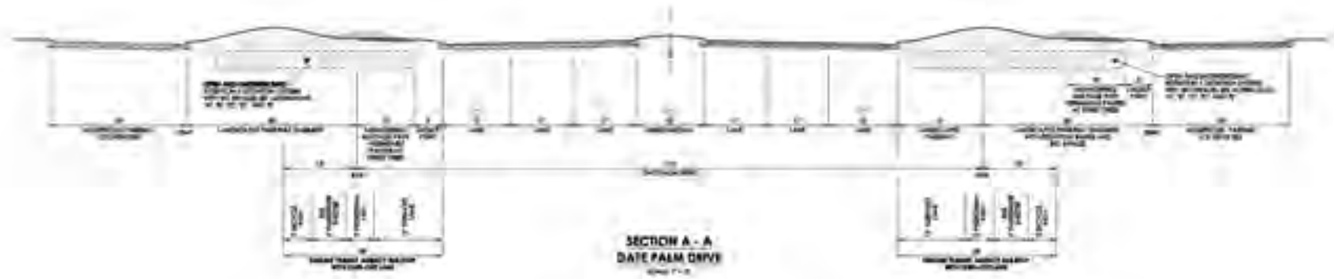
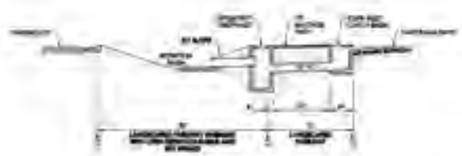
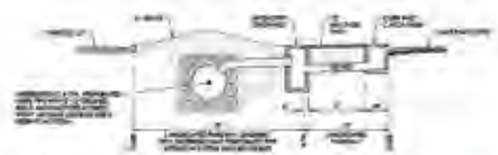


SECTION A - A
DATE PALM DRIVE

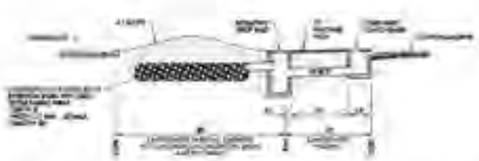


ALTERNATIVE "A"
OPEN RETENTION BASIN



ALTERNATIVE "C"
UNDERGROUND PERFORATED PIPE AND CRUSHED ROCK RETENTION BASIN

ALTERNATIVE "E"
DATE PALM DRIVE WITH COMBINED PARKWAY



ALTERNATIVE "B"
UNDERGROUND GEOTEXTILE FABRIC WRAPPED CRUSHED ROCK RETENTION BASIN

ALTERNATIVE "D"
BIO CLEAN - NUTRIENT SEPARATING BAFFLE BOX

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**DATE PALM DRIVE CORRIDOR CONNECTOR IMPLEMENTATION PLAN**
**SCAG PROJECT NUMBER: 11-001-BR11**

**STREETSCAPE CROSS SECTION**
**WITH ALTERNATIVE LANDSCAPED AND RETENTION PARKWAYS**

MSA CONSULTING, INC.

# PLANTS

## STREET TREES:

Acacia xanthoploea
Fever Tree

Prosopis 'Phoenix'
Hybrid Mesquite

Prosopis 'AZT'
Hybrid Mesquite

## SMALL UPRIGHT TREES:

Chilopsis linearis hybrids
Hybrid Desert Willow

Lysiloma thornberi
Feather Brush

Acacia stenophylla
Shoestring Acacia

Acacia willardiana
Palo Blanco

## PALMS:

Brahea armata
Mexican Blue Palm

Phoenix dactylifera
Date Palm

Washingtonia filifera
California Fan Palm

## SHRUBS GROUNDCOVERS

Acacia r. 'Desert Carpet'
Desert Carpet Acacia

Bougainvillea 'La Jolla'
La Jolla Bougainvillea

Bougainvillea 'Ooh La La'
Ooh La La Bougainvillea

Calliandra eriophylla
Fairy Duster

Caesalpinia gilliesii
Yellow Bird of Paradise

Dalea 'Sierra Gold'
Sierra Gold Dalea

Justicia californica
Chuparosa

Lantana montividensis
Spreading Purple Lantana

Lantana 'New Gold'
Spreading Yellow Lantana

Lantana 'Radiation'
Radiation Bush Lantana

Leucophyllum z. 'Cimarron'
Cimarron Dwarf Sage

Muhlenbergia rigens
Deer Grass

Leucophyllum 'Lynn's Legacy'
Lynne's Legacy Texas Ranger

Ruellia katii
Dwarf ruellia

Senna artemisioides
Feathery Cassia

Sphaeralcea ambigua
Desert Mallow

## ACCENTS:

Agave americana
Century Plant

Agave 'Blue Flame'
Blue Flame Agave

Agave demettiana 'Variegata'
Variagated Agave

Agave weberi
Webber's Agave

Fougieria splendens
Ocotillo

Hesperaloe parviflora
Red Yucca

Dasy lirion wheeleri
Desert Spoon

Opuntia basilaris
Beaver Tail Cactus

Yucca Species
Yucca

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COMPASS BLUEPRINT

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# LIGHTING

# MATERIALS

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1

FLORENTINE PAVERS - LINEAR PATTERN
4 COLOR MIX (COOL GREYS)

2

UNCOLORED SCORED CONCRETE

3

CONCRETE PAVERS

4

TREE PITS
WITH PERMEABLE CONRETE PAVERS

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| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Cumulative Investment: $52,950,000** | $24,000,000 (not a part) | $10,625,000 | $11,250,000 | $2,300,000 (not a part) | $10,625,000 | $9,850,000 | $5,300,000 | $18,000,000 (not a part) | $5,300,000 |
| **Duration: Ten Years (2012-2021)** | CY 2012-13 | CY 2020 | CY 2021 | CY 2012 | CY 2019 | CY 2018 | CY 2016 | CY 2015-16 | CY 2017 |

**Implementation Program Totals**

**Projected Construction Cost**

- expressed in constant/ current 2012 dollars with no allowance for inflation in future years
- total includes hard construction costs plus a 15% contingency allowance and a 10% allowance for professional design and engineering fees.

**Target Construction Completion**

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# Date Palm Corridor Phasing Plan

**Date Palm Corridor Connector Implementation Plan**

SCAG Project Number 11-001-BR11

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# Appendix C

## SPECIFIC PLAN AREA PARCEL LIST

## Specific Plan Area Parcel List

| APN | Street Address* | Node |
|---|---|---|
| 670030001 | 27900 DATE PALM DR | Complete Neighborhood District |
| 670030024 | 0 | Complete Neighborhood District |
| 670030028 | 0 | Complete Neighborhood District |
| 670030029 | 0 | Complete Neighborhood District |
| 670030030 | 0 | Complete Neighborhood District |
| 670050001 | 0 | Complete Neighborhood District |
| 670050002 | 0 | Complete Neighborhood District |
| 670050003 | 0 | Complete Neighborhood District |
| 670060001 | 0 | Complete Neighborhood District |
| 670060002 | 0 | Complete Neighborhood District |
| 670060003 | 0 | Complete Neighborhood District |
| 670060004 | 0 | Complete Neighborhood District |
| 670060015 | 0 | Complete Neighborhood District |
| 670060017 | 0 | Complete Neighborhood District |
| 670060023 | 0 | Complete Neighborhood District |
| 670060025 | 0 | Complete Neighborhood District |
| 670060027 | 0 | Complete Neighborhood District |
| 670060028 | 0 | Complete Neighborhood District |
| 670060029 | 0 | Complete Neighborhood District |
| 670080016 | 0 | Complete Neighborhood District |
| 670372008 | 0 | Complete Neighborhood District |
| 670372009 | 0 | Complete Neighborhood District |
| 670422026 | 0 | Complete Neighborhood District |
| 675030027 | 0 | Complete Neighborhood District |
| 675143028 | 0 | Complete Neighborhood District |
| 675143034 | 0 | Complete Neighborhood District |
| 675143038 | 0 | Complete Neighborhood District |
| 675143039 | 0 | Complete Neighborhood District |
| 675164022 | 0 | Complete Neighborhood District |
| 675164023 | 0 | Complete Neighborhood District |
| 675164024 | 0 | Complete Neighborhood District |
| 675164025 | 0 | Complete Neighborhood District |
| 675164026 | 0 | Complete Neighborhood District |
| 675164027 | 0 | Complete Neighborhood District |
| 675164028 | 0 | Complete Neighborhood District |
| 675164029 | 0 | Complete Neighborhood District |
| 675164030 | 0 | Complete Neighborhood District |
| 675164031 | 0 | Complete Neighborhood District |
| 675164032 | 0 | Complete Neighborhood District |
| 675164040 | 0 | Complete Neighborhood District |
| 675164042 | 0 | Complete Neighborhood District |
| 675164043 | 28401 DATE PALM DR | Complete Neighborhood District |
| 675164049 | 0 | Complete Neighborhood District |
| 675184022 | 0 | Complete Neighborhood District |
| 675184023 | 0 | Complete Neighborhood District |
| 675184024 | 0 | Complete Neighborhood District |
| 675184025 | 0 | Complete Neighborhood District |
| 675184026 | 0 | Complete Neighborhood District |
| 675184027 | 0 | Complete Neighborhood District |
| 675184028 | 0 | Complete Neighborhood District |

## Specific Plan Area Parcel List

| APN | Street Address* | Node |
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| 675184029 | 0 | Complete Neighborhood District |
| 675184030 | 0 | Complete Neighborhood District |
| 675184031 | 0 | Complete Neighborhood District |
| 675184032 | 0 | Complete Neighborhood District |
| 675184033 | 0 | Complete Neighborhood District |
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| 675203014 | 0 | Complete Neighborhood District |
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| 675343016 | 0 | Complete Neighborhood District |
| 675343017 | 0 | Complete Neighborhood District |
| 675343018 | 0 | Complete Neighborhood District |
| 675343019 | 0 | Complete Neighborhood District |

## Specific Plan Area Parcel List

| APN | Street Address* | Node |
|---|---|---|
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| 675363001 | 0 | Complete Neighborhood District |
| 675363002 | 0 | Complete Neighborhood District |
| 675363003 | 0 | Complete Neighborhood District |
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| 675363006 | 0 | Complete Neighborhood District |
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| 675363009 | 0 | Complete Neighborhood District |
| 675363010 | 0 | Complete Neighborhood District |
| 670110032 | 0 | Business and Retail District |
| 670110033 | 0 | Business and Retail District |
| 670110042 | 0 | Business and Retail District |
| 670110043 | 0 | Business and Retail District |
| 670141005 | 0 | Business and Retail District |
| 670141012 | 0 | Business and Retail District |
| 670151008 | 0 | Business and Retail District |
| 670162012 | 0 | Business and Retail District |
| 670171013 | 0 | Business and Retail District |
| 670172054 | 0 | Business and Retail District |
| 670212003 | 0 | Business and Retail District |
| 678160006 | 0 | Business and Retail District |
| 678160020 | 30777 DATE PALM DR | Business and Retail District |
| 678160021 | 30025 DATE PALM DR | Business and Retail District |
| 678160022 | 0 | Business and Retail District |
| 678330018 | 0 | Business and Retail District |
| 678330019 | 0 | Business and Retail District |
| 678330050 | 0 | Business and Retail District |
| 678330051 | 0 | Business and Retail District |
| 678330052 | 0 | Business and Retail District |
| 678330054 | 0 | Business and Retail District |
| 673020043 | 0 | Educational/Civic/Sports District |
| 673030018 | 0 | Educational/Civic/Sports District |
| 673101087 | 0 | Educational/Civic/Sports District |
| 673111047 | 0 | Educational/Civic/Sports District |
| 680291001 | 32220 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680291002 | 32202 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680291003 | 0 | Educational/Civic/Sports District |
| 680291004 | 32132 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680291005 | 32114 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680291012 | 0 | Educational/Civic/Sports District |
| 680291013 | 0 | Educational/Civic/Sports District |
| 680291014 | 32165 DATE PALM DR | Educational/Civic/Sports District |
| 680291015 | 32201 DATE PALM DR | Educational/Civic/Sports District |
| 680291018 | 32235 DATE PALM DR | Educational/Civic/Sports District |
| 680291021 | 32090 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680291022 | 32089 DATE PALM DR | Educational/Civic/Sports District |
| 680291024 | 68955 RAMON RD | Educational/Civic/Sports District |
| 680292003 | 32420 RANCHO VISTA DR | Educational/Civic/Sports District |

## Specific Plan Area Parcel List

| APN | Street Address* | Node |
|---|---|---|
| 680292004 | 32402 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680292005 | 32350 RANCHO VISTA RD | Educational/Civic/Sports District |
| 680292013 | 32401 DATE PALM DR | Educational/Civic/Sports District |
| 680292014 | 32421 DATE PALM DR | Educational/Civic/Sports District |
| 680292015 | 0 | Educational/Civic/Sports District |
| 680292017 | 32475 DATE PALM DR | Educational/Civic/Sports District |
| 680292019 | 32275 DATE PALM DR | Educational/Civic/Sports District |
| 680292020 | 32270 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680292024 | 32375 DATE PALM DR | Educational/Civic/Sports District |
| 680292025 | 0 | Educational/Civic/Sports District |
| 680331006 | 0 | Educational/Civic/Sports District |
| 680331007 | 0 | Educational/Civic/Sports District |
| 680331008 | 0 | Educational/Civic/Sports District |
| 680331009 | 0 | Educational/Civic/Sports District |
| 680331010 | 32720 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680331011 | 0 | Educational/Civic/Sports District |
| 680331012 | 0 | Educational/Civic/Sports District |
| 680331016 | 32530 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680331017 | 68975 CORRAL RD | Educational/Civic/Sports District |
| 680331018 | 32611 DATE PALM DR | Educational/Civic/Sports District |
| 680331019 | 0 | Educational/Civic/Sports District |
| 680331022 | 32531 DATE PALM DR | Educational/Civic/Sports District |
| 680332001 | 0 | Educational/Civic/Sports District |
| 680332002 | 0 | Educational/Civic/Sports District |
| 680332003 | 0 | Educational/Civic/Sports District |
| 680332004 | 0 | Educational/Civic/Sports District |
| 680332005 | 32935 DATE PALM DR | Educational/Civic/Sports District |
| 680332006 | 0 | Educational/Civic/Sports District |
| 680332007 | 68976 33RD AVE | Educational/Civic/Sports District |
| 680332008 | 32976 RANCHO VISTA RD | Educational/Civic/Sports District |
| 680332009 | 32934 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680332010 | 32898 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680332011 | 32880 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680332014 | 0 | Educational/Civic/Sports District |
| 680332015 | 32806 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680411004 | 0 | Educational/Civic/Sports District |
| 680411015 | 0 | Educational/Civic/Sports District |
| 680411017 | 33100 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680411018 | 33060 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680411019 | 0 | Educational/Civic/Sports District |
| 680411020 | 0 | Educational/Civic/Sports District |
| 680411023 | 33140 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680411024 | 33150 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680411026 | 68950 VIA EYTEL | Educational/Civic/Sports District |
| 680411027 | 68900 VIA EYTEL | Educational/Civic/Sports District |
| 680411029 | 33175 DATE PALM DR | Educational/Civic/Sports District |
| 680411030 | 0 | Educational/Civic/Sports District |
| 680411031 | 0 | Educational/Civic/Sports District |
| 680411032 | 0 | Educational/Civic/Sports District |
| 680411033 | 33015 DATE PALM DR | Educational/Civic/Sports District |

## Specific Plan Area Parcel List

| APN | Street Address* | Node |
|---|---|---|
| 680412004 | 0 | Educational/Civic/Sports District |
| 680412005 | 0 | Educational/Civic/Sports District |
| 680412006 | 33447 DATE PALM DR | Educational/Civic/Sports District |
| 680412007 | 68970 ORTEGA RD | Educational/Civic/Sports District |
| 680412008 | 0 | Educational/Civic/Sports District |
| 680412009 | 0 | Educational/Civic/Sports District |
| 680412010 | 0 | Educational/Civic/Sports District |
| 680412011 | 33392 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680412016 | 33255 DATE PALM DR | Educational/Civic/Sports District |
| 680412017 | 0 | Educational/Civic/Sports District |
| 680481001 | 0 | Educational/Civic/Sports District |
| 680481004 | 0 | Educational/Civic/Sports District |
| 680481006 | 33687 DATE PALM DR | Educational/Civic/Sports District |
| 680481007 | 33725 DATE PALM DR | Educational/Civic/Sports District |
| 680481008 | 68970 OLANCHA RD | Educational/Civic/Sports District |
| 680481010 | 33690 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680481011 | 33640 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680481014 | 0 | Educational/Civic/Sports District |
| 680481015 | 0 | Educational/Civic/Sports District |
| 680481019 | 33669 DATE PALM DR | Educational/Civic/Sports District |
| 680481020 | 0 | Educational/Civic/Sports District |
| 680482002 | 68971 OLANCHA RD | Educational/Civic/Sports District |
| 680482004 | 0 | Educational/Civic/Sports District |
| 680482016 | 0 | Educational/Civic/Sports District |
| 680482017 | 0 | Educational/Civic/Sports District |
| 680482018 | 0 | Educational/Civic/Sports District |
| 680482019 | 0 | Educational/Civic/Sports District |
| 680482020 | 33770 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680482022 | 33975 DATE PALM DR | Educational/Civic/Sports District |
| 680482025 | 33785 DATE PALM DR | Educational/Civic/Sports District |
| 680540001 | 33555 DATE PALM DR | Educational/Civic/Sports District |
| 680540002 | 33555 DATE PALM DR | Educational/Civic/Sports District |
| 680540003 | 33555 DATE PALM DR | Educational/Civic/Sports District |
| 680540004 | 33555 DATE PALM DR | Educational/Civic/Sports District |
| 680540005 | 33550 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680540006 | 33550 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680540007 | 33550 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680540008 | 33550 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680540009 | 33575 DATE PALM DR | Educational/Civic/Sports District |
| 680540010 | 33575 DATE PALM DR | Educational/Civic/Sports District |
| 680540011 | 33575 DATE PALM DR | Educational/Civic/Sports District |
| 680540012 | 33575 DATE PALM DR | Educational/Civic/Sports District |
| 680540013 | 33570 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680540014 | 33570 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680540015 | 33570 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680540016 | 33570 RANCHO VISTA DR | Educational/Civic/Sports District |
| 680540017 | 0 | Educational/Civic/Sports District |
| 680540018 | 0 | Educational/Civic/Sports District |
| 673130020 | 0 | Infill and Revitalization District |
| 673130032 | 0 | Infill and Revitalization District |

## Specific Plan Area Parcel List

| APN | Street Address* | Node |
|---|---|---|
| 673130033 | 0 | Infill and Revitalization District |
| 673140002 | 34272 DATE PALM DR | Infill and Revitalization District |
| 673172001 | 0 | Infill and Revitalization District |
| 673172002 | 0 | Infill and Revitalization District |
| 673172003 | 0 | Infill and Revitalization District |
| 673172010 | 0 | Infill and Revitalization District |
| 673172011 | 0 | Infill and Revitalization District |
| 673172017 | 0 | Infill and Revitalization District |
| 673172018 | 34750 DATE PALM DR | Infill and Revitalization District |
| 673250027 | 0 | Infill and Revitalization District |
| 673250028 | 0 | Infill and Revitalization District |
| 673250029 | 0 | Infill and Revitalization District |
| 687060021 | 0 | Infill and Revitalization District |
| 687060074 | 0 | Infill and Revitalization District |
| 674020048 | 0 | Downtown/Arts and Design Village District |
| 674500043 | 0 | Downtown/Arts and Design Village District |
| 687180009 | 0 | Downtown/Arts and Design Village District |
| 687180010 | 0 | Downtown/Arts and Design Village District |
| 687202015 | 0 | Downtown/Arts and Design Village District |
| 687204016 | 0 | Downtown/Arts and Design Village District |
| 687480005 | 0 | Downtown/Arts and Design Village District |
| 687480008 | 0 | Downtown/Arts and Design Village District |

*Note: County Assessor data does not provide a street address for this

*Source: Riverside County, Transportation and Land Management Agency, July 2011*

# Appendix D

## PERMITTED AND CONDITIONALLY PERMITTED USES IN SPECIFIC PLAN AREA

# Permitted and Conditionally Permitted Uses

| Land Use | Single Family Residential (R1) | Multiple Family Residential (R2) | Resort Residential (RR) | Downtown Residential Neighborhood (DRN) | Planned Professional Office (PPO) | Planned Limited Commercial (PLC) | Planned Community Commercial (PCC) | Mixed Use Commercial (MXC) | Commercial Tourist and Recreation Zone (CRT) | Light Industrial (I-1) | Open Space (OS) | Mixed Use - Date Palm (MU-DP) | Business Park - Date Palm (BP-DP) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Accessory uses[1] | P | P | P | P | P | P | P | P | P | P | | P | P |
| Administrative, financial or professional offices, excluding banks | | | | | P | | P | P | P | P | | P | P |
| Agriculture | | | | | | | | | | | P | | |
| **Alcohol sales:** | | | | | | | | | | | | | |
| (a) For on-site consumption (incidental to primary use) | | | C | | P | P | P | P | P | P | | C | P |
| (b) For off-site consumption | | | | | C | C | C | C | C | C | | C | C |
| Ancillary commercial | | | C | | P | P | P | P | P | P | | P | P |
| Animal clinics | | | | | | | P | | | P | | | |
| Animal boarding kennels and dog kennels | | | | | | | | | | C | | | |
| Art gallery | | | | | P | | P | P | P | P | | P | P |
| Artist's studio | | | | P | P | | | P | | | | P | P |
| Art School | | | | | P | | P | P | | P | | P | P |
| **Assemblies of** | | | | | | | | | | | | | |
| (a) Entertainment (live performance theaters, cinemas, auditoriums, banquet halls, nightclubs, etc.) | | | | | C (exhibit hall, banquet hall) | | C | C | P | C | | C | P |
| (b) Non-Entertainment (service organizations, conference/convention facilities, etc.) | | | | | C | | C | C | C | P | | C | P |
| (c) Places of Worship | C | C (2 acre minimum) | | C | C | | C | C | | P | | C | P |
| Auctions | | | | | | | C | | | | | | |
| Automobile rental | | | | | | | C | C | C | C | | C | P |
| Automobile body and collission shops | | | | | | | | | | P | | | |
| Automobile and Truck service stations | | | | | | C | C | | | C | | P | P |
| Automobile repair | | | | | | | C | | | C- Permitted | | | |
| Automobile wash facilities | | | | | | | | | | C | | P | P |
| Banks and financial institutions/services | | | | | | P | P | P | P | P | | P | P |
| Barber shop and/or beauty parlor | | | | | | P | P | P | | | | P | P |
| Bars, cocktail lounges, nightclubs | | | | | | | P | C | P | | | C | P |
| Bed and breakfasts | C | C | C | C | | | | C | P | | | C | P |
| Bicycle and scooter rentals | | | | | | | | P | P | | | P | |
| Bottling plants | | | | | | | | | | P | | | |
| Breweries | | | | | | | | | | P | | | |

# Permitted and Conditionally Permitted Uses

| Land Use | Single Family Residential (R1) | Multiple Family Residential (R2) | Resort Residential (RR) | Downtown Residential Neighborhood (DRN) | Planned Professional Office (PPO) | Planned Limited Commercial (PLC) | Planned Community Commercial (PCC) | Mixed Use Commercial (MXC) | Commercial Tourist and Recreation Zone (CRT) | Light Industrial (I-1) | Open Space (OS) | Mixed Use - Date Palm (MU-DP) | Business Park - Date Palm (BP-DP) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Business support services and facilities (including graphic reproduction, computer-services, etc.) | | | | | P | | | P | | P | | P | P |
| Carwashes, limited to self-serve and full-serve only | | | | | | | C | | C | C | | | C |
| Catering establishments | | | | | | | C | C | | P | | C | P |
| Cemeteries | | | | | | | | | | C | C- Permitted | | C |
| Community center | | | | | | P | | C | P | P | | C | P |
| Condo Hotel | | | D** PUD | | | | | | C -"Hotels" permitted | | | | |
| Corporation yards | | | | | | | | | | C | | | |
| Data processing service | | | | | P | | P | P | | P | | | |
| Day care center | | C | P | | | | | C | C | | | | C |
| **Day-care homes** | | | | | | | | | | | | | |
| (a) Small family day-care homes | P | P | | P | | | | | | | | | |
| (b) Small family day-care homes (one family dwellings) | P | P | | P | | | | | | | | | |
| (c) Small family day-care homes (two family dwellings) | | P | | P | | | | | | | | | |
| (d) Large family day-care homes | P | | | C | | | | | | | | | |
| (e) Large family day-care homes (one family dwellings) | | P | | C | | | | | | | | | |
| (d) Large family day-care homes (two family dwellings) | | C | | C | | | | | | | | | |
| Detective Service | | | | | | | | | | P | | | |
| Draying, freighting or trucking yards or terminals | | | | | | | | | | P | | | |
| Drive-thru lanes and facilities | | | | | | | | C | P | | | C | P |
| Dressmaker, millinery shop, tailor or seamstress | | | | | | P | P | P | | | | | |
| **Dwelling Units:** | | | | | | | | | | | | | |
| (a) Single family dwelling, including small lot clustering | P | P | C | P | | | | P | | | | P | C |
| (b) Two-family | | P | C | | | | | P | | | | P | C |
| (c) Rowhouse | | | | P | | | | P | | | | P | P |
| (d) Multiple-family dwelling, 3 or more units (Stacked, flat, townhome, etc.) | | P | C | P | | | | C[5] | C[6] | | | P | P |
| (e) Multi-family lots 10,000- 20,099 square feet | | | | P- conditional | | | | P | | | | P | |

# Permitted and Conditionally Permitted Uses

| Land Use | Single Family Residential (R1) | Multiple Family Residential (R2) | Resort Residential (RR) | Downtown Residential Neighborhood (DRN) | Planned Professional Office (PPO) | Planned Limited Commercial (PLC) | Planned Community Commercial (PCC) | Mixed Use Commercial (MXC) | Commercial Tourist and Recreation Zone (CRT) | Light Industrial (I-1) | Open Space (OS) | Mixed Use - Date Palm (MU-DP) | Business Park - Date Palm (BP-DP) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (f) Multi-family lots 21,000 square feet and above | | | | P | | | | P | | | | P | |
| (g) Live/work unit | | | | C | | | | P | | | | P | P |
| (h) Second dwelling unit | C | C | | | | | | | | | | C | C |
| (i) Single room occupancy (second | | | | | | | | C | | | | | |
| (j) Guest dwelling (600 square feet or | C | | | | | | | | | | | P | C |
| (k) Mobile home park | | C | | | | | | | | | | | |
| (l) Boarding houses and transient occupancy facilities such as emergency housing | | C | | | | | | | | | | | |
| (m) Supportive housing | | | | | | | | | | | | | |
| (n) Transitional housing | | | | | | | | | | | | | |
| (o) Nursing home | | | | | | | | | | | | | |
| **Educational** | | | | | | | | | | | | | |
| (a) College, university, professional (not including business or trade schools) | C | C | | C | | | | C | | | | C | C |
| (b) Elementary and secondary schools | C | C | | C | | | | C | | | | C | C |
| (c) Vocational and trade schools (total enrollment 20 persons or less or a total size of 2,000 square feet or less) | | | | | C (other than those permitted in Section 9.26.020) | | | C | | C | | C | C |
| (d) Dental or medical assistant or technician school | | | | | P | | | C | | | | | C |
| (e) Design school | | | | | P | | | C- " School (second floor or above)" | | C | | | C |
| (f) Language school | | | | | P | | | C | | C | | | C |
| (g) Modeling school | | | | | P | | | C | | C | | | C |
| Electric or neon sign manufacture | | | | | | | | | | P | | | |
| Employment agency | | | | | P | | P | P | | P | | | P |
| Farmers' market | | | | C | | | | | C | | | C | C |
| Feed and fuel yards | | | | | | | | | | C | | | |
| Fuel storage yards | | | | | | | | | | C | | | |
| Furniture manufacture | | | | | | | | | | P | | | |
| Game arcade | | | | | | | C | C | P | P | | C | P |
| Garment manufacture | | | | | | | | | | P | | | |
| Golf courses | | | C | | | | | | P | | | | |
| Graphic arts and photo studio | | | | | | | | P | | P | | P | P |
| Health and fitness clubs | | | C | | P | | | P | P | C | | P | P |

# Permitted and Conditionally Permitted Uses

| Land Use | Single Family Residential (R1) | Multiple Family Residential (R2) | Resort Residential (RR) | Downtown Residential Neighborhood (DRN) | Planned Professional Office (PPO) | Planned Limited Commercial (PLC) | Planned Community Commercial (PCC) | Mixed Use Commercial (MXC) | Commercial Tourist and Recreation Zone (CRT) | Light Industrial (I-1) | Open Space (OS) | Mixed Use - Date Palm (MU-DP) | Business Park - Date Palm (BP-DP) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Home improvement sales and service (hardware, lumber and building material stores) | | | | | | P | P | P | | P | | P | P |
| Home occupations | P | P | C | P | | | | P | | | | P | P |
| Home occupations (in one or two-family dwellings only) | P | P | | P | | | | P | | | | P | P |
| Hospital | | | | | C | | | | | | | | P |
| Hotels and resort hotels | | | C | C | | C | P- Conditional use "hotels and motels" | P | P | | | C | P |
| Ice and cold storage plants | | | | | | | | | | P | | | |
| Insurance agency | | | | | P | P | P | P | | P | | | P |
| Laundry (self serve, clothes cleaning service, dry cleaning, pressing establishment) | | | | | | P | P | C | P | P | | C | P |
| Letter or mailing service | | | | | P | | P | P | | P | | | P |
| Library | | | | | P | P | P | P | P | | | P | P |
| Lumber yards | | | | | | | | | | P (also listed as conditional) | | | |
| Machine shops | | | | | | | | | | P | | | |
| Manufacture or prefabricated buildings | | | | | | | | | | P | | | |
| Manufacturing and industrial uses which will not be extremely offensive or obnoxious by reason of emission of odor, dust, smoke, gas, light, noise or vibration | | | | | | | | | | C | | | |
| Medical services (clinic, medical/dental offices, laboratory, urgent/express care, etc.; not including hospitals) | | | | | P | P | P | P | | | | C | P |
| Messenger service | | | | | P | | P | P | | P | | | P |
| Microfilm service | | | | | P | | P | P | | P | | | |
| Mortuary | | | | | C | | | | C | P | | | C |
| Motels | | | D*-CUP | C | | C | P | C | P | | | C | P |
| Multi-modal transportation facility | | | | | | | | C | C | P | | C | P |
| Museums | | | | | C | | | P | P | P | | | P |

# Permitted and Conditionally Permitted Uses

| Land Use | Single Family Residential (R1) | Multiple Family Residential (R2) | Resort Residential (RR) | Downtown Residential Neighborhood (DRN) | Planned Professional Office (PPO) | Planned Limited Commercial (PLC) | Planned Community Commercial (PCC) | Mixed Use Commercial (MXC) | Commercial Tourist and Recreation Zone (CRT) | Light Industrial (I-1) | Open Space (OS) | Mixed Use - Date Palm (MU-DP) | Business Park - Date Palm (BP-DP) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Offices (administrative, business, executive and professional)** | | | | | | | | | P | | | | |
| (a) 5,000 square feet or less | | | | | | | | | | P | | P | P |
| (b) More than 5,000 square feet | | | | | P | | | | | P | | C | P |
| (c) 2000 square feet or less | | | | | P | P | P | | | | | | |
| (d) More than 2000 square feet | | | | | P | C | | | | | | | |
| (e) Ground floor only | | | | | | | | P Conditional | | | | | |
| (f) Second Floor and above | | | | | | | | C Permitted | | | | | |
| Open air kiosk | | | | | | | | C | P | | | | |
| Outdoor dining, incidental to primary use | | | | | P | P | | P | P | P | | P | P |
| Parking lot or parking structure (stand alone) | P | C[3] | | | C | P | P | C | C | P | | C | P |
| Performing arts facilities (one hundred seats or less) | | | | | | | | P | P | P | | | |
| Personal services (barber, beauty salon, spa, tailor, dry cleaner, self-service laundry, etc.) | | | | | | P | | P | | | | P | P |
| Pharmacy and drug store | | | | | | P | P | P | P | | | P | P |
| Photography service or studio | | | | | | P | P | P | P | P | | P | P |
| Planned unit developments | C | C | | | | C | | | | | | | |
| Plastics, fabrication | | | | | | | | | | P | | | |
| Post Office | | | | | | P | P | P | | | | | |
| Private clubs and lodges | | | | | | | C | C | | C | | | |
| Private recreational facility and incidental commercial use | C | C | C | | P | P | | P | P | P | C | P | P |
| **Public buildings:** | | | | | | | | | | | | | |
| (a) when incidental to a public park and/or recreation facility | P | P | P | P | | | | P | P | C | C | P | P |
| (b) locations other than in (a) above | | | | | | | | C | C | C | | C | C |
| Public parks and recreation facilities | C | C | P | C | | | | P | C | | C | P | P |
| Public utility structures and public service facilities | | C | C | | C | C | C | C | C | C | C[7] | C | C |
| Real estate agency | | | | | P | P | P | P | | P | P | P | P |
| Recreation facilities (commercial) | | | | | | C | C | C | C | P | | C | C |
| Florist or gift shop | | | C | | P | P | P | P | P | | | P | P |

# Permitted and Conditionally Permitted Uses

| Land Use | Single Family Residential (R1) | Multiple Family Residential (R2) | Resort Residential (RR) | Downtown Residential Neighborhood (DRN) | Planned Professional Office (PPO) | Planned Limited Commercial (PLC) | Planned Community Commercial (PCC) | Mixed Use Commercial (MXC) | Commercial Tourist and Recreation Zone (CRT) | Light Industrial (I-1) | Open Space (OS) | Mixed Use - Date Palm (MU-DP) | Business Park - Date Palm (BP-DP) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Recycling collection facility (500 square feet or less) | | | | | | | P | | | C | | C | P |
| Recycling center | | | | | | | | | | C | | | |
| Residential uses for caretakers | P | P | | P | | | | P | | C | | | |
| Restaurants, sit down and take-out | | | C | | P | P/C[4] | P | P | P | | | P | P |
| Restaurants, fast food and drive-thrus | | | | | | | C | P | P | | | | |
| **Retail sales:** | | | | | | | | " Retail—new;" | | | | | |
| (a) 10,000 square feet or less | | | | | P | | | P | P | | | P | P |
| (b) 10,000 to 60,000 square feet | | | | | | | | C | P | | | C | P |
| (c) Antique and import store | | | | | P | | | P | | | | | |
| (d) Apparel (not exceeding two thousand square feet) | | | | | P | P | P | P | P | | | P | P |
| (e) Apparel stores (in excess of two thousand square feet) | | | | | P | C | | P | P | | | | |
| (f) Auto parts (not exceeding two thousand square feet) | | | | | | P | P | | | P | | | |
| (g) Auto parts stores in excess of two thousand square feet | | | | | | C | | | | C | | | |
| (h) Auto and truck sales, new | | | | | | | P | | | C | | | |
| (i) Automobile sales, used (except used vehicles sold in conjunction with the operation of a manufacturer licensed new vehicle sales dealership) | | | | | | | C | | | C | | | |
| (j) Auto sales/service (antique, exotic or specialty) | | | | | | | | C | | C | | | |
| (k) Bakery | | | | | P | P | P | P | P | P | | P | P |
| (l) Book or stationery store | | | | | P | P | P | P | P | | | P | P |
| (m) Clothing stores | | | | | P | | | P | P | P | | P | P |
| (n) Confectionery store | | | | | P | P | P | P | | P | | P | P |
| (o) Dry goods or notions store | | | | | P | P | P | P | P | P | | P | P |
| (p) Florist or gift shop | | | C | | P | P | P | P | P | | | P | P |
| (q) Electrical appliance store | | | | | P | P | P | P | | | | | |
| (r) Grocery store | | | | | P | P | P | P | P | | | P | P |
| (s) Jewelry store | | | | | P | P | P | P | P | | | P | P |
| (t) Live animal pet shop | | | | | | | | C | | | | C | C |
| (u) Nurseries | | | | | P | | | P | P | | | | |

# Permitted and Conditionally Permitted Uses

| Land Use | Single Family Residential (R1) | Multiple Family Residential (R2) | Resort Residential (RR) | Downtown Residential Neighborhood (DRN) | Planned Professional Office (PPO) | Planned Limited Commercial (PLC) | Planned Community Commercial (PCC) | Mixed Use Commercial (MXC) | Commercial Tourist and Recreation Zone (CRT) | Light Industrial (I-1) | Open Space (OS) | Mixed Use - Date Palm (MU-DP) | Business Park - Date Palm (BP-DP) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (v) Meat market or delicatessen store | | | | | P | P | P | P | P | | | C | C |
| (w) Media Sales | | | | | P | | | P | | | | P | P |
| (x) Office supply store | | | | | C | | | P | | | | P | P |
| (y)Picture Framing | | | | | P | | | P | | | | P | P |
| (z) Print Shop | | | | | P | | | P | | | | P | P |
| (aa) Retail store, | | | | | C | C | C | C -prohibited | C | C | | C | C |
| (bb) Shoe store and repair | | | | | P | P | P | P | | | | P | P |
| (cc) Souvenir shop | | | | | P | | | P | P | | | P | P |
| (dd) Sporting goods stores | | | | | P | | | P | P | | | P | P |
| Retail sales and services operated on the same property and in conjunction with uses specifically allowable in this district | | | | | P | | | P | | C | | P | P |
| Rubber sales, or fabrication of products made from finished rubber | | | | | | | | | | C | | | |
| Secretarial or clerical service | | | | | P | | | | | | | | |
| Sexually oriented businesses, subject to full compliance with all licensing and regulatory provisions of Chapter 5.18 of this code | | | | | | | P | | P | P | | | |
| Sheet metal shops | | | | | | | | | | P | | | |
| Shoe manufacturing | | | | | | | | | | P | | | |
| Stone monument works | | | | | | | | | | P | | | |
| Tattooing establishments (as defined by Chapter 5.34 of this code) | | | | | | | C | | | C | | | |
| Telephone answering service | | | | | P | | | | | | | | P |
| Textile manufacture | | | | | | | | | | P | | | |
| Theater | | | | | P | | P | P -movie theater | | | | | |
| Time share residential developments | | | D** | | | | | | C | | | | |
| Tire rebuilding, recapping and retreading | | | | | | | | | | C | | | |
| Tourist-serving uses of a similar nature as are approved by the planning commission | | | | | | | | | P | | | | |
| Travel agency | | | | | P | | | | P | | | | |
| Truck steam cleaning equipment | | | | | | | | | | P | | | |

# Permitted and Conditionally Permitted Uses

| Land Use | Single Family Residential (R1) | Multiple Family Residential (R2) | Resort Residential (RR) | Downtown Residential Neighborhood (DRN) | Planned Professional Office (PPO) | Planned Limited Commercial (PLC) | Planned Community Commercial (PCC) | Mixed Use Commercial (MXC) | Commercial Tourist and Recreation Zone (CRT) | Light Industrial (I-1) | Open Space (OS) | Mixed Use - Date Palm (MU-DP) | Business Park - Date Palm (BP-DP) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wholesale businesses, warehouses, storage buildings or enterprises. | | | | | | | | | | P | | | |
| 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 | | |

1. Customarily incidental to any permitted uses when located on the same site with the main building and use
2. Provided that only minor repairing, battery charging, storage of merchandise and supplies, and lubrication be permitted so long as conducted within a building
3. Serving developments approved in an abutting commercial zone, sharing a common property line (or alley) with said proposed lot provided access is not permitted onto the residential street
4. P (Excluding dancing, entertainment or alcoholic beverages) C (Restaurants serving beer and wine, provided that the sale of such beverages is incidental to the primary restaurant function, and provided, further, that the use does not include a cocktail lounge, bar (except for a service counter or bar without seating facilities, from which patrons may obtain beverages for consumption at tables), entertainment, or dancing)
5. Maximum density as described in the downtown residential neighborhood (DRN) zone. When residential is located above commercial uses, access shall not be provided through the commercial use
6. Up to twenty dwelling units per gross acre
7. Ttransmission lines serving only the immediate area are permitted without a Conditional Use Permit

**Discretionary uses requiring a Planned Unit Development (PUD) Permit