



UNIVERSITY NEIGHBORHOOD SPECIFIC PLAN 7 January 2017 City of Palm Desert, California















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University Neighborhood Specific Plan

City of Palm Desert, California

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Executive Summary

Through the 2013 Envision Palm Desert strategic plan process, and subsequently during the process of preparing its new 2035 General Plan, the City and community of Palm Desert set a series of ambitious goals and priorities for the future of Palm Desert. Those goals and priorities represent a well balanced mix of continuing past trends while boldly embracing change:

- Continuing a long tradition of high quality desert neighborhood development while shifting toward more compact, sustainable, human-scale and pedestrian-oriented patterns and designs;
- Building upon Palm Desert's wide reputation as a center of the arts, elegant shopping and fine restaurants, while delivering these amenities in the form of a walkable, sustainable City Center attached to surrounding neighborhoods;
- Continuing a tradition of higher education while leveraging new investments in local colleges and universities to build a more robust local employment economy rather than relying so heavily on visitors, vacationers and retirees; and,
- While building new types of active, amenity-rich neighborhood environments to help attract and retain young professionals and families, ensure that these new neighborhoods area also well suited to the needs of older Palm Desert residents who want to stay active in their community, but without large properties to maintain and with more amenities within easy walking distance of their home.

These new goals and enduring values are addressed most directly in two specific areas of town: the City Center near the south end of town, and the University District near the north end. This Specific Plan provides a vision, standards, and implementation strategies for the University Neighborhoods in the westerly half of the University District.

For the University Neighborhoods, this Specific Plan provides a brief background and basis for the Plan, presents a clear vision for the future of this place, establishes a flexible "framework plan", public realm plan and land use plan, and provides development standards, design guidelines and implementation strategies and procedures for the phased construction of the neighborhoods. The next few pages provide a concise overview of the contents of the plan to guide new users to the information they need.

Chapter 1: Introduction

This chapter provides background information on Palm Desert and the impetus and policy basis for the preparation of this Plan. It describes the relationship between this Plan and the 2035 General Plan. For most readers, this chapter is interesting but optional reading.

Chapter 2: The Vision

This chapter describes the intended structure and organization of the Plan area, the intended design character of its public spaces and private development, and the maximum quantities of residential and commercial development planned for this area. Subsequent chapters describe in some detail the requirements and recommendations for the design of the many components and elements of the neighborhoods, and this chapter focuses on the intended outcomes and how all the pieces fit together to make complete, beautiful, human-scale places to live, shop, work and play. This chapter is quite short and is recommended reading for all users of this plan. Accordingly, no summary is provided here.



Illustration of mixed-use buildings around the public square in the Neighborhood Center



Illustration of varied neighborhood housing types around a neighborhood green

Very important to note:

"Walkability" a "comfortable walking distance" or variations thereof used in this Specific Plan are based on an approximate 5-minute walk, or a 1/4-mile radius for the average person.

Density: The maximum quantities of housing and commercial development listed in this chapter are based on a mix of development types, including single-family detached homes, single-family attached homes, small-scale multi-family housing types, with mixed-use and larger multi-family building types in the neighborhood center area(s). The maximum housing numbers listed in Chapter 2 cannot be attained unless such a mix of types is provided. Simply dividing the minimum lot size into the available acreage will not yield the maximum intensity allowed by the plan, since all three neighborhood zones allow for residential types that provide more than one dwelling per lot. It is projected that the greatest long-term value and benefit to the community will be created by such a mix of housing types.

Chapter 3: Neighborhood Structure & Public Realm

This chapter defines the street network, block structure and public realm design of the UNSP. The intent is to provide high levels of connectivity and walkability – and a seamless network of high quality, human-scale public space – while allowing a good deal of flexibility in the final layout of blocks in order to accommodate a variety of housing types. The public realm will be the unifying element of the neighborhoods, such that each "phase" or "project" will have a cohesive urban pattern, design character and predictable outcome for the City, the Master Developer(s), future residents, business owners and other stakeholders.



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Executive Summary (Continued)

A short overview of the main points by section:

3.1 Neighborhood Framework Plan: This describes the structure of the UNSP, starting with existing and planned major street that are substantially fixed in their location, while their final alignment may vary slightly from what is illustrated. Further, it describes how the rest of the neighborhood streets are to be laid out, most providing through connections for motorized vehicles, pedestrians and bicyclists, with some potentially limited to non-motorized transport modes. Mandatory block formation is described.

3.2 Subdivision Standards: This section describes in more detail the requirements for subdividing blocks and lots, including that some sides of some blocks may be formed by non-street open spaces of various types. While quite flexible, the range of open space types that may form block perimeters is limited to types not dominated by garages, parking or other service functions - i.e., not alleys.

3.3 Street Type Standards: This section provides standards for streets of various types, some intended for commercial and mixed-use centers, some intended for neighborhood edges along existing arterial streets, and the rest a variety of neighborhood street and alley types. Standards for alleys are also included here, but should not be confused with streets in terms of defining blocks or providing frontages for buildings.

3.4 Public Frontages: Public frontages are the band of land between the vehicular travel lanes of a street and the frontage line of lots – generally including curbside parking in some configuration, tree planters, and sidewalks. A range of options are provided, with the intention of a) generating variety of streetscape throughout the neighborhoods, and b) allowing developers and their design team to calibrate these public frontages to the intended ground floor use and design character. Please note that these frontage types are applied to streets along block perimeters, not to alleys within block interiors.

3.5 Street Tree Plan: This provides a recommended palette of street trees for the public realm of the UNSP.

3.6 Public Open Space Standards: These standards define the types and design character of the required public (or privately owned but publicly accessible) open spaces throughout the neighborhoods. These open spaces and the street system are collectively to form a single, seamless network of pedestrian-oriented public space. This public space



One of several public frontage type variations for neighborhood streets



One of several public frontage type variations for streets in the mixed use center



Prototypical neighborhood building scale and massing



Prototypical mixed-use center building scale and massing

network is intended to provide addresses and frontages for the buildings within the neighborhoods, and does not generally include incidental open spaces behind buildings or lots, and does not include service areas or alleys.

Chapter 4: Development Standards

This chapter provides the zoning and development standards for the Plan. The Regulating Plan is the zoning map, assigning "urban character zones" to each area. Like conventional zones, these zones define the range of permitted uses, development intensities, maximum (and minimum) building heights, and minimum (and maximum) setback requirements. Unlike conventional zoning, they also define intended and required urban form characteristics.

These standards work in tandem with the Design Guidelines in Appendix A. The guidelines describe those characteristics which are flexible and will be determined through the project design review process. To say they are flexible is not to say they may be ignored. The intentions of the vision plan in Chapter 2, the public realm design intent in Chapter 3, and the private development design intent and standards in Chapter 4 must be achieved. The Guidelines in Appendix A allow for flexibility and creativity in how they are achieved.

The housing types illustrated in the Design Guidelines represent a range of types that are definitely consistent with the intentions of the UNSP. They do not, of course, represent every possible variation, and other types that meet the primary intentions of this Plan - and Development Standards in Chapter 4 - may also be approved through the development design review process. An additional short presentation of a range of specific housing types that the Plan enables and encourages are provided at the end of this Executive Summary.

To provide additional clarity, the primary design principles and strategies underlying the Development Standards, Design Guidelines, and the housing types illustrated below include:

• Each building - each dwelling in the case of singlefamily detached or attached types - should face and take primary pedestrian access from a street, green, courtyard, paseo, or other public or semi-public open space. Such spaces do not include alleys, parking lots or other service and parking areas.

- Buildings should turn its back to a street, green, park, paseo or other open space, with some exceptions in cases of severe terrain.
- Each residential building frontage is defined by a front yard of some type, shallower in the NC and NM zones and a bit deeper in the NL zone. Porches, stoops and other projections welcoming the visitor may project into those required yard areas as defined in Chapter 4.
- Each building frontage should be predominantly oriented and scaled to the pedestrian. The Development Standards and Design Guidelines are intended and calibrated to ensure that no more than approximately 1/3 of any building frontage is devoted to garage access or front yard parking.
- Each single-family dwelling whether detached or attached - is required to have some private outdoor living space, in the form of a back yard, a side yard, or courtyard, as defined in Chapter 4 and further detailed in Appendix A.6. This requirement arises from the long Palm Desert tradition of indoor/ outdoor living, adapting the local tradition of very large yards to a more compact form allowing for very small, shady, wind-protected courts and patios as well as more expansive yards.
- Private outdoor spaces in the form of patios and balconies are encouraged but not required for multi-family buildings. Semi-private shared outdoor spaces in the form of courtyards and roof terraces are strongly encouraged, but not required.

It is worth mentioning one more time here, that the maximum development capacities identified in Chapter 2 cannot be achieved without providing a mix of single-family and multi-family housing types as described in Chapter 4 and Appendix A. Such a mixture is recommended by the General Plan, and within the UNSP area may not be implemented by constructing those varied housing types within separate, walled "projects".

It is anticipated that home builders of specific neighborhood areas may be motivated to maximize the number of single-family detached homes. The numbers listed in Chapter 2 cannot be reached with single-family detached housing alone. Nor is it intended that any one type of housing will be built continuously within a larger area of the plan.

Executive Summary (Continued)

Recommended lot sizes, housing types, and mixtures of housing types are described in Appendix A, Design Guidelines, and will be enforced through the project design review process. It is strongly recommended that builders review these requirements carefully with City staff prior to coming to any conclusions regarding the numbers and types of housing units that can be built in any portion of the Plan area.

Chapter 5: Infrastructure & Public Services

While Chapter 3 defines and describes the structure and design character of the street and open space network of the Plan, Chapter 5 describes its functional characteristics and systems, including transportation/circulation, grading, utility systems, and other public services. Most of this information is quite straightforward, and should be carefully reviewed by developers and their design team, and discussed with City staff.

Section 5.6 includes some quite specific standards for utility entrances and building services and will be of interest to developers and builders. These standards are focused on maintaining a high visual quality of all streetscapes and building frontages by ensuring that any above ground equipment is located along alleys or toward the rear of the lot, rather than being located along streets and in front yards.

Chapter 6: Implementation

This chapter defines development strategies, processes and procedures, including the development review process and the approach to infrastructure coordination and financing. This important reading for any prospective developers, investors and builders.

Of particular interest will be the Precise Plan process as defined in Section 6.7. This is the process whereby each phase and Planning Sub-Area of the UNSP will be coordinated with and connected to all others, to ensure a well connected, cohesive and seamless urban design throughout the Plan area. This process will generally be completed concurrently with tentative map applications, and coordinates the design of the street and open space network, block and lot structure, assignment of building types to blocks and lots, and preparation of a Landscape Master Plan for the public realm of the affected Planning Sub-Area(s).

Appendix A: Design Guidelines

As noted above in relation to Chapter 4, these guidelines are coordinate with and intended for use in tandem with the Development Standards in Chapter 4. The guidelines include explanations and guidance for the design of housing, commercial and mixed-use development, and related site and open space improvements that are consistent with the vision and intent of the Plan. The guidelines are organized into the following sections, so that developers, builders and member of their design team can focus their attention on the subjects most relevant to their proposed development type(s).

A.1 Neighborhoods and Housing: This section describes and provides guidelines for the design of a wide range of neighborhood housing types. It is intended and permitted that these types – subject to the stated conditions – may be mixed quite freely within many neighborhood areas, with larger and smaller single family homes sharing a block or a street, with attached and detached housing types built nearby one another, and small scale multi-family housing types built adjacent to or nearby single-family housing.

A.2 Neighborhood Housing Types: These guidelines describe in some detail a palette of the neighborhood housing types mentioned above. The guidelines include characteristic and recommended building sizes, building massing, means of pedestrian and vehicular access, frontage design, on-site yard space, and other important design considerations. It is important to note that the access and frontage design standards of this Plan require that all housing types front onto a street, green, park, paseo or other pedestrian-oriented open space. The enumerated housing types are recommended, but are not expected to describe every possible type or configuration. Other types may surely be proposed, and as long as they have characteristics of size, scale, massing, access, open space that are similar to and compatible with those described in Chapter 4 and Appendix A for the subject area, they can be reviewed and approved through the project design review process.

A.3 Neighborhood Center Guidelines: This section describes and provides guidelines for the design of commercial, mixed-use and multi-family building types for the Neighborhood Center zone. These building types are closely coordinated with the Street Types and Public Frontage Types of Chapter 3, and the Private Frontage

Types of section A.5, below. These public space and private development design elements are intended to be combined and coordinated in a variety of ways, providing both flexibility of use and design expression while ensuring a good degree of cohesion, in order to generate a unified and coherent public realm.

A.4 Neighborhood Center Building Types: As the guidelines in section A.2 do for neighborhood housing types, these guidelines describe a range of commercial, mixeduse and multi-family building types. Other types may be considered, but all buildings in Neighborhood Centers must meet the design intent of Chapter 2, must support the public intent of Chapter 3, must meet the standards of Chapter 4, and be consistent with the intent and guidelines of Appendices A.3 and A.4.

A.5 Private Frontage Types: These guidelines address the most important single topic in this Plan – the manner in which each building fronts toward and attaches to the public realm. These frontages – individually and collectively – define not only the visual character of the Plan area, but also the degrees of privacy neighborhood residents and prominence for neighborhood center business. They are the key to making the public realm a pleasure to walk in, play in, and meet neighbors in, rather than simple utilitarian, auto-oriented streets.

A.6 On-site Open Space: These guidelines provide direction for the design of yards, courts, balconies and other on-site open spaces. This is a critically important section for builders and developers to review carefully, as one of the key intentions of the UNSP is that housing be provided with private and semi-private open spaces that are high in quality and generally modest in size. This intention is a direct response to the observation that housing trends in Palm Desert have moved recently from a tradition of very large private yards and large houses on large lots, to a new trend of fairly large houses on very small lots with little or no usable private yard space.

This trend has skipped right over the long American and California traditions of small, beautiful yards and courts for small, medium or large dwellings. These yards and courts are the spaces that enable the iconic Southern California indoor-outdoor lifestyle. In most cases, these required outdoor spaces take on the scale and character of generous "outdoor rooms" rather than expansive landscaped play areas. The large landscaped yards and swimming pools that characterize the heritage of Palm Desert housing are certainly allowed by this Plan, but they are not required. Houses packed tight together with no yard spaces, on the other hand, are not allowed.

A.7 Architectural Guidelines: These guidelines provide recommendations for the design of all buildings within the Plan area. Specifically, they provide direction for the materials, configurations, detailing and colors of walls, openings, projections, roofs, and other building elements. The essence of the design intentions is that buildings be simple, elegant, permanent, and reflective of and in harmony with their immediate neighborhood context, the University District context, and with the unique desert city environment of Palm Desert.

These guidelines to not require any particular architectural styles, but do suggest that architectural character relate to the Southern California and Coachella Valley heritage. Architecture may, but need not, adhere to any previously defined architectural style, but if such a style is selected it must be done well and with some rigor. Reinterpretations of defined styles should be done with high levels of skill and caution.

Specifically recommended architectural attributes (and styles) include:

- Simple, solid, masonry (or stucco simulating masonry construction) architectural expression, consistent with permanence in a harsh desert climate;
- Permanent, sustainable materials that age gracefully and weather well in Palm Desert's harsh climate;
- Deeply shaded openings and shaded outdoor spaces, consistent with environmental sustainability in a desert climate, and buildings where indoor and outdoor rooms flow seamlessly together;
- Architecture based on the traditions of Spanish Revival, Palm Desert Ranch, Mid-Century Modern, and Contemporary styles are specifically recommended.

Architecture that combines elements from multiple styles are specifically and strongly discouraged.

Executive Summary (Continued)

A.8 Signage Guidelines: These guidelines provide direction for the design of signage and lettering on buildings.

A.9 Sustainability Design Guidelines: All of the standards and guidelines in this Plan are informed by and aimed at considerations of long-term sustainability. The basic structure and organization of the plan and the design of its public realm are aimed directly at reducing automobile travel demand by bringing many daily and weekly destinations within walking or biking distance of residences, and providing a safe and comfortable environment that encourages the use of active transportation modes and a healthy outdoor lifestyle. The development standards and design guidelines for streets, public open spaces, and private development are all aimed at making sustainable places populated by sustainable buildings that reduce the rate of consumption of non-renewable resources such as petroleum, clean water, clean air, and land.

Because of the strong emphasis that the 2035 General Plan places on sustainable place-making, these brief guidelines highlight specific strategies and recommendations for assuring the long-term sustainability of the University Neighborhoods, recommending measures to reduce the per capita rates of consumption of energy, water, land, and building materials.

Examples of Recommended Housing Types

The following common housing types are enabled and encouraged by the Development Standards and Design Guidelines of this Plan. Those presented here - and in the Design Guidelines - illustrate recommended typologies, of which many variations are possible.

Single-Family Detached House (Street-Load)

Lot widths of 55' or more, with face of garage set back behind the principal facade.

Single-Family Detached House (Alley-Load) Lot widths of 33' or more. Second units (carriage units) allowed in addition to house.

Single-Family Attached House (Alley-Load) Lot widths of 22' or more.

Neighborhood-Scale Multi-Family Housing (Alley-Load)

Single-Family or Multi-Family Courtyard/Paseo Housing (Alley-Load)

Apartment buildings, rowhouses, and detached cottages organized around and fronting a shared, semi-private courtyard, garden or paseo.

Neighborhood Center Multi-Family Housing (Alley-Load)

Neighborhood Center Mixed-Use Buildings (Alley-Load) These are very similar to neighborhood center multi-family buildings, except that the ground floor uses and frontage types are designed for commercial use. These include livework buildings in which one dwelling is provided over one commercial flex space.

Examples of Discouraged Housing Types

For the most part this Plan provides positive direction for the design and development of the University Neighborhoods, rather than focusing on what is not allowed or not recommended. However, because the vision for these neighborhoods is specific to Palm Desert - and to this particular part of Palm Desert - some housing types and some public space types that are fine in other communities or in other parts of Palm Desert do not contribute to this specific vision and accordingly are not recommended or disallowed.

This Plan is not just a policy plan, it is a physical design plan for this particular area, albeit a very flexible one. Accordingly some elements are required and some are disallowed or strongly discouraged.

The primary characteristics of discouraged housing types are essentially the converse of those for recommended housing types. Specifically:

- Buildings dwellings in the case of single-family detached or attached types that do not face and take primary pedestrian access from a street, green, courtyard, paseo, or other public or semi-public open space. Such spaces do not include alleys, parking lots or other service and parking areas.
- Buildings or lots that turn their backs to a street, park, green or other public open space.
- Buildings with frontages that do not include a front yard of some type, except for mixed-use buildings in the NC Zone provided with non-residential ground floor frontage types.
- Buildings with frontages that are not predominantly oriented and scaled to the pedestrian - with more than approximately 1/3 of any building frontage devoted to garage access or front yard parking areas.
- Buildings that do not provide some private outdoor living space, in the form of a back yard, a side yard, or court yard, as defined in Chapter 4.

Garage-Front Single-Family Detached or Attached House

In configurations where more than 1/3 of the frontage is occupied with garage doors and front-yard parking. Houses with less than 55' of street frontage may be approved upon the finding that less than 1/3 of the frontage is devoted to driveways and garages.

Alley-Facing Single-Family Detached or Attached House

The three key characteristics of alleys that distinguish them from streets are: a) lack of sidewalks that are separated from the vehicular way, b) lack of visitor parking, and c) the predominance of garages and vehicular access over pedestrian access.

Suburban Multi-Family Housing

Multi-family building types that turn their backs to a street, or within a gated compound with perimeter security fencing. Multi-family housing types that front the street with shared semi-private courtyards may gate the courtyards, provided that the courtyards are easily accessible by visitors throughout the day and into the evening.

Appendix B: Landscape Guidelines

This final section provides landscape design guidelines. These are primarily aimed at the landscape and hardscape of private yards, courts and gardens, but they are also applicable to the landscapes and hardscapes of public frontages, streets and public open spaces.

Parallel to the architectural guidelines, the focus of the landscape guidelines is on sustainable materials – landscape that requires little water and relatively little grooming and maintenance, hardscape and wall materials that develop a patina of age rather than crumbling or flaking over time – simply, elegantly and composed to form beautiful, comfortable spaces for human habitation.

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1.0 Introduction



This University Neighborhood Specific Plan ("UNSP", "Plan") was prepared in conformance with Government Code §§ 65451, et seq. Adopted per the requirements of the Palm Desert Municipal Code ("PDMC"), and other applicable laws, the UNSP sets forth the regulations for the identified UNSP area. The UNSP is comprised of approximately 400 acres, and provides for the development of a new, mixed-use community adjacent to planned campuses for California State University San Bernardino and the University of California Riverside. The overall goal is to provide a variety of housing options, business opportunities, and open spaces that stimulate residential and commercial activity and economic development throughout the City of Palm Desert.

The UNSP was prepared to translate and clarify the policies and intentions of the 2035 General Plan as they relate to this Plan area and to guide and shape its development. As a regulatory document, the UNSP provides a means of implementing the 2035 General Plan, and all future development within the UNSP boundaries must be consistent with the standards set forth in this document.

The UNSP is compatible and consistent with the goals and policies outlined in the 2035 General Plan, and will further the goals and policies of the General Plan as more fully described in Section 1.7.

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1.1 The Specific Plan Context

A. Regional Location & Context

The City of Palm Desert is located in the geographic center of the Coachella Valley in Riverside County (*Figure 1.1*). Incorporated in 1973, Palm Desert has grown steadily since the original 1940s townsite to its current footprint of over 27 square miles. A regional destination for shopping, dining, entertainment, recreation and desert living, Palm Desert retains its small town ambiance and communityfocused lifestyle.

Through the Strategic Plan and 2035 General Plan Update process, the community identified opportunities to recenter its civic life around activity centers in the city center areas of Highway 111 and the University District in north Palm Desert.

The UNSP area is located on the northern edge of the City, south of Interstate 10 (*Figure 1.2*). This Specific Plan includes comprehensive development standards and implementation and financing measures to ensure the creation of a vibrant, livable community with readily accessible amenities and attractive streetscapes and public places.

FIG. 1.1 REGIONAL LOCATION MAP





1.2 The Specific Plan Area

Specific Plan Area Location & Boundaries

The UNSP covers approximately 400 acres within the City limits, 3 miles north of the City's center and civic core. The Plan Area - a part of the larger University District - is bordered by Gerald Ford Drive on the north, Frank Sinatra Drive on the south, Portola Avenue on the west, and College Drive and Technology Drive on the east. Lying to the south of the I-10 Freeway, the University District is a primary gateway in the City of Palm Desert and the larger Coachella Valley.

The UNSP area is approximately 280 feet above sea level along Frank Sinatra Drive (southern edge), with a gradual 100-foot decline traveling north towards Gerald Ford Drive. The UNSP area is bound by:

- The partially developed Millennium Specific Plan area to the north of Gerald Ford Drive, planned for mixed-use development;
- Existing commercial and multi-family development to the east of College Drive;
- The University of California Riverside Palm Desert Campus (±35 acres) and planned Cal State University San Bernardino Planning Area (±155 acres) to the east of Cook Street;

- Desert Willow Golf Resort to the South of Frank Sinatra Drive; and,
- Single-family housing and vacant land to the west of Portola Avenue.

The planning and design of the UNSP area incorporates the major streets and infrastructure previously constructed per the "University Park Plan", adopted by a General Plan Revision (*Community Facilities District 2005-1*). The existing collector streets (College Drive, University Park Drive, Technology Drive and Pacific Avenue) and related backbone infrastructure were constructed between 2006 and 2007. However, the subsequent economic recession prevented completion of the University Park and Neighborhood area.

Since 2007, the UNSP area has remained largely undeveloped, with the exception two community parks that together total 5 acres.



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1.3 Palm Desert: Past and Present

A. Palm Desert Beginnings

The original Palm Desert Townsite was founded in 1935. Designed by Beverly Hills landscape architect, Charles Gibbs Adams, the townsite included wide landscaped boulevards, large lots, and a central reservoir that served as a swimming pool for local resorts. Highway 111 was also completed around this time.

In 1945, the townsite was sold to Clifford Henderson and his brothers who founded the 1,600-acre Town of Palm Desert. The Town quickly became known as a retreat for celebrities, politicians, and affluent families, anchored by the Shadow Mountain Club with its cottages, restaurants, pools and golf courses. At this time, the City's first neighborhoods were characterized by interconnected blocks with large lots, and a network of convenient walking and biking paths to nearby commercial and retail areas. The "active desert village" lifestyle became the major selling point for the City with neighborhoods comprised of Mid-Century Modern, Spanish Revival, Ranch and Contemporary architecture.

B. Educational Heritage

Following the City's early economic growth, Palm Desert became known as a center for higher education. In 1962, the College of the Desert was opened to, "...be a center of collaborations and innovations for educational enrichment, economic development and quality of life in the Coachella Valley and surrounding communities." Today, the College's enrollment exceeds 10,000 students, offering over 90 twoyear degrees and certificate programs.

In 1986, California State University San Bernardino (CSUSB) selected Palm Desert as a satellite campus location on land leased from College of the Desert. The CSUSB campus expanded to 7 buildings by the end of the 1980s. Anticipating continued growth, CSU Dean Peter Wilson secured a land donation from the City in 1994 to be a permanent home for the campus. Today, the CSUSB Palm Desert campus is a regional center for education enrolling approximately 1,100 undergraduate and graduate students annually.

C. Past Informing the Present

The University Neighborhoods are intended to merge many of the essential qualities of Palm Desert's early neighborhoods with 21st century best practices for sustainable community development. The core design principles - walkable, attractive neighborhoods, with ample connections to open space and neighborhood centers - are the same. Through the integration of sustainable neighborhood design, pedestrian-oriented development and open space, and adequate ties to the existing community, the UNSP will elevate and enhance Palm Desert's historic role as a center for higher education, cultural institutions, and economic development in the Coachella Valley.



Aerial of growing Palm Desert Townsite. Photo c. 1950



Early "Palm Village" advertisement features a walkablebikeable village. Courtesy of Palm Desert Historical Society.



College of the Desert Gateway, c. 1962

1.4 Relationship to the 2035 General Plan

A Specific Plan is a tool for systematic implementation of the General Plan and must be consistent with the City's General Plan (California Government Code Sections 65450 et. seq. - see *Figure 1.4*). By establishing policies and standards for development of the area, the UNSP is a valuable tool that not only implements the goals, policies and programs of the 2035 General Plan, but also describes the desired form of a new neighborhood and provides for orderly development of the area.

Through a detailed analysis, the UNSP has been found to be consistent with the Goals and Policies of the City of Palm Desert General Plan, and with the intentions of the 2035 General Plan Update, which envisions the "University Area" (or "University District") to be planned and developed as

FIG. 1.4 CA SPECIFIC PLAN REQUIREMENTS

CALIFORNIA GOVERNMENT CODE SECTION 65450

Section 65450 et seq. of the California Government Code prescribes the required contents of a Specific Plan, and describes its relation to the General Plan as follows:

65450. After the legislative body has adopted a General Plan, the planning agency may, or if so directed by the legislative body, shall, prepare Specific Plans for the systematic implementation of the general plan for all or part of the area covered by the general plan.

65451. (a) A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

(b) The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

complete, sustainable neighborhoods, centers and districts according to the following vision statement:

The creation of both a California State University and a University of California campus within Palm Desert is an enormous economic opportunity for both the City and the entire Coachella Valley.

The campuses provide the City with new opportunities for educating residents, attracting new talent to the valley in the way of both faculty and students, and attracting investment related to university operations. The first step towards these opportunities was completed with the City donating the land for the campus. Into the future, the City will need to continue to work with and support the development of the campus. More importantly, the City will need to ensure that the lands around the universities are developed in a way that maximizes connectivity and accessibility.

Through a strategy of connectivity and accessibility, the City will capitalize on the greatest possible value of creating a university area. To help achieve this outcome, the City will also prepare a University Neighborhood Specific Plan, which will provide detailed design guidance for the neighborhoods near the universities and the roads that connect the area internally and with the rest of the City. (City of Palm Desert 2035 General Plan, 2015, Vision and Guiding Principles, p. 8)

The UNSP provides for a flexible and balanced mix of housing types and other uses within each neighborhood, and within the larger University District as a whole. Each of the neighborhood zones defined by the Development Code (see Chapter 4) identifies the appropriate mix of housing and/or commercial uses and patterns for their distribution and interconnection. The zones provide for appropriate transition between different land uses and development intensities, employing gradations of scale and character.

The phasing plan for the proposed UNSP will be developed by the Master Developer and approved by the City in accordance with Section 6.3 Implementation Schedule and Phasing. Phases will be provided to enable the orderly, incremental development of the infrastructure and the neighborhood. These neighborhood sub-areas be further broken down into sub-phases as necessary match the scale and pace of development to market conditions.

1.5 Plan Preparation Process

A. Process Overview

To ensure that the University District – beyond simply meeting the City's 2035 General Plan objectives – also provides the types of new opportunities to live, work, shop and play that meet the needs of the City of Palm Desert's existing and future residents, the University Neighborhoods were planned in close coordination with the preparation of the 2035 General Plan Update, and utilized a focused engagement process to obtain input from community stakeholders and adjacent property owners.

With the initiation of this planning effort, the design team conducted a comprehensive review of existing site characteristics, previous plans within the Plan Area, the Envision Palm Desert Strategic Plan, and 2035 General Plan Update policy direction for the University District. Initial design concepts were reviewed with City staff and affected property owners to ensure that they were relevant to the City of Palm Desert and its residents and based on accurate information. This preparation included:

- Aerial photography, surveying and entitlement research for the site and adjoining properties;
- Review of historic maps and photographs of the City of Palm Desert, identifying the urban design elements – primarily street types and building types – that are indigenous to Palm Desert;
- Review of relevant City of Palm Desert General Plan policies and zoning regulations;
- Review of California Government Code Section 65450 et. seq. for the formation of Specific Plans;
- Review of available environmental data relative to the University Neighborhood area and surrounding properties;
- Review of the design and capacity of existing roadway and utility systems adjoining and serving the University Neighborhood area;

The planning team worked collaboratively with City staff and property owners to review and test plan alternatives and design concepts and to determine the appropriate development potential of the UNSP area, and presented these to the General Plan Technical Working Group for review and input. During these conversations, a wide range issues related to land use, circulation and access, economic development, and community design character were discussed and resolved.

Milestone reviews for the Specific Plan included:

- July 9, 2015, Palm Desert City Council Plan Design Principles and Concepts;
- August 18, 2015, Palm Desert Planning Commission Plan Design Principles and Concepts;
- December 18, 2015, General Plan Technical Working Group overview and discussion of Administrative Draft Specific Plan;
- Fall 2016, Palm Desert Planning Commission Public Draft Plan Review;
- Fall 2016, Palm Desert City Council Public Draft Plan Review and adoption;

The feedback and comments received throughout the plan preparation process guided the revisions and refinement of the UNSP.

B. Organization of the Specific Plan

Based on the consensus reached by the City Council, Planning Commission and subsequent meetings, the design team prepared this Specific Plan. The UNSP is organized into six sections and appendices that serve as a reference manual for all future development in the planning area. The UNSP provides required Development Standards (*Chapter* 4) with references to further Design Guidelines throughout the UNSP document. All topics are in accordance with the California Government Code for Specific Plans.

- 1. Introduction. The introduction describes the intent and purpose of the Specific Plan and the University Neighborhood's context within the City, including an overview of the Specific Plan's use as a tool to implement the City of Palm Desert's General Plan, demographics analysis, and existing market conditions. This section also describes the land-use goals, policies and programs.
- 2. The Vision. This section describes and illustrates the form, character and uses of the UNSP and its surrounding context - both built and planned - and explains the underlying design principles.
- **3.** Neighborhood Structure and Public Realm. The UNSP is essentially a collection of various projects,

neighborhood scales, densities, land uses, economic opportunities and environmental challenges. The Neighborhood Structure and Public Realm section outlines how urban design applications will be integrated to promote a sustainable, cohesive and financially sound Specific Plan.

The public realm is often defined as the space between buildings; moreover, it is the space where a buildings and people are tied together through streetscapes, blocks, public frontages, parks, plazas and other open spaces. The public realm is the space where community interaction happens and forms public perception.

This section defines the standards that create a walkable, attractive, safe and desirable community. Altogether, these strategies will contribute to the UNSP's aesthetics, safety, and long-term economic growth. Topics will include: complete networks and streets; creating mixed-use buildings and places; achieving pedestrianoriented environments.

4. Development Standards. This section describes the detailed designs of the UNSP, including the layout and design of streets and blocks, the location and extent of land uses planned for the area, and the development standards that will shape new development. This Specific Plan, unlike some conventional codes and specific plans, places primary emphasis on the physical form and character of new development, with a strong secondary emphasis on the uses within the buildings.

Accordingly, the core of the UNSP is Chapter 4, the Development Standards, a graphically oriented document that clearly describes the required urban and architectural design patterns, while also carefully regulating the uses of the buildings and lots within the UNSP area. The Development Standards specify the allowed residential densities and intensity of the development that may be achieved under the UNSP. It also describes and regulates the design of the public space network that forms the framework and provides the infrastructure for the University Neighborhood, focusing on a circulation network that balances the use of all travel modes, including automobiles, pedestrians, bicycles, public transit, and other modes that may come into common use in the future. The Development Standards are intended to replace the City's Zoning Ordinance and Municipal Code where a conflict occurs. Other sections of the Municipal Code and Zoning Ordinance remain unaffected.

- 5. Infrastructure and Public Services. This chapter provides a summary of infrastructure systems and public services necessary to support the UNSP.
- **6. Implementation.** The implementation chapter describes the steps necessary to schedule, phase, execute and finance the development of the UNSP.
- **A. Appendices.** The Specific Plan contains the following three appendices:
 - App. ADesign Guidelines. Recognizing that the UNSP
will be built in phases, this section defines
the visual nature and qualities that must be
incorporated for all projects, from block-scale
to individual homes. The guidelines outline the
building and housing types, design features,
frontages and landscape elements that
constitute a seamless visual identity and sense
of oneness across the UNSP and its context.
 - App. B Landscape Guidelines. These guidelines discusses how landscaping, natural elements and environmentally-conscious designs may be integrated into the UNSP. Topics covered include general guidelines applicable to the entire public realm, design fixtures and elements such as lighting and street furniture that in enhance public spaces, and landscape guidelines for private lots and on-site development. Finally, this section provides an extensive list of recommend and potential tree and plant species to be considered for the UNSP area.
 - App. C Glossary provides definitions of terms and phrases used in the UNSP.

1.6 Existing Conditions

A. Existing Conditions

The City of Palm Desert is located in the center of Riverside County, in the heart of the Coachella Valley. It is bordered by Rancho Mirage to the west and Indian Wells to the south and east. The City's sphere of influence (SOI) includes areas to the north and south of the City, portions of the Santa Rosa Mountains between Monterey Avenue and Washington Street.

B. Demographics

The City of Palm Desert recorded a population of 50,417 residents in 2014. Thousand Palms, located in the City's SOI, had a population of 7,715 and Bermuda Dunes, also its SOI, had a population of 7,282 in 2010. Palm Desert is the third largest city in the Coachella Valley, and the 12th largest city in Riverside County.

Palm Desert's population is significantly older than the population of Riverside County. Census reports from 2010 indicate a median age of 53, compared to 33.7 for Riverside County as a whole. Approximately 53% of Palm Desert's population is female, with 47% male. The largest age groups in Palm Desert are the 60-64, 65-69, and 70-74 age groups. This represents approximately 8% of the total Palm Desert population.

The racial composition of Palm Desert, from 2008-2012 Census data, indicates 98% of residents are one race, with 2% reporting two or more races. Of residents, 86% are white, 6% indicate some other race, 5% are Asian, 5% are Black or African American, and less than 1% are American Indian or Alaska Native. In census terms, Hispanic population is not classified as a racial category, but instead as an ethnicity. In order to make comparisons between Hispanic population in the different census recognized racial groups, the non-Hispanic portion of each group needs to be accounted for separately from the Hispanic population which can be of any race. Palm Desert's population is 70.42% non-Hispanic white.

The 2035 General Plan anticipates and provides strategies for a number of future demographic and land use trends, for which the University District and University Neighborhoods are intended to play an important role. These include a gradual decrease in median age, increased educational attainment, and a higher jobs to housing ratio.

TABLE 1.1 PALM DESERT DEMOGRAPHICS

Characteristic	
Population (2014 Census)	50,417
Population by Age Group (2012 Census)	
Under Age 5	1,805
5 – 19	6,108
20 – 34	6,525
35 – 64	16,313
65 and up	15,525
Total Households (2012)	24,065
Family Households (2012)	13,012
Non-Family Households (2012)	11,053
Average Household Size	2.09
Household Units (2010)	37,073

Source: Census 2010, 2012, 2014.

C. Environmental Setting

Two ecological sections cover the City of Palm Desert; the Colorado Desert in the north (Coachella Valley) and the Southern California Mountains and Valleys in the south (San Jacinto Mountains). The Colorado Desert is characterized by alluvial fans, basin, dunes and delta plain, while the Southern California Mountains and Valleys are characterized by narrow ranges and broad fault blocks, alleviated lowlands, and dissected westward sloping granitic uplands. Palm Desert falls within the Coachella Valley subsection of the Southern California Mountains.

Palm Desert is approximately 160 feet above mean sea level (amsl) along the Whitewater River up to 5,140 feet amsl at Sheep Mountain. The City is characterized by a large basin, rounded hills, mountains, and steep canyons.

The region is comprised of primarily urban land uses, within city boundaries, with the remainder serving as open space. Palm Desert's vegetative communities includes Sonoran mixed woody and succulent scrub, stabilized shielded desert sand fields, peninsular juniper woodland and scrub, Sonoran creosote bush scrub, desert fan palm oasis woodland, desert dry wash woodland and active shielded desert dunes.

The UNSP provides public realm design standards and landscape design standards and guidelines intended to efficiently utilize limited water resources, provide for groundwater recharge, and develop a highly sustainable, climateappropriate urban landscape rich in native and adaptive desert plant species.

D. Residential Market Assessment

The recession of 2007 severely restricted residential construction, nationally as well as Riverside County. Now low interest rates and the absorption of the available housing inventory, the local and national economies have begun to improve.

Compared to other jurisdictions in the region, Palm Desert has a higher number of non-family households. The average household size in Palm Desert is 2.09 persons per household, lower than the Riverside County average of 3.24 persons per household, with approximately 34% of the City households made up of single-person households.

The UNSP provides for a wide range of housing types to flexibly accommodate current and future residents of Palm Desert, with a particular emphasis on young families, students, university faculty and staff, and older couples and singles seeking housing within a comfortable walking distance to an amenity-rich and transit-accessible neighborhood environment.

E. Commercial Market Assessment

Palm Desert's non-residential and commercial spaces include, retail, office, hospitality and industrial uses. Market demand for office space is closely tied to professional and service industry jobs in the market and overall unemployment rate. The unemployment rate in Riverside County accelerated sharply peaking at 14.7% in October 2010. Prior to the 2007 recession, Riverside County generally had an unemployment rates at or below the State of California. With the City's strong dependence on the hospitality industry, Palm Desert's unemployment rate stayed considerably below both the state and county's unemployment rates throughout the recession. Office lease rates are slowly beginning to recover from the severe decline of the Recession, beginning in 2007.

Palm Desert has regionally high volumes of retail sales tied to the hospitality industry and expenditures by seasonal residents. Retail lease rates for Palm Desert are consistently higher per square foot per year compared to Coachella Valley and Riverside County. Palm Desert is likely to maintain this cost advantage due to heavy concentration of hotel rooms and seasonal residents, which drive retail sales above their expected per capita rates. The price premium for retail space in Palm Desert is reflected in the prices associated with retail space currently for sale in the City. Most of the currently available space is in smaller properties, ranging from 2,000 to 3,000 square feet of space.



The Vineyard Apartments, constructed in 2009 and located at College Drive and Frank Sinatra Drive, represent some of the recent housing developments adjacent to the UNSP.



"The Village at University Park" are an existing office and retail park along College Drive and Gerald Ford Drive.

1.7 Land Use Goals, Policies and Programs

A. Goals, Policies and Programs Overview

Goal:	A desirable outcome or future condition toward which the City will work.
Policy:	A short statement intended to guide decision-making.
Program:	An implementation strategy with clearly defined responsibilities.

The 2035 General Plan contains several excerpted goals and policies that directly apply to the planning of the UNSP. These are listed below for reference:

B. Goals

Land Use and Community Character Element

- 1. Quality Spaces. A beautiful city with a balance of high quality open spaces and high quality urban areas.
- **2.** Human-Scaled Design. A city designed for people, fostering interaction, activity, and safety.
- 3. Neighborhoods. Neighborhoods that provide a variety of housing types, densities, designs and mix of uses and services that support healthy and active lifestyles.

Mobility Element

- 1. Livable Streets. A balanced transportation system that accommodates all modes of travel safely and efficiently.
- 2. Pedestrian Facilities. Integrated pedestrian pathways that connect residences, businesses, educational, and community uses.
- 3. Bicycle Networks. Well-connected bicycle network that facilitates bicycling for commuting, school, shopping, and recreational trips. It is anticipated that this network will also enable the use of additional personal transportation modes that may come into common use in the future.
- **4. Transit Facilities.** An integrated transportation system that supports opportunities to use public and private transit systems.

Health and Wellness

- **5.** Public Park Facilities. A network of parks with safe and convenient access and resources for everyone.
- 6. Healthy Community Design. Complete development patterns and urban design based on a comfortable walking distance (defined as a 1/4-mile radius), attractive, family-friendly neighborhoods, districts and corridors that support healthy and active lifestyles.

C. Applicable General Plan Policies

The following General Plan policies will apply and inform this Specific Plan:

Land Use and Community Character Element

1.2 Open Space Preservation. Balance the development of the City with the provision of open space so as to create both high quality urban areas and high quality open space.

1.3 Traffic Generation. Match medium and high intensity/ density development with pedestrian-oriented and bicycle friendly design features so as to maximize active transportation and reduce motorized trips and VMT.

1.6 Community Amenities. Balance the impacts of new development, density, and urbanization through the provision of a high-level of neighborhood and community amenities and design features.

2.1 Pedestrian Focus. Design the streetscape of high volume corridors to balance regional traffic flow with pedestrian movement and safety and the unique physical environment of the area.

2.2 Parking Frontages. Require parking strategies and designs that ensure parking areas do not dominate street frontages and are screened from public views whenever possible.

2.3 Landscaping. Require development projects to incorporate high quality landscaping in order to extend and enhance the green space network of the city.

2.4 Tree Planting. Encourage the planting of trees that appropriately shade the sidewalk and improve the pedestrian experience throughout the city.

2.5 Streetscape. Enhance the pedestrian experience through streetscape improvements that could include new street lighting, tree planting, and easement dedications to increase the size of the sidewalks and pedestrian amenities.

2.6 Lighting. Require all new street lights in commercial areas to be pedestrian-oriented and scaled, attractively designed, compatible in design with other street furniture, and to provide adequate visibility and security.

2.7 Public Gathering Spaces. Improve existing and create new gathering spaces throughout the City to provide beautiful, comfortable, and inviting public and pedestrian spaces, encouraging walking and public gathering spaces.

2.8 Public Plazas. Encourage new development to incorporate public plazas, seating, and gathering places, especially in prominent locations and areas of pedestrian activity.

2.9 Commercial Requirements. Require development projects in non-residential and mixed use areas to provide for enhanced pedestrian activity through the following techniques:

- i. Requiring that the ground floor frontage be oriented to and accessible from the sidewalk;
- **ii.** Locating the majority of a building's frontages in close proximity to the sidewalk edge;
- Requiring that the first level of the building occupy a majority of the lot's frontage, with exceptions for vehicle access;
- Requiring that the majority of the linear ground floor retail frontage (where it occurs) be visually and physically "penetrable," incorporating windows and other design treatments to create an attractive street frontage;
- Requiring that the first level of building where retail uses are allowed have a minimum 15 feet floor to floor height for non-residential uses;
- vi. Minimizing vehicle intrusions across the sidewalk;
- vii. Allowing for the development of outdoor plazas and dining areas;
- viii. Discouraging new surface parking lots; and
- **ix.** Locating parking (surface or structured) behind buildings, wherever feasible.

2.10 Auto-oriented Uses. Prohibit uses that serve occupants of vehicles (such as drive-through windows) and discourage uses that serve the vehicle (such as car washes and service stations), except where they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape, and are compatible with the planned uses of the area.

2.11 Roadway Scale. In pedestrian prioritized areas of the City, limit roadway size and design techniques that emphasize and/or prioritize motorized vehicle operation at the expense of pedestrian and bicycle safety and comfort.

2.12 Destination Accessibility. Direct the development of new centers, parks, schools, and similar destinations so as to provide all residences to at least two amenities within a 1/4-mile walkable radius.

3.1 Complete Neighborhoods. Through the development entitlement process, ensure that all new Neighborhoods (areas with a "Neighborhood" General Plan Designation) are complete and well-structured such that the physical layout and land use mix promote walking to services, biking and transit use, are family friendly and address the needs of multiple ages and physical abilities. New neighborhoods should have the following characteristics:

- i. Contain short, walkable block lengths;
- **ii.** Provide a high level of connectivity for all travel modes where practicable;
- iii. Are organized around a central focal point such as a park, school, civic building or neighborhood retail such that most homes are no more than one quartermile from this focal point;
- iv. Have goods and services within a short walking distance;
- v. Contain a diversity of housing types, where possible;
- vi. Have homes with entries and windows facing the street;
- vii. Be approximately 125 acres in size and approximately half-mile in diameter;
- viii. Have a grid or modified grid street network (except where topography necessitates another street network layout).
- ix. Provide a diversity of architectural styles.

3.2 Conventional Neighborhood Design. Discourage the construction of new residential neighborhoods that are characterized by cul-de-sacs, soundwalls, long block lengths, single building and housing types and lack of access to goods and services.

3.3 Variety of Types of Neighborhoods. Promote a variety of neighborhoods within the City and ensure that neighborhood types are dispersed throughout the City.

3.4 Balanced Neighborhoods. Within the allowed densities and housing types, promote a range of housing and price levels within each neighborhood in order to accommodate diverse ages and incomes. For development projects larger than 5 acres, require that a diversity of housing types be provided and that these housing types be mixed rather than segregated by unit type.

3.7 Walkable Neighborhoods. Require that all new neighborhoods are designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings that define and are oriented to streets or public spaces, trafficcalming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

3.8 Provision of Sidewalks. Except within designated rural areas, require sidewalks of at least 6 feet in width on both sides of streets in neighborhoods.

3.9 Block Size. Require new neighborhoods to be designed with typical blocks no longer than 500 feet. Exceptions for longer blocks can be made if determined necessary or if mid-block pedestrian and bicycle connections are provided.

3.10 Neighborhood Intersection Density. Require new neighborhoods to provide high levels of intersection density. Neighborhood Centers and small town neighborhoods should have 300 intersections per square mile.

3.11 Street Layout. Design streets and lot layouts to provide a majority of lots within 20 degrees of a north-south orientation for increased energy conservation.

3.12 Connections to Key Destinations. Require direct pedestrian connections between residential areas and nearby commercial areas.

3.13 Tree-lined Streets. Require trees on both sides of at least 60% of new and existing streets within the project and on the project's side of bordering streets, between the vehicle travel way and walkway at intervals averaging no more than 50 feet (excluding driveways and utility vaults). This standard shall apply whenever new streets are constructed or when existing streets and sidewalks are significantly rehabilitated with existing neighborhoods.

3.14 Shaded Sidewalks. Require shade over at least 30% of the length of sidewalks on streets within a project. Trees must provide shade within 10 years of landscape installation and should be as water efficient as possible.

3.15 Access to Daily Activities. Require development patterns such that the majority of residents are within 1-half mile walking distance to a variety of neighborhood goods and services, such as supermarkets, restaurants, churches, cafes, dry cleaners, laundromats, farmers markets, banks, hair care, pharmacies and similar uses.

3.16 Access to Parks and Open Spaces. Require the design of new neighborhoods and, where feasible, retrofit existing neighborhoods, so that 60% of dwelling units are within a 1-third mile walk distance of a usable open space such as a tot-lot, neighborhood park, community park or plaza/green.

3.17 Neighborhood Transitions. Require that new neighborhoods provide appropriate transitions in scale, building types and densities between different General Plan designations.

3.18 Gated Communities. Strongly discourage the construction of new gated communities except in the Rural or Resort General Plan Designations.

3.19 Soundwalls. Allow the use of soundwalls to buffer new Neighborhoods from existing sources of noise pollution such as railroads and limited access roadways. Prohibit the use of soundwalls to buffer residential areas from arterial or collector streets. Instead design approaches such as building setbacks, landscaping and other techniques shall be used.

3.20 Subdivision Gateways. Discourage the use of signs to distinguish one residential project from another. Strive for neighborhoods to blend seamlessly into one another.

3.23 University Neighborhood. Facilitate the development of a University-oriented neighborhood west of Cook

Street, north of Frank Sinatra Street, and west of Portola Avenue. Specify and require the neighborhood be walkable, highly connected to the surrounding areas, and exemplify the best ideals of Palm Desert and complete neighborhoods.

Mobility Element

1.1 Complete Streets. Consider all modes of travel in planning, design, and construction of all transportation projects to create safe, livable, and inviting environments for pedestrians, bicyclists, motorists and public transit users of all ages and capabilities.

3.1 Pedestrian Network. Provide a safe and convenient circulation system for pedestrians that include sidewalks, crosswalks, place to sit and gather, appropriate street lighting, buffers from moving vehicles, shading, and amenities for people of all ages.

3.2 Prioritized Improvements. Prioritize pedestrian improvements in areas of the City with community and/ or education facilities, supportive land use patterns, and non-automotive connections such as multi-use trails and transit stops.

3.3 Roadway Sidewalks. Provide adequate sidewalks along all public roadways.

3.4 Access to Development. Require the all new development projects or redevelopment projects will provide connections from the site to the external pedestrian network.

4.1 Bicycle Networks. Provide bicycle facilities along all roadways to implement the proposed network of facilities outlined in the 2035 General Plan. Many of these routes are also intended to be adaptable to other types of small, personal vehicles.

4.2 Prioritized Improvements. Prioritize bicycle facilities that connect community facilities, supportive land use patterns, pedestrian routes, and transit stations.

4.3 Bicycle Parking. Require public and private development to provide sufficient bicycle parking.

5.1 Transit Service. Promote public transit service in areas of the City with appropriate levels of density, mix of residential and employment uses, and connections to bicycle and pedestrian networks.

Health + Wellness Element

1.1 Accessibility to Parks. Seek new park locations that will serve residential areas that are more than a quarter mile from an existing or planned park or separated from an existing or planned park by a street that consists of 4 or more travel lanes. Where possible, parks shall be associated with and connected to the trail network.

1.2 Sensitive Receptors. Avoid the siting of new projects and land uses that would produce localized air pollution in a way that would adversely impact existing air quality-sensitive receptors including schools, childcare centers, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet. When a minimum distance of 500 feet cannot be avoided, a health impact assessment (HIA) shall be completed in compliance with Policy 5.1.

1.3 Physical Plan. Facilitate the construction of a built environment that supports a healthy physical and social environment for new and existing neighborhoods.

1.4 Walkable Streets. Regulate new development to ensure new blocks encourage walkability by maximizing connectivity and route choice, create reasonable block lengths to encourage more walking and physical activity and improve the walkability of existing neighborhood streets.

1.5 Pedestrian Barriers. Discourage physical barriers to walking and bicycling between and within neighborhoods and neighborhood centers. If physical barriers are unavoidable, provide safe and comfortable crossings for pedestrians and cyclists. Physical barriers may include arterial streets with speed limits above 35 mph, transit or utility rights-of-way, very long blocks without through-streets, and sound walls, amongst others.

1.6 Shared Driveways. Allow and encourage new commercial and residential development to have common driveways serving multiple units, to minimize the number of curb cuts along any given block to improve pedestrian safety.

1.7 Health in New Development. Evaluate the health impact and benefits of new development projects in the early planning phases to maximize its contribution to a healthier Palm Desert.

D. Programs

1. Amend the Zoning Ordinance to reflect the land use changes and related policies of this Specific Plan. Where necessary, new zoning districts and standards applicable to the University Neighborhood shall be created.

2. Establish a clear direction for the revitalization of Cook Street and implement development standards and design guidelines to realize that vision.

2.0 The Vision



The vision for the UNSP area is a synthesis of traditional American neighborhood patterns with the modern design and desert landscape heritage and sensibilities of Palm Desert and the Coachella Valley. The traditional town-making values of spatial definition, integration of varied housing types and uses, and strong sense of place are at the core of the plan for these new neighborhoods.

Achieving these results without resorting to a clichéd or nostalgic design vocabulary has the potential to define a fresh new prototype for sustainable 21st century neighborhoods and centers, leveraging the great value of the coming university campus and associated employment opportunities over the course of the coming decades.

The vision set forth in this chapter will be implemented through the cooperative and collaborative efforts of master developers, the City of Palm Desert, merchant builders, and entrepreneurs, guided by the neighborhood pattern direction in Chapter 3, the development standards in Chapter 4, the infrastructure standards in Chapter 5, the implementation procedures in Chapter 6, and the architectural and landscape design guidelines in Appendices A and B.

Illustration by JJ Zanetta.

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2.1 The Opportunity

Beginning in 2013 with the Envision Palm Desert strategic planning process, and continuing in 2014 and 2015 with the 2035 General Plan Update process, the City and Community of Palm Desert have invested significant financial, social and political capital to planning a future for Palm Desert that will build on its historical strengths while positioning it to capture the value of shifting demographic trends and regional priorities.

Through this process, 2 districts in particular have been identified as presenting unusual opportunities for new sustainable development of high long-term value, positioned at the crossroads of what Palm Desert has been and what it aspires to become. The first is the City Center and Highway 111 Corridor, for which a new vision plan and implementation standards have been prepared.

The second is the 400-acre UNSP area and surrounding context, bounded on the north and east by Interstate 10, on the south by Frank Sinatra Drive, on the west by Portola Avenue. Within this area, by a combination of good planning and good fortune, the following well-aligned circumstances are found:

- A 168-acre campus site for a Palm Desert branch campus of California State University at San Bernardino (CSUSB), and several existing academic buildings;
- A new master planning process underway as of December 2015, with a focus on connecting the campus with surrounding neighborhoods;
- Over 75 acres of commercial office and research and development land adjacent to the campus site;
- Existing multi-family housing and commercial development along the west side of Cook Street across from the campus site, and new single-family neighborhood just to the east of the campus site;
- A vacant City-owned parcel of 170 acres at the southwest corner of the UNSP area, intended for the development of a mixed-use, walkable, sustainable neighborhood; and,
- Over 300 acres of vacant land in the northwest portion of the district, the owners of which have invested in significant infrastructure and share the City's interest in developing neighborhoods positioned to take advantage of connections to the university and other amenities.



Existing University buildings, the "seed" of the core campus



Existing collector street - College Avenue - in the center of the planned UNSP, surrounded by vacant opportunity sites



Existing commercial center at Cook and Gerald Ford Drive

2.2 Context & Organization

As outlined in *Section 1.7*, above, Palm Desert's 2035 General Plan envisions that new development in this area will take the form of walkable, mixed-type neighborhoods, mixed-use neighborhood centers, and a walkable, transit-ready university campus integrated with a range of employment uses, housing and support commercial uses.

The Conceptual Framework Plan, *Figure 2.1* on the following page, illustrates the organization of the UNSP into a series of distinct place types, which are intended to be seamlessly connected to one another by a complete network of complete streets. Primary urban design characteristics of the Framework Plan - aimed at achieving the goals of the 2035 General Plan - include:

- The UNSP neighborhoods and centers will directly connect to the to existing and planned university campus with a convenient network of complete streets that provide safe routes for all travel modes;
- Each neighborhood provides for a range of housing types to accommodate a wide range of household sizes, types and incomes;
- Mixed-use centers adjacent to neighborhoods and the campus provide opportunities for neighborhoodserving and employment-generating businesses at a range of scales, accessible to residents by all modes;
- Each street provides for safe, comfortable pedestrian and bicycle movement, integrating active transportation into daily life;
- A series of parks and community open spaces provide a range of opportunities for recreation and community life, integrated with living, working, shopping and learning; and,
- Stormwater management is integrated into the design of streets and open spaces.

Transitions from one place to the next - from a quiet residential environment to a livelier neighborhood center, or from the campus core to professional offices and research and development center - are *not* achieved by separating them with walls and buffers, but by gradual shifts in the size and type of buildings, adjustments to streetscape character and function. The development standards and design guidelines in this Plan are crafted to ensure such transitions are achieved, while allowing great flexibility in the ultimate land use and intensity within any property.

A. The Campus

The City of Palm Desert has provided CSU with a generously sized 168-acre campus site. The UNSP does not regulate the development of that campus, but does suggest approaches to integrating it into the surrounding context. As of December 2015, a new master plan for that campus is just underway, and the following initial observations are shared by the campus planners and the preparers of this Plan:

- The campus site is larger than will likely be required for the expected development of university facilities.
- This likely represents a significant opportunity for development of collateral facilities integrated with the campus core, whether office or R&D space for new employment businesses related to the campus, or housing for students, faculty and staff, or joint-use university/community civic or recreational facilities.



Serving as the anchor, the university campus has the opportunity to integrate R&D and employment centers into future mixed-use commercial centers. Photo: ASU, Tempe, AZ.



University malls, promenades and other public spaces will contribute to the UNSP's integrated community character.

- Campus design best practices in a desert climate dictate a compact campus core footprint, and it is likely that near-term campus development can be contained within the southwest portion of the campus site, bounded by Berger Road and University Park Drive.
- The largely undeveloped condition of the campus site, the small footprint of near-term university development, and the expressed interest of the university and the City in seamless integration of the campus and town present a remarkable opportunity for a collaborative planning effort to define the character and use of all the campus edges.

Th UNSP suggests certain elements of that integration and connection, which future cooperative planning between the City and the Master Developer(s) will develop.



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B. The Neighborhoods

As outlined in the Conceptual Framework Plan (*Figure 2.1*), the area bound by Cook Street to the east, Portola Avenue to the west, Gerald For Drive to the North, and Frank Sinatra to the south is the primary focus of this plan, providing land use and development standards and guidelines.

Bordering most of Cook Street in this area are a mix of existing commercial and multi-family development, which is regulated by the Zoning Code, not this Plan. To the north of Gerald Ford Drive is a mixture of existing commercial development and planned residential and commercial development. This Plan provides recommendations for refinements to the design of Gerald Ford Drive, for the manner in which complete streets connect across and future development fronts onto Gerald Ford Drive.

This plan provides detailed land use and development standards, infrastructure and public space standards for the undeveloped land south of Gerald Ford Drive and bounded by Portola Avenue, Frank Sinatra Drive, and Cook Street.

The walkable, mixed-type neighborhoods planned for this area are defined by the following characteristics:

- Single-family detached houses ranging from very large to quite modest as well as single-family attached dwellings and small multi-family buildings may be intermixed within a single, unified neighborhood area, based on their sharing certain unifying scale, massing and frontage design characteristics.
- All streets and other open spaces and the buildings that front them - are scaled an oriented to the pedestrian to encourage walking and biking as an integral part of daily life and to promote the healthy active lifestyles.
- The neighborhoods are seamlessly connected to neighborhood centers that provide commercial goods and services, jobs, and additional housing options within a comfortable walk or bike ride from the neighborhoods.

The housing types within these neighborhoods are intended meet the needs of a broad range of households, varying by household size, income, tenure and lifestyle. It is expected that a number of key demographics not currently attracted to much of Palm Desert's existing housing stock - students, young professionals, young families, empty nester couples, singles and others who prefer living close to school or work or commercial amenities - will find the UNSP neighborhoods very appealing.



Single-family homes with varied scales and architectural styles will create attractive and unique neighborhoods within the UNSP.



Multi-family building types may be designed with compatible scales, architectural styles and frontages that successfully intermix with adjacent single-family homes.



Shaded and well-landscaped streetscapes are vital to creating a pedestrian and bicycle-oriented environment.

The planned housing types are illustrated in some detail in *Appendix A.1 and A.2*, with architectural details provided in *Appendix A.5*. Housing is expected to include single family detached homes of many sizes; single-family attached dwellings in the form of rowhouses, duplexes, quadplexes and bungalow courts; and multi-family housing in the form of California courtyard buildings, town-scale apartment buildings, and upper floor apartments or condos above ground floor retail or office spaces in neighborhood centers.

Outlined in Section 1.7, Palm Desert's 2035 General Plan will implement multi-modal transportation with an emphasis on active modes - walking and biking - and mixed-use neighborhood development as key strategies for a more sustainable future. Those values and objectives are perfectly aligned with Plan's stated goal of creating a set of interconnected neighborhoods and centers around the campus that can deliver the active urban lifestyle options most sought after by students, faculty and staff, and by start up businesses and employers seeking to recruit and retain the best students coming out of the university and the top talent throughout the region. Described in detail in the following Public Realm discussion (*Section 2.3*), the neighborhood environment in which these new housing types are to be delivered is characterized by complete streets with calmed traffic and very high levels of safety and comfort for pedestrians and bicyclists, a range of neighborhood parks and greens, and distinctive Palm Desert landscape woven throughout. This integrated and immersive public realm environment provides an ideal setting for active transportation modes, family recreation, and sustainable stormwater management. It also financed through long-term value recapture mechanisms - and by its quality enhances the long-term value of the housing - to support the long-term fiscal health of the City.



A network of neighborhood parks will provide the UNSP will convenient access to passive and active open spaces.



"Walkability" or a "comfortable walking distance" or variations thereof used in this Specific Plan are based on an approximate 5-minute walk or a 0.25-mile radius for the average person.

SECTION 2.2 | CONTEXT & ORGANIZATION



The neighborhood center and Main Square will combine residential and non-residential uses into a lively main-street environment.

C. Neighborhood Centers

Located at the juncture of major crosstown streets and primary neighborhood access streets are neighborhood centers, within which smaller or larger amounts of neighborhood-serving commercial shops and restaurants may be located, along with potential employment-supportive office space and multi-family housing.

These centers are positioned to draw customers from both the pass-by traffic on the major streets - as existing shopping centers throughout town currently do - and also from the adjoining neighborhood. Access from the neighborhood is possible by all modes along neighborhood streets and/or along a small "main street" that connects into the neighborhood. As described in detail in *Sections 3.2* and *3.3*, the neighborhood street network is designed to encourage access from the neighborhood by active modes, and to discourage through traffic from using these streets as a shortcut.



Neighborhood centers will have pedestrian-oriented streets with a variety of shops, restaurants and other employment centers well-suited to the university and City.



The UNSP neighborhood center blocks will support streetscapes and frontage that prioritize safe, walkable environments for pedestrians and cyclists.
The building scale and range of uses within these centers may vary significantly, ranging from a 1- or 2-block main street of neighborhood shops, to a larger lifestyle shopping center organize around a major square or mall, to a single corner restaurant adjacent to a small square and attached single-family or multi-family housing.

Neighborhood centers are also intended as primary transit stop locations, offering residents of housing within the neighborhood centers - and residents of adjoining neighborhoods - a safe, comfortable, amenity-rich environment from which to commute to or from school, work or other destinations.

Long-term transit strategies in which these centers play a key role include:

- Enabling and encouraging neighborhood residents to consider utilizing bus rapid transit as a means of accessing jobs in the Cook Corridor employment or shopping in the City Center.
- Providing a safe and convenient place for students and employees to commute to and from their homes, surrounded by activity throughout the day and late into the evening.
- Welcoming car-free visitors to a walkable neighborhood and campus environment, whether they are arriving by local transit from the City Center or nearby resorts, or by regional commuter rail when such service is established along the adjacent BNSF rail line.



Comfortable and shaded open spaces such as outdoor, parks and plazas will define the public realm in neighborhood centers.



Neighborhood centers will combine residential and nonresidential uses into a lively main-street environment.



Neighborhood centers will accommodate passive and active open space for all ages.



Intended character of the Main Square Center

Main Square Center

The primary and largest neighborhood center is located on the north side of Frank Sinatra Drive in the center of the large City-owned parcel of land. Whereas other smaller neighborhood centers will be designed in the future, to integrate with surrounding housing, the conceptual design of this important center is as illustrated on the right. Key elements and characteristics of this important center include:

- A large public square, bounded and defined by palmlined streets at the primary point of access to the University Neighborhoods from the south.
- A continuous "street wall" of one to three story building facades define this space, fronting wide sidewalks with shopfronts and arcades.
- One story commercial or civic buildings and pavilions occupy portions of the square itself, providing amenities and activities including indoor and outdoor dining and a venue for outdoor markets, performances and community events.
- Groupings of large shade trees provide comfortable and flexible areas for outdoor dining, play, and other activities. Ground surfaces include areas of decomposed granite or similar material, pavers, and

limited areas of lawn for play.

- Lighting is provided by street lights, uplighting into palms and other trees, and overhead strings of lights to provide a festive night time environment for enjoying the long desert evenings.
- Customer parking requirements are met by a combination of on-street parking around the square and shared parking lots behind the buildings.
- A range of housing options are provided on upper floors of mixed-use buildings around the square, and in adjoining blocks.
- Running north from the square is the primary framework street, which may take the form of a broad avenue with a landscaped median - as shown here - or a main street with angled parking.
- Lining that street are multi-family and/or single-family attached housing types, and potentially live-work units as well.
- The street network seamlessly connects this center to the surrounding neighborhoods, making it comfortable and easy for residents to walk or bike to a range of neighborhood amenities.



Illustrative plan of the Main Square Center, with Frank Sinatra Drive running along the south edge of the neighborhood.

2.3 Regulatory Approach

The University Neighborhoods will be built by a number of master developers and many builders over a long period of time. The UNSP provides a clear but flexible framework and development standards to guide that development, and processes for determining the final design of each sub-area and phase so as to ensure that they fit together into a seamless whole.

Figure 2.3A below is the Conceptual Regulating Plan that illustrates the following:

- An interconnected network of complete streets, accommodating low speed vehicular traffic and pedestrians and bicyclists moving freely throughout the UNSP area. See Section 2.4, below.
- A pattern of walkable blocks, sized with the pedestrian

in mind to enable and encourage a healthy outdoor lifestyle and to reduce dependency on motorized transportation.

- A number of place-based zones to implement the neighborhoods and centers described above.
- The final street layout, block configurations, and locations of each of these zones - the distribution of housing types and development intensities - will be determined through the Precise Plan process for each phase of development. This process will enable the City and the developer of each phase to work collaboratively to balance the cohesion and long-term function and value of UNSP area as a whole with the shorter term imperatives to meet the market.



Legend



Neighborhood Medium (NM)

Neighborhood Center (NC)

Neighborhood Low (NL)

Open Space (OS)

*Zones shown are conceptual - final street network and regulating plan to be determined through the Precise Plan process.

Plan Alternatives

The plan below (Fig. 2.3B) illustrates one alternative street and block layout for the northerly neighborhoods of the UNSP. Key points of this illustration include:

- . Selected neighborhood edges along existing through streets - Gerald Ford Drive and College Drive in particular - may include housing types that present their sides to those streets rather than fronting them directly. One such housing type is illustrated on page A-18.
- The trajectory of the Framework (primary through) • streets is flexible, so long as those routes are provided.
- The location, shape, size and design of neighborhood • parks and greens is flexible, so long as each neighborhood area is provided with at least one such space for recreation, play and community activities.

- Please note that on this diagram (unlike the Regulating Plan Diagram to the left) the colors indicate housing types according to lot size, not Zones. The intention of the Zones is to allow a compatible range and mixture of housing types, not to denote an area consisting of a single "product type". See Chapter 4 for more on this subject.
- Grouping housing by lot size and housing type is NOT a goal of this plan, but it is understood to be one aspect of production housing delivery. The architecture, frontage design, and landscape of housing within such lot size groupings should significantly reduce or eliminate the perception of "product repetition", blending the appearance of adjacent groupings to achieve seamless transitions.



FIG. 2.3B REGULATING PLAN ALTERNATIVE

Neighborhood Sub-Areas

The University Neighborhood is characterized by a unique range and combination of land uses, building scales and streetscape designs, organized into eight Neighborhood Sub-areas (*Figure 2.3, below*) and four zones (*Figure 2.4, opposite*). Note, final zone configuration is subject to refinement through the Precise Plan process.

Table 2.1, on the following page, identifies the anticipated and potential quantities of development within each sub-area and Table 2.2 identifies the potential development within each zone.



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TABLE 2.1 PLANNED DEVELOPMENT POTENTIAL BY SUB-AREA								
	Develop- able Area (acres)	Total Dwellings (units)	Single Family (units)	Multi Family (units)	Retail (sf)	Office (sf)	Open Space (acres)	Streets; Sidewalks (acres)
1	31.8	420	242	178	51,216	60,564	9.0	16.9
2	27.0	512	256	256	35,953	48,719	6.3	15.9
3	17.8	200	200	-	-	-	0.9	8.0
4	35.1	359	301	58	-	-	8.6	13.6
5	34.5	278	278	-	-	-	11.2	25.2
6	11.6	213	213	-	-	-	7.1	11.1
7	31.1	273	273	-	-	-	6.8	14.0
8	32.3	363	255	108	23,540	23,540	7.0	14.8
Total	221.3	2,618	2,018	600	110,709	132,823	56.8	119.4

TABLE 2.2 PLANNED DEVELOPMENT POTENTIAL BY ZONE								
	Develop- able Area (acres)	Total Dwellings (units)	Single Family (units)	Multi Family (units)	Retail (sf)	Office (sf)	Open Space (acres)	Streets; Sidewalks (acres)
NL	121.1	847	847	0	-	_	-	_
NM	77.9	1,430	1,170	260	-	-	-	-
NC	22.3	340	0	340	110,709	132,822	-	_
OS	-	-	-	_	-	-	56.8	_
Streets/ Sidewalks	-	_	-	_	-	_	-	119.8
Total	221.3	2,618	2,018	600	110,709	132,822	56.8	119.4

2.4 The Public Realm

The Public Realm network is the structural framework of the UNSP. This network includes a hierarchy of Complete Streets - ranging from the existing arterial thoroughfares to the quietest neighborhood streets, lanes and trails - as well as a rich variety of public open spaces, including neighborhood parks, playgrounds, greenways, plazas and paseos. All of these public and shared community spaces are interconnected and are designed to invite and support the free movement of pedestrians and cyclists, enabling a healthy, active lifestyles and adding value to each new increment of residential, commercial and institutional development by connecting them to one to the other with beautiful public spaces.

The Conceptual Framework and Connectivity Plans, in *Figures 2.1 and 2.2*, illustrate a set of walkable neighborhoods and centers that are well-connected to one another and to the CSUSB campus with a complete network of complete streets.

1. Complete Network of Complete Streets

While every street within the UNSP is expected to contribute a safe and comfortable pedestrian and bicycle routes, within some of the larger thoroughfares the quality of the pedestrian experience is compromised to provide higher vehicular traffic capacities and speeds, in the interest of citywide mobility and convenience. Likewise, in many of the neighborhood streets, the vehicular capacities and speeds are reduced by design to increase pedestrian and cyclist comfort and safety, to reduce noise levels, and to simply provide a comfortable neighborhood setting. This network is described and defined in *Sections 3.2 and 3.3*.

Unlike the street networks of many Palm Desert Neighborhoods - where all through traffic is confined to a few major arterials and all neighborhood traffic is confined to "internal" neighborhood streets - the street network of the UNSP organizes cross-town and local neighborhood traffic in subtler yet equally effective ways. Multiple through routes are provided within and between neighborhoods to enable residents to make relatively short local trips by all travel modes to avoid major arterial streets, providing more comfortable local movement while reducing congestion levels on the major streets.

These numerous neighborhood through routes - while convenient for local residents heading to visit friends, play in the park or visit a local restaurant - are specifically designed so as not to provide attractive shortcuts for cross-town motorists, and to reduce driving speeds by their narrower travel lanes and subtly winding trajectories. Whereas conventional suburban networks with cul-de-sacs and gated streets provide



Complete streets encourage safe and convenient pedestrian movement within the public realm, with clearly marked routes and pedestrian-oriented design.



Dedicated bicycle routes and buffers will be integrated into the Complete Streets network throughout the UNSP.



Pedestrian-oriented sidewalks with appropriate shading, lighting and furniture enhance the public realm.

"on/off" vehicular connectivity - like a switch - they frustrate active transportation options by lengthening trips for all modes. They also create many miles of auto-dominant, highspeed transportation corridors severing neighborhood from neighborhood, leaving only more car trips to reconnect them. The modulated network of complete streets planned for the UNSP provides a range of options ("settings") for local or cross-town vehicular traffic - like a dimmer switch - while encouraging active transportation modes by providing multiple, shorter, lower speed pedestrian-priority routes.

And far beyond their role as the circulation network of the City - and ultimately more important - the streets of the UNSP are designed as the "living rooms" of the community. The same design characteristics that moderate driving speeds and volumes and encourage active transportation also generate attractive streetscape vistas and that add significant value to new housing and other neighborhood development. These are spaces where neighbors meet in the course of everyday life, where neighborhood children can play together, and where outdoor activity and exercise are integrated with daily and weekly visits and errands to deliver a range of healthy lifestyle options.

To perform their role as the living spaces of the university neighborhoods, the standards for these streets are based primarily on "place-making" considerations, not by traffic capacity. By providing many redundant routes within each neighborhood, vehicular throughput becomes no longer the driver of design.

Thus the smallest neighborhood streets can be designed to slow (not stop) traffic, provide convenient visitor parking, provide a landscape of shade trees and desert plant types, and create a safe and comfortable environment for children and other pedestrian. Commercial streets are designed with wide, shaded sidewalks for shopping or sidewalk dining and convenient customer parking. These differentiated Street Types are described in *Section 3.3*.

2. Diverse and Flexible Open Space Types



CITY OF PALM DESERT UNIVERSITY NEIGHBORHOOD SPECIFIC PLAN | 01.07.17 | 2-17

SECTION 2.4 | THE PUBLIC REALM

Parallel to the definition of varied Street Types for specific place types and activities, a range of Public Open Space types are defined in *Section 3.6.* Larger active park areas for organized play by older children and adults are provided, but so too are smaller "pocket parks" and playgrounds, within comfortable walking distance of smaller children and their parents.

Open spaces will also include plazas adjacent to shops and restaurants in neighborhood centers to provide community gathering places. Linear greenways provide connecting open spaces and trails for recreational walking and bike commutes, an in some cases provide buffers between the neighborhood environment and arterial streets without a need for soundwalls.

The open space network and street network are seamlessly integrated into a single Open Space Network for the UNSP.

Section 3.6 defines open spaces typologically and offers a range of recommendations for their function. However the final design of each space will be done integrally with the design of the streetscape and development types for the area surrounding it. In preparing finite designs for each space, the Power of 10+ approach developed by the non-profit Project for Public Spaces (PPS) is strongly recommended.

"The idea behind this concept is that places thrive when users have a range of reasons (10+) to be there. These might include a place to sit, playgrounds to enjoy, art to touch, music to hear, food to eat, history to experience, and people to meet. Ideally, some of these activities will be unique to that particular place, reflecting the culture and history of the surrounding community."

While large community parks often provide value in the form of specialized, single purpose facilities - softball fields, swimming pools, basketball courts - the value of the smaller public spaces woven into the fabric of the UNSP will derive from their flexibility and ambiguity of use, brining diverse individuals and groups into contact in a comfortable, social environment.

Sustainability is a central theme of Palm Desert's 2035 General



Streets and open spaces can be seamlessly integrate neighborhoods with a network of open spaces.



The public realm consists of parks and open spaces with playgrounds, recreational fields and gathering spaces with flexible-uses.



Pedestrian-oriented streets and paseos create public gathering spaces that enhance the social fabric of the neighborhood and the surrounding uses.

2.5 Sustainability

Plan, a project with many dimensions, all of which are relevant to and addressed by the UNSP.

Environmental sustainability requires that these neighborhoods consume fewer non-renewable resources per resident per year than more conventional development alternatives. Strategies for achieving this goal include:

- Reduced motorized transportation demand by providing more daily destinations closer to residents and enabling and encouraging non-motorized travel modes through planning and design.
- Reduced consumption of land and water through compact development patterns and desert landscape rich in native and adaptive plants desert plants.
- Integration of stormwater management into the neighborhood landscape and open space network.

Economic and fiscal sustainability requires that the initial neighborhood development be responsive to market forces, with balanced financing that fairly allocates financial responsibility to those who benefit from the investment. And that over time the neighborhood development be flexible to adapt to changing economic imperatives, that the neighborhoods age gracefully and grow in value, and that the long-term maintenance and operating costs be underwritten by stable and resilient financing tools. Strategies for achieving these goals include:

- Development standards and design guidelines for public and private improvements that ensure a high level of construction quality and design cohesion, paired with significant flexibility in land uses and development intensities to meet the market.
- A strong emphasis on the quality and sustainability of the public realm, a proven strategy for building long-term value. The trees and other landscape of the streets and open spaces mature and gain in value over the years as individual buildings age.
- The small block pattern with interconnected streets and mixed-use zoning enable incremental change of occupation or use over time in many areas of the plan as economic conditions change. This is in contrast to conventional shopping center or office park development, which is more fixed in its design for a single use, often requiring large scale demolition and redevelopment to adapted to economic change.
- Infrastructure financing tools that provide for value

recapture over time, so that the funds available to meet future maintenance and operation costs grow with the assessed value of the neighborhoods.

• For the purposes of the UNSP, sustainability is defined by the 2003 Transportation Research Board white paper stating, "The essence of sustainability is the integration of economic development *and* environmental improvement."

Social sustainability parallels economic sustainability, in that demographic patterns and mixes shift along with economic patterns and trends. A diverse housing stock within a desirable place to live - meeting the needs of larger and smaller, younger and older, richer and poorer households - has the potential both to meet that changing housing needs over time, and to bring many diverse segments of the community into daily contact with one another, thereby increasing understanding and tolerance of differences. This is the way that neighborhoods have functioned for thousands of years and will be the cornerstone for all development in the UNSP.



Native and adaptive trees and plants create sustainable landscapes that contribute to water recapture, stormwater management are vital for shading and cooling public spaces.



Interconnected small blocks with a range of housing types and land uses are central to economic and market sustainability.

CODE

3.0 Neighborhood Structure & Public Realm Standards



The foundation of sustainable development is neighborhood pattern. The basic layout of streets and blocks - prioritizing walkability and pedestrian comfort over vehicular speed and capacity - is the most basic requirement of sustainability, enabling a balanced mix of transportation choices biased toward active modes rather than motorized modes. Without a such a network of walkable streets and small blocks, no quantity of bioswales, solar panels and electric vehicle charging stations can achieve true, long-term sustainability.

The public spaces of the UNSP are envisioned as much more than circulation spaces - they are envisioned as the living rooms and play rooms of the neighborhoods. To which end a varied range of street types are defined in this chapter, a flexible set of public frontage types for pedestrians and cyclists, and open space and landscape guidelines aimed at human comfort, environmental sustainability, and a uniquely Palm Desert mid-21st century design character.

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3.1 Neighborhood Framework Plan

A. Purpose and Applicability

The structure of the UNSP provides the City and future development groups with the appropriate regulations and guidelines needed to design a comprehensive, sustainable and pedestrian-oriented university district.

The Subdivision Standards provide the following:

- 1. A network of coordinated streets and blocks that inform the overall physical form of the UNSP.
- 2. General block sizes and configurations that support zoning and land use goals.
- 3. Maximum block perimeters that foster attractive, safe and walkable environments, while enhancing circulation through the site.
- A principle guide for developers and property owners to create integrated blocks, streets and intersections, with connections to adjacent projects as the UNSP develops over time.

B. Relation to Regulating Plan

The following pages describe the Precise Plan process, by which the UNSP area is to be divided into Neighborhood Sub-Areas by the introduction of Framework Streets, and then into blocks by the completion of the neighborhood network of streets and open spaces. As the area is thus subdivided generate blocks, parcels and individual building sites, the Regulating Plan that assigns Zones will need to be refined, rights-of-way and open spaces, and correlating the reconfigured block(s) or with the intended development types.

Upon applying urban design guidelines to the site to generate the block(s) for the proposed development in compliance with *Table 3.1*, it may become desirable or necessary to adjust the existing zone boundaries. In such a case, the adjusted zone(s) or new zone(s) are to be applied to the new block(s), as allowed by *Table 4.3*.

All zoning changes must maintain or enhance the original vision of the UNSP Vision and must be approved by the Community Development Director according to the City's approval process. Refer to *Chapter 4 Figure 4.2* and *Table 4.3* for applicable zoning and permitted uses within the corresponding block.



Street networks define connectivity and block structure.



Blocks scaled within a 1,000-1,700' perimeter (\pm 1/4 mile) create a pedestrian-oriented environment and comfortably accommodate both residential and non-residential uses.



Networks of open spaces such as paseos, courts, plazas, neighborhood and pocket parks will be coordinated between all development parcels within the UNSP area.

NEIGHBORHOOD STRUCTURE & PUBLIC REALM STANDARDS | CHAPTER 3: CODE



TABLE 3.1 SUBDIVISION AND BLOCK STANDARDS

	Typical Dimension
Typical Blocks	
Block Length ⁷	300' - 500'
Block Depth	160′ - 400′
Block Perimeter ¹	1000′ - 1700′
Alley Width	20′ min.
Mid-Block Pedestrian Connections ²	
Paseo Width	10' - 15'
Rosewalk Width	16' - 40'
Green Width	41' - 100'

¹ Block length and perimeter may be extended up to 20% with approval from the Community Development Director if an extended block is determined necessary. The Director may also approve additional block lengths up to 800' if a mid-block pedestrian connection is provided. Extended blocks are the exception - the UNSP will primarily have block lengths of 300-500'.

² In areas determined to have sufficient vehicular access and circulation, pedestrian-only connections may be implemented mid-block or on the edge of a block, replacing a vehicular street. Pedestrian-only connections may be counted as a new edge in total block perimeters.

3.2 Subdivision Standards

A. Purpose & Applicability

The purpose of these standards is to ensure that the urban design intentions of the Framework Plan - see preceding page - is systematically implemented through the phased development of the Plan Area. These standards will be applied to any proposed subdivision of land within the UNSP area, through the Precise Plan process, defined in Section 6.7.

B. Network Connectivity

An complete and interconnected network of complete streets is essential to the function and value of the University Neighborhoods. Through the Precise Plan process - as informed by these standards and the street and open space standards of Section 3.3 through 3.6 - the design of this network can respond to both the vision and requirements of this Plan and to the functional, dimensional and urban design requirements of specific housing and mixed-use development types.

C. Continuity of Open Space Network

Open spaces within the neighborhoods will be located and designed through the Precise Plan process, in accordance with these standards and those of Section 3.6. Those open spaces, together with the street network, will provide a continuous and seamless public realm network.

D. Block and Lot Structure

As described in this section, the result of the subdivision process will be developable blocks and lots, calibrated through the Precise Plan process to enable the development of one or more identified building types. The specific range of intended building types will be identified through the Precise Plan process, in relation to proposed lot sizes, and the presence or absence of alleys. Per the requirements of Section 4.4, Lot Sizes - and hence lot counts and residential unit counts - will also be related to the presence or absence of alleys (See Table 4.2).



1. Connect to Existing Street Network

The UNSP area is connected to the rest of Palm Desert primarily via 3 major "Balanced Arterials" - Portola Avenue, Frank Sinatra Drive and Cook Street. The area is connected to the region by Interstate 10, and the 111 Corridor. The UNSP area is transected by a primary network of existing "Enhanced Secondary Roadways" - including Gerald Ford Drive, College Drive, University Park Drive, Pacific Avenue, and Technology Drive.

This existing network defines the basic framework to which all future subdivision and neighborhood structure will relate. The following primary street improvements will supplement this existing network:

- A new frontage drive and open space buffer constructed along the UNSP edge of Portola Avenue and Frank Sinatra Drive to accommodate future development opportunities along these higher-traffic Arterial Streets.
- At least 1 primary north-south route -- connecting Pacific Avenue and Frank Sinatra Drive -- and 1 primary east-west route -- connecting Portola Avenue and University Park Drive.



2. Introduce Framework Street Network

Primary north-south and east-west connectivity will be established through the introduction of Framework Streets, that clear through routes at controlled speeds.

As illustrated above, the Framework Street Network will:

- Provide north-south, east-west connectivity and circulation through the UNSP;
- Connect *Key Intersections* (above) per the Framework Network pattern, with minor variations allowed with approval of the Community Development Director.;
- At key intersections, provide clear through-routes, alignments, and connections to adjacent development, regardless of ownership and in anticipation of project phases;
- Define neighborhood sub-areas and allow for a range of Framework Street Types that are compatible with predominately residential, open space, commercial or mixed use. See Section 3.3 for Street Type Standards.

Minor adjustments to the Framework Streets are allowed with approval of the Community Development Director.



Framework Open Spaces

3. Introduce Framework Open Space Network

As the Framework Street Network is established, a network of open spaces must be included, to provide open spaces adjacent to key intersections, as illustrated above.

The Framework Open Space Network will:

- Locate parks and open spaces at easily accessible locations to provide each neighborhood in the UNSP area with usable open space within comfortable walking distance of most residents (approx. 1/4 mile);
- Offer a range of active and passive recreation opportunities through community programming, gathering spaces and diverse facilities within each open space;
- Create high-value addresses for new development fronting parks and open spaces, even along high-traffic roads such as Frank Sinatra Drive and Portola Avenue.
- Contribute to a complete, safe, comfortable active transportation network.

Minor adjustments to the Framework Open Spaces are allowed with approval of the Community Development Director. See Section 3.6 Public Open Space Standards.

D. Block and Lot Structure (Continued)



4. Establish Neighborhood Sub-Areas

By establishing the Framework Street and Open Space Networks, the UNSP area is subdivided into neighborhood sub-areas, which will be further subdivided into neighborhood blocks and streets. *(See Section 6.7 for detailed description of the Precise Plan process).*

These Neighborhood sub-areas will:

- Be interconnected, by a supporting network of neighborhood streets and greens.
- Be contained within a comfortable 5-minute walking range (approximately a 1/4-mile radius) to create compact, safe, and walkable environments;
- Include parks and open spaces at strategic locations within a comfortable walkable distance for all residents in the neighborhood;
- Accommodate a range of development types and intensities, as appropriate to each sub-area.



Conceptual Sub-Area Connector Street

5. Introduce Sub-Area Connector Streets

Connectivity between neighborhood sub-areas is provided by a network of Neighborhood Streets. These streets provide clear through-routes across a neighborhood subarea and organize each sub-area into smaller pieces that can be further subdivided into pedestrian-scaled blocks.

Sub-Area Support Streets will:

- Establish primary (local) all-mode routes through and between each neighborhood sub-area with at least one north-south, and one east-west connection.
- Establish connectivity to adjacent neighborhood sub-areas at key intersections through a coordinated development process between the City and all other developers, and inclusive of future development phases.
- Establish and support a network of streets and alleys that prevent dead-ends and produce blocks with walkable perimeters (*See Table 3.1*).



Conceptual Complete Neighborhood Street Network

6. Complete Network of Neighborhood Streets and Greens

A completed circulation network, and the final layout of each Neighborhood Sub-Area is determined by the Network of Neighborhood Streets & Greens. This network supports all mode circulation through and within each neighborhood, through interconnected and walkable blocks, streets, alleys, paseos, and open spaces.

The Network of Neighborhood Streets & Greens will:

- Provide cross-connections (via streets, paseos, or alleys) at regular intervals¹ to create compact, walkable (neighborhood-scaled) blocks;
- Maximize on-street visitor parking by minimizing curb-cuts and driveways; ²
- Support primary vehicular access to lots though midblock alleys and side streets.
- Relate to and connect with block, street, and open space networks of adjacent neighborhoods.

¹ Continuous block lengths should typically be no longer than 400' without providing a pedestrian/bicycle cross-connection. ² Selected front-loaded buildings may be permitted (Section 3.4) FIG. 3.7B MID-BLOCK PASEOS & OPEN SPACES



Sample Location of Neighborhood Greens

In certain instances it may be advantageous (or necessary) to create a block (or multiple blocks) with a larger than ideal perimeter. In such cases, to maintain a walkable / bikable network, the introduction of a Paseo, Rosewalk, Green or other carless streets may be considered.

These pedestrian/bike-only connections will comply with the Standards in *Table 3.1*, and will:

- Replace non-critical streets either mid-block or at the edge of blocks to create walkable block perimeters;
- Enhance pedestrian access to neighborhood open spaces, amenities and key locations such as the Town Center or a mixed-use/commercial area;
- Ensure that all blocks maintain adequate vehicular through-routes, limiting use of cul-de-sacs and dead-end streets.

See Table 3.1 Subdivision and Block Standards and Section 3.6 for specific design standards for Greens, Paseos, and Rosewalks.

E. Applying Subdivision Standards to the Design of Individual Blocks

Individual blocks within the UNSP area are intended to provide flexibility and enable variety of lot size, shape, and building type. The following diagrams illustrate how a typical 240'x480' block with 60-foot rights-of-way may be designed to integrate a number of urban design strategies and land uses. The diagrams that follow serve as guidelines and are emblematic of specific blocks within the UNSP area. Individual block layouts in the UNSP will:

- Accommodate a range of lot sizes to encourage variety of building types and housing choice within each neighborhood.
- Accommodate single-family detached, single-family attached, and multi-family buildings within the same block, where permitted by the Regulating Code.
- Accommodate a mix of uses within the same block, as permitted by the Regulating Code in Section 4.
- Be sized and designed appropriately to a network that supports and encourages active transportation.

See Table 3.1 Subdivision Standards for block sizes and features; see Table 4.2 for permitted lot sizes within the specific zone.



Typical block location



1. Neighborhood Blocks, Street-Accessed

Typical of many of the original neighborhood blocks in Palm Desert, "front-loaded" blocks - those that provide primary vehicular access to individual lots by street-accessed driveways - will:

- Typically require average lot widths of 60 ft or more to prevent garage-dominant frontages, maintain sufficient on-street visitor parking, and generate an attractive, pedestrian-oriented street character;
- Typically require average lot depths of 100 ft or more to prevent driveway-dominant frontages by providing sufficient front and side yard setbacks;
- Typically occur in the Neighborhood Low (NL) zone, but may also be permitted in the Neighborhood Medium (NM) zones, assuming lots are appropriately sized and organized, per the guidelines above.

FIG. 3.10 B	LOCK WITH <i>I</i>	ALLEY ACCESS	
Neight	oorhood-Scale M	ulti-Family Buildings	5

2. Neighborhood Blocks, Alley-Accessed

In neighborhoods where smaller houses on smaller lots may be desirable (or more marketable), service alleys enable narrower lots, see Table 4.2. This block type may occur in any zone, and will typically include the following design characteristics:

- Increased on-street visitor parking due to the elimination of driveway curb-cuts.
- More compact and varied development patterns are enabled, including smaller lot sizes for single-family lots, as well as the integration of select neighborhoodscaled multi-family types within single-family neighborhood patterns;
- Significant changes in the size, scale and type of housing may occur at alleys. Housing on both sides of a street should be similar and compatible in scale and character.
- Where alley-accessed blocks are adjacent to streetaccessed blocks, facing building frontages should be compatible in scale, rhythm and character.



Mid-block Open Space
Alley

3. Mid-Block Paseos, Rosewalks and Greens

In circumstances where it is necessary or determined to be urbanistically advantageous, a mid-block Paseo, Rosewalk, Green (or other carless street) may be introduced in lieu of a street to encourage active transportation. This block type variation may occur in any zone, - subject to approval through the Precise Plan process - and will typically include the following design characteristics:

- Paseo / Rosewalk widths are 20' minimum, with buildings additionally set back per the development requirements in Section 3.6;
- Where buildings front onto an mid-block open space, they will provide primary pedestrian access through an approved frontage type and provide additional vehicular access to all lots via a rear alley or side street.
- Will be designed and landscaped per the standards in Section 3.6.

E. Applying Subdivision Standards to the Design of Individual Blocks (continued)

A variation of the alley-loaded block is the "T" Alley, which in addition to a mid-block alley, provides an additional alley or alleys serving lots fronting one or both of the Primary Street* at the end of the block. This variation is a useful tool for transitioning from a lower intensity housing types along neighborhood streets to higher intensity types on Primary (crossing) Streets*, which will often be either Framework Streets or streets carrying more through traffic that the neighborhood street.

* Note: "Primary Street" and "Secondary Street" are relative designations for clarity in describing the concept of T-alleys, and should not be confused with the specific Street Types defined in Sections 3.3 and 3.4, below.



Typical block location



4. Neighborhood Transitions

In certain neighborhood blocks more intense (multi-family, live-work, mixed-use) development types may front a crossing street, while maintaining a single-family character fronting Secondary Streets*. Such blocks will often include a T-Alley as the scale transition between these different building types, and will generally include the following design characteristics:

- All vehicular access to lots fronting the Primary Street* will be provided via rear alley.
- Vehicular access to lots fronting the Secondary Street* may be street-accessed or alley-accessed.
- Where additional larger-scaled buildings are located fronting a Secondary Street, they must be compatible in scale and character with adjoining and surrounding homes and smoothly transition from the scale and character of the Primary Street* to that of the predominant building scale and character along the Secondary Street*.



Alley

5. Zone and Use Transitions

Alleys may also accommodate transition from commercial and mixed-use zones to residential zones within the same block, and such blocks will typically include the following design characteristics :

- To maximize on-street visitor parking, all vehicular access to lots fronting the Primary Street* will be provided via service alley.
- Where a rear yard surface parking lot is provided for buildings fronting the Primary Street, it should be screened along the Secondary Street*, and alley with a low landscape wall or hedge.
- Commercial and Mixed-Use buildings fronting the Primary Street will be sensitively massed, and "scaled-down" as they approach the rear of the lot to compliment the scale and character of adjacent buildings.

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3.3 Street Type Standards

A. Purpose and Applicability

This section provides design standards for new streets, and the modification and enhancement of existing streets, to implement the vision for and intentions of the UNSP.

Through its configuration and design, the UNSP's network of public and private streets is intended to generate the pedestrian-oriented public realm framework of the neighborhoods, supporting and enhancing their small-town scale and physical character, as intended by the UNSP Vision in *Chapter 2* and as described below.

Any public or private street subject to the UNSP shall be designed and developed in compliance with the standards provided in this Section. The design of each new or modified street, and individual design components thereof shall be based on applicable Street Types, Public Frontage Type (Section 3.4), Street Landscape Standards (Section 3.5), Private Frontage Design Guidelines (Appendix A.5) and other applicable sections.

The street network and street designs of each Neighborhood Sub-Area will be reviewed and approved through the Precise Plan process, as defined in Sections 6.6-6.8. Precise Plans or tentative tract map applications that do not comply with the requirements of Sections 6.6-6.8 shall be considered inconsistent with the intent and purpose of the UNSP.

B. Design Objectives

The University Neighborhood's public and private streets are intended to provide both the primary mobility network and the public space framework for the UNSP's sustainable, livable, pedestrian-oriented public realm. Each street, whether newly constructed or modified over time, should:

- 1. Accommodate and balance all travel modes including pedestrian, bicycle, automobile and transit and future modes in accordance with the applicable Street Type and function provided herein, and in relation to the intended urban (or rural) character of the Regulatory Plan and Zone Descriptions in *Section 4.1*.
- **2.** Provide or support appropriate frontages for adjoining properties, facilitating comfortable pedestrian access to buildings and properties fronting each street.
- **3.** Contribute to the UNSP's landscape through consistent street trees, planters and shade, and adding value to adjacent public and private development.

C. How to Use This Section (Table 3.2)

When designing and detailing new streets, or modifying existing streets in the UNSP, several factors should be considered in determining which specific Street Types and Standards are most applicable. Table 3.2 recommends Specific Street Types based on a street's predominant function (residential or commercial, see Table 3.2) and whether it is or is not a Framework Street (See Section 3.2).

For each situation, one or more Street Types is recommended, and additional types may be "Permitted (where applicable)" - meaning there may be certain places in the plan where an alternative, less common street type would be suitable, and in some cases, more desirable.

Framework Streets

As described in the Subdivision Standards in Section 3.2, and Illustrated in Figure 3.16, a network of Framework Streets has been identified to provide primary circulation through and within the UNSP area. In general, this network should primarily be made up of Neighborhood and Mixed-Use Avenues (Street Type 2 and 4) and may include a range of Public Frontage Types based on the use and character of the adjacent blocks, and per the standards in Section 3.4. Table 3.2 identifies additional Street Types that may be suitable for establishing this primary network, with specific design standards for each type provided in the pages that follow.

Selecting Specific Street Types by Environment

Table 3.2 provides direction for selecting specific Street Types based on the predominant ground floor use of the environment they are making - namely Commercial/Mixed-Use, or Residential, with additional size and scale considerations for Framework Streets (see above). In General, streets intended for commercial/mixed-use environments coincide with the Neighborhood Center (NC) Zone, and streets intended for residential environments coincide with the Neighborhood Medium (NM) and Neighborhood Low (NL) Zones, however some variation may occur. Each street type includes a wide degree of built-in flexibility - by way of the interchangeable Public Frontage Types - enabling each street to be calibrated to its environment in a variety of ways (See Section 3.4).



Table 3.2 Street Type Overview

		Ennercial ,	Residents	Sinowork Strandor	4. 520
Street Type	Page	<i>రో క</i>	~		
Type 1: Arterial Retrofit	3-15		0	-	
Type 2: Mixed-Use Avenue	3-16		0		
Type 3: Mixed-Use Street	3-17		-	0	
Type 4: Neighborhood Avenue	3-18	-		0	
Type 5: Neighborhood Street	3-19	0		0	
Type 6: Neighborhood Shared Street	3-20	-		-	
Type 7: One-Way Park Edge Drive	3-21	0	0	-	
Type 8: Two-Way Park Frontage Drive	3-22	0	0	-	
Type 9: Service Alley / Residential Lane	3-23	0	0	-	

Recommended

O Permitted (where applicable)

TYPE 1 - ARTERIAL RETROFIT



Description and Intent

Street Type 1 is designed to be a retrofit, or "right-sizing", of existing vehicle-oriented arterials within the UNSP to support the General Plan's goals of achieving a greater multi-modal balance on public streets. These retrofits include the reducing of travel lanes, the addition of Class II bike lanes and buffers, median and edge landscaping, lighting improvements and added parallel parking. Altogether, retrofits of existing arterials will allow the UNSP to accommodate a range of street-fronting development types and places.



Example of "Right-Sizing" an existing wide arterial street

١.	Public Right-of	-Way (R.O.W)
A	Right-of-Way	120′ (may vary)
	Curb-to-Curb	100'
B	Vehicular Lanes	4 (2 each way); 11' lane width
C	Median	20'
D	Bicycle Facilities	6' Class II Lanes
8	Bicycle Buffer	4' (striped)
6	Parking Facilities	Parallel; 8′ with parking-lane planters; <i>See Section 3.4</i>
	Landscaping	Street trees and native landscaping See Section 3.5 and Appendix B
	Street Lighting	See Appendix B.1
	Drainage Type(s)	Curb & gutter
3.	Public Frontag	e
	Commercial	22-30'; See Section 3.4
G	Residential	22-24'; See Section 3.4
	Open Spaces	varies; See Section 3.4
4.	Private Fronta	ge
0	Frontage Type(s)	See Appendix A.5

TYPE 2 - MIXED-USE AVENUE



Description and Intent

Avenues are highly landscaped thoroughfares designed for relatively high vehicular capacities (up to 15,000 ADT), and low to moderate speeds (25-35 mph) that function as the primary circulation streets through and within the UNSP.

They are designed to support and adapt to a range of uses from mixed-use commercial to residential, an will make up (though are not limited to) most of the Framework Streets in the UNSP.

Avenues may accommodate a full range of Public Frontage Types, based on the use of the blocks they are servicing.



Typical Avenue in a mixed-use environment

I .	Public Right-of-	Way (R.O.W)				
A	Right-of-Way	90′-100′ (may vary)				
	Curb-to-Curb	60′ (may vary based on median)				
B	Vehicular Lanes	2 (1 each way); 12′ lane width				
С	Median	20′ (may vary)				
	Bicycle Facilities	where occurs; 6' Class II lanes				
	Bicycle Buffer	where occurs; 3-4' (striped)				
D	Parking Facilities	Parallel; 8′ with parking-lane planters; <i>See Section 3.4</i>				
	Landscaping	Street trees and native landscaping See Section 3.5 and Appendix B				
	Street Lighting	See Appendix B.1				
	Drainage Type(s)	Curb & gutter; pervious parking lanes (optional)				
3.	Public Frontage					
	Commercial	22-30'; See Section 3.4				
Ø	Residential	22-24'; See Section 3.4				
	Open Spaces	varies; See Section 3.4				
4.	4. Private Frontage					
6	Frontage Type(s)	See Appendix A.5				

TYPE 3 - MIXED-USE STREET



Description and Intent

The Mixed-Use Street type supports retail and mixed-use environments with high vehicular capacity (up to 20,000 ADT), and low speeds (15-25 mph), while providing access and convenient (and shaded) on-street parking to local shops and restaurants. This street type is most commonly paired with the Commercial Sidewalk Public Frontage (Type 5) to accommodate high pedestrian traffic, and a variety of other sidewalk activities supporting the adjacent buildings.

The Mixed-Use Street will most typically be located in the Neighborhood Center (NC) Zone, and can function as a Framework Street in key locations where such an environment is desired.



Typical Mixed-Use Street

Ι.	Public Right-of-	Way (R.O.W)
A	Right-of-Way	70-100' (may vary)
	Curb-to-Curb	100'
В	Vehicular Lanes	2 (1 each way); 12' lane width
	Median	none
	Bicycle Facilities	where occurs; sharrows
	Bicycle Buffer	none
G	Parking Facilities	Head-in diagonal (16-18') and/or parallel (8'); may include parking- lane planters; <i>See Section 3.5</i>
	Landscaping	Street trees and native landscaping See Section 3.5 and Appendix B
	Street Lighting	See Appendix B.1
	Drainage Type(s)	Curb & gutter; pervious parking lanes (optional)
3.	Public Frontage	2
	Commercial	22-30'; See Section 3.4
D	Residential	varies'; See Section 3.4
	Open Spaces	varies; See Section 3.4
4.	Private Frontag	ge
B	Frontage Type(s)	See Appendix A.5

TYPE 4 - NEIGHBORHOOD AVENUE



Description and Intent

Neighborhood Avenues are intended to function as a Framework Street with pedestrian-oriented design features compatible with residential neighborhoods, ranging from single-family homes to multifamily buildings.

This street type may accommodate parallel parking on both sides, 11-foot travel lanes, well-landscaped medians and other traffic-calming features in order to create a more pedestrian- and bicycle-friendly environment. Bicycle traffic should generally be integrated in shared lanes.

The application of an inverted crown may also be applied to the avenue's profile to allow for sustainable and water recapture in a median bioswale.



Intended character

١.	Public Right-	of-Way (R.O.W)
A	Right-of-Way	70-100′ (may vary)
	Curb-to-Curb	44' min.
B	Vehicular Lanes	2 (1 each way); 11′ lane width
	Median	10', inverted crown
	Bicycle Facilities	where occurs; sharrows
	Bicycle Buffer	none
C	Parking Facilities	Parallel: 7' - residential-only frontage; 8' - multifamily / commercial frontages
	Landscaping	Street trees and native landscaping See <i>Section 3.5</i> and <i>Appendix B</i>
	Street Lighting	See AppendixB.1
	Drainage Type(s)	Curb & gutter; pervious parking lanes (optional); median bioswale (optional)
3.	Public Fronta	ıge
0	Residential	22-30'; See Section 3.4
	Open Spaces	varies; See Section 3.4
4.	Private Fron	tage
Ø	Frontage Type(s)	See Appendix A.5

TYPE 5A - NEIGHBORHOOD STREET (FRONT LOADED)



TYPE 5A - NEIGHBORHOOD STREET (ALLEY LOADED)



Description and Intent

The Neighborhood Street type is a versatile type designed for low to capacity (up to 5,000 ADT), and low speeds (10-25 mph) the accommodates a flexible range of activities and development intensities.

While this type is primarily intended for residential environments, it may be suitable for some commercial/office environments, and may also function as a Framework Street in certain contexts.



Typical Neighborhood Street

Ι.	Public Right-c	of-Way (R.O.W)
A	Right-of-Way	58-64′ (may vary)
	Curb-to-Curb	34-36′
В	Vehicular Lanes	2 (1 each way); 10′ lane width
	Median	none
	Bicycle Facilities	none
G	Parking Facilities	Parallel: 7' - residential-only frontage; 8' - multifamily / commercial frontages
	Landscaping	Street trees and native landscaping See Section 3.5 and Appendix B
	Street Lighting	See Appendix B.1
	Drainage Type(s)	Curb & gutter; pervious parking lanes (optional)
3.	Public Fronta	ge
	Commercial	n/a
D	Residential	14-24'; See Section 3.4
	Open Spaces	varies; See Section 3.4
4.	Private Front	age
Θ	Frontage Type(s)	See Appendix A.5

TYPE 6 - NEIGHBORHOOD SHARED STREET



Description and Intent

The Neighborhood Shared Street is designed for select neighborhood streets where compact development is desired. Based on many European neighborhood streets, these shared, low-speed (5-10 mph), low volume streets provide a safe environment for cars, cyclists, and pedestrians to share the roadway, and by design, do not encourage through traffic. As such, formal pedestrian facilities (sidewalks) are not required, and street trees are planted between parking spaces in a pervious (cobble or decomposed granite) parking shoulder. This type should be used selectively, and must additionally adhere to the circulation requirements in *Section 3.2*.



Typical Neighborhood Shared Street

Ι.	Public Right-of-	Way (R.O.W)
A	Right-of-Way	36' (may vary)
	Curb-to-Curb	no curb; 20′ drive lane
B	Vehicular Lanes	2; 10′ lane width
	Median	none
	Bicycle Facilities	none
	Bicycle Buffer	none
C	Parking Facilities	Parallel (8'); includes parking-lane planters; <i>See Section 3.5</i>
	Landscaping	Street trees and native landscaping See Section 3.5 and Appendix B
	Street Lighting	See Appendix B.1
	Drainage Type(s)	Gutter between roadway and parking lanes; pervious parking lanes
3.	Public Frontage	
	Commercial	n/a
D	Residential	8-10'; See Section 3.4
	Open Spaces	n/a
4.	Private Frontag	ge
B	Frontage Type(s)	See Annendix A.5

TYPE 7 - ONE-WAY PARK EDGE DRIVE



Description and Intent

At key locations, these One-Way Park-Edge Drives are used to provide circulation around prominent unattached neighborhood greens - often acting as neighborhood gateways. One-Way Park Edge Drives are local thoroughfares, with low vehicular speeds (10-25 mph) and moderate capacities (up to 2,500 ADT).



Typical One-Way Edge Drive

I. Public Right-of-Way (R.O.W)			
A	Right-of-Way	35-50′ (may vary)	
	Curb-to-Curb	20-30′ (may vary)	
В	Vehicular Lanes	1; 12′ lane width	
	Median	Public Green (See Section 3.6)	
	Bicycle Facilities	where occurs; sharrows	
	Bicycle Buffer	none	
C	Parking Facilities	Head-in diagonal (16-18′) and/or parallel (8′); may include parking- lane planters; <i>See Section 3.5</i>	
	Landscaping	Street trees and native landscaping See Section 3.5 and Appendix B	
	Street Lighting	See Appendix B	
	Drainage Type(s)	Curb & gutter (development side), rolled curb (park side); pervious parking lanes (optional)	
3. Public Frontage			
	Commercial	22-30'; See Section 3.4	
D	Residential	varies; See Section 3.4	
	Open Spaces	varies; See Section 3.4	
4. Private Frontage			
B	Frontage Type(s)	See Annendix A 5	

TYPE 8 - TWO-WAY PARK FRONTAGE DRIVE



Description and Intent

The Park Frontage Drive is a two-way drive, designed for low capacity (up to 1,000 ADT) and low speeds (10-25 mph), that runs along the inner-edge of a linear greenway that provides street addresses allowing development to front the adjacent high-volume arterials- Portola Avenue and Frank Sinatra Drive. This is a multi-functional, flexible street type that provides frontage, access and street parking to future development along the linear greenway. The Park Drive can accommodate a range of Public Frontage Types, depending on the ground-floor use, as described in Section 3.4.



The Park Drive in a residential context with a parkable permeable gravel shoulder

1.	Public Right-of	-Way (R.O.W)	
A	Right-of-Way	50' (residential) - 80' (commercial)	
	Curb-to-Curb	varies	
B	Vehicular Lanes	2; 10-12' lane width	
	Median	none	
	Bicycle Facilities	Multi-use trail in linear greenway	
	Bicycle Buffer	n/a	
С	Parking Facilities	per Public Frontage (See Section 3.4)	
	Landscaping	Street trees and native landscaping See Section 3.5 and Appendix B	
	Street Lighting	See Appendix B.1	
	Drainage Type(s)	Curb & gutter (development side), rolled curb and pervious shoulder (park side); pervious parking lanes (optional)	
2. Public Frontage			
	Commercial	22-40'; see Section 3.4	
D	Residential	20-24'; see Section 3.4	
	Open Spaces	varies; see Section 3.4	
3. Private Frontage			
Θ	Frontage Type(s)	See Appendix A.5	



Description and Intent

Located at the rear of lots, Service Alleys/Residential Access Lanes provide access to service areas, parking, and outbuildings, and contain utility easements. Streetscapes have driveway standards with gravel, landscaped edges, no raised curb, and drained by percolation.



Typical Service Alley / Residential Access Lane, with landscaped drive aprons

Ι.	Public Right-of	-Way (R.O.W)	
A	Right-of-Way	30'	
	Curb-to-Curb	20'	
B	Vehicular Lanes	"Yield" Lane; 20' width	
	Median	none	
	Bicycle Facilities	none	
	Bicycle Buffer	none	
	Parking Facilities	none	
C	Landscaping	Where occurs; Native trees and landscaping See <i>Appendix B</i>	
	Street Lighting	Where occurs; See Appendix B.1	
	Drainage Type(s)	Center gutter; pervious paving; drainage swales, rain gardens, or pervious shoulders	
3. Public Frontage			
Typically not applicable, for special conditions, see Section 3.4)			
4. Private Frontage			
D	Frontage Type(s)	See Appendix A.5	

3.4 Public Frontage Standards

A. Purpose and Applicability

This section provides design standards for Public Frontages, to help implement the vision for and intentions of the UNSP.

Through their configuration and design, the University Neighborhood's public frontages are intended to generate the pedestrian spaces that integrate and connect buildings and their private frontages to the UNSP public realm.

Any public frontage subject to the UNSP shall be developed in compliance with the standards provided in this Section. The design of each new or modified public frontage shall be based on an applicable Public Frontage Type, as identified on the following pages. Individual design elements shall be incorporated into Public Frontage Types in accordance with the Applicability Tables for each Public Frontage Type on the following pages.

The street designs within each Planning Sub-Area will be reviewed and approved through the Precise Plan process, as defined in Section 6.7. Precise Plan or tentative map applications that do not comply with the requirements of this Section shall be considered inconsistent with the intent and purpose of the UNSP.

B. Design Objectives

The University Neighborhood's public frontages - through their layout, design, detailing and operation - are intended to generate comfortable, safe, and attractive areas within the public right-of-way, focused on pedestrian and bicycle circulation, shaded street parking, and access to lots and buildings. Each public frontage - whether newly constructed or modified over time - shall:

- 1. Contribute to the place-making and urban design goals of UNSP Vision;
- Provide comfortable and inviting spaces that prioritize pedestrian safety buffers, and limit the extent to which vehicular circulation that may interfere with pedestrians or the visual character of the neighborhood;
- **3.** Generate designs that visually and physically engage and enhance the street and public realm;
- **4.** Create public environments that are compatible with surrounding private uses;
- Offer the Master Developer appropriate design flexibility through a range of alternatives that complement the desired use and design goals.

C. How to Use This Section (Table 3.3)

When designing and detailing new streets, or modifying existing streets in the UNSP, Table 3.3 provides direction for calibrating the Public Frontage of each street to its surrounding environment, generally by ground floor use, and the pages to follow provide specific standards and guidelines for each type.

Ground-Floor Use & Street Type Adaptability

When selecting which Public Frontage Standards for application to each street, the Master Developer must consider the anticipated ground-floor use - whether the predominant ground-floor use is Residential or Commercial. This factor, alone, will help determine the suitable type(s) of pedestrian design elements, appropriate parking configurations and landscaping required from curb to building edge.

Secondly, the Master Developer must note the Street Type present in a given location, and select a Public Frontage that is compatible with that Street Type, the vehicular capacities, and the overall R.O.W.

Public Frontage Type Transitions

Public frontage types allow for variations in the configuration and design of curbside parking, sidewalk, and landscape of a street, correlated with the type and intensity of development from block to block and area to area. It is also critically important that the design of the street network as it traverses blocks and transitions from single family to multi-family to commercial environments - be considered as a continuous whole with gradual and attractive transitions. Specifically, it is intended that public and private frontages – and overall streetscape design – provide seamless and invisible transitions between each phase of development so that, when completed, the University Neighborhoods are perceived as a single "part of town" rather than as a "collection of housing projects". To achieve this goal, the public frontage types – and private frontage types – within each block of each street will be determined through the Precise Plan process (Section 6.7 and 6.8).

Public Frontage Zones

3.17 illustrates a sample prototypical commercially-oriented Public Frontage Type, including a range of public frontage "Zones." In general, most Public Frontage Types may include the following zones:

• Pedestrian Zone: Primarily intended for comfortable
pedestrian circulation, this zone should be kept free of furnishings or other obstructions.

- Landscape & Furnishing Zone: This zone includes street trees to shade the sidewalk and street parking, and accommodates street furnishings, such as street lights, benches, trash receptacles, bicycle racks/kiosks, bus stops, and others.
- Parking & Planter Zone: In general, all streets provide on-street parking calibrated to the street environment. In some cases, planters may be located in the parking lanes to visually narrow the street and/or R.O.W and shade parked cars.
- Shared Travel Zone: This zone is intended for shared bicycle and motorized vehicular circulation, and in some cases, may include dedicated bicycle or bus lanes.
- Café Zone: On very busy commercial streets within the Neighborhood Center (NC) Zone, some sidewalks may be designed with additional width to accommodate a variety of sidewalk activities -- such as sidewalk dining, merchandise display, or others.



TABLE 3.3 Public Frontage Type Overview

		Ground-Floor Use							
Public Frontage Type	Page	Commercia	(Oninerci) of	Residence	len.	o ^{geo}			
Type 1 - Sidewalk & Parkway	3-30	-	0		0				
Type 2 - Flex Planter	3-31	0	0	-	0				
Type 3 - Neighborhood Sidewalk	3-32	-	-		-				
Type 4 - Parking Apron	3-33	-	-	O 1	-				
Type 5 - Commercial Sidewalk	3-34			0	0				
Type 6 - Arcade/Gallery	3-36			-	-				
Type 7 - Parklet	3-37	0	-	-	-				
Type 8 - Parking Edge	3-38	-	-	-					
Type 9 - Flexible Edge	3-39	-	-	-					
Type 10 - Passive Edge	3-40	-	-	-					

Recommended

O Permitted (where applicable)

"-" Not Applicable

¹ This specific Public Frontage Type is intended for use with the "Shared Neighborhood Street" (Section 3.3, Type 6)

TYPE 1 - SIDEWALK + PARKWAY



Description and Intent

The Sidewalk and Parkway is the most common Public Frontage condition found in the Plan. It ensures that the typical street is attractive and comfortable with enough flexibility in setbacks and other elements to accommodate a wide variety of treatments and conditions.

- Residential blocks may have continuous parkways; however, non-residential blocks must integrate hardscape/paved breaks in order to accommodate pedestrian access (See also Type 2 "Flex Planter")
- Canopy trees are preferred, but palms may be proposed.



Intended character



Description and Intent

The Flex Planter is a variation on the typical Sidewalk and Parkway Strip, allowing substitution of parkway landscaping for pervious pavers/hardscape. This variation accommodates ground-floor commercial uses at transitional zones between residential neighborhood streets and more urban environments, and may be utilized as a drought-tolerant alternative to parkway landscaping.

- Hardscape in parkway should designed with pervious pavers.
- Where more than one lot elect to utilize the Flex Planter frontage, hardscape uniformity is recommended.



Parkway hardscaped with pervious pavers

TYPE 3 - NEIGHBORHOOD SIDEWALK + PARKING LANE PLANTER



Description and Intent

The Neighborhood Sidewalk type is designed for urban neighborhood streets where compact, narrow, well-shaded streets are desired. By locating canopy (shade) trees in bulb-out planters in the parking lane(s), the typical parkway can be omitted, narrowing the street substantially.

- To aid in groundwater infiltration, pervious paving materials are recommended for parking lanes.
- Open-back planters that allow additional stormwater capture are recommended.



Example of a parking lane planter in an urban context

NEIGHBORHOOD STRUCTURE & PUBLIC REALM STANDARDS | CHAPTER 3: CODE



Description and Intent

The Parking Apron type is specifically designed for the Neighborhood Shared Street type, allowing compact, narrow, well-shaded shared-street environments. By locating canopy (shade) trees in bulb-out planters in the parking lane(s), and omitting a formal sidewalk and parkway, the street can be made very narrow, discouraging through traffic.

- To aid in groundwater infiltration, pervious paving materials are recommended for parking lanes.
- Tree planters are at grade, and defined by low metal grates.

TYPE 5 - COMMERCIAL SIDEWALK

GROUND- FLOOR USE	CAFÉ ZONE	PEDESTRIAN ZONE	LANDSCAPE + FURNITURE ZONE	PARKING + Planter zone	shared travel zone
MULTI-FAMILY RESIDENTIAL	Not Applicable See Appendix A.5 Private Frontage Guidelines.	6' - 8'	6' - 8' Tree wells; Street furniture to	8' parallel	Son Contion
COMMERCIAL	Where Applicable; 6' - 12' Additionally, See Appendix A.5 Private Frontage Guidelines.	7' - 10'	be provided per Section 6; See Section 3.5 for Street Landscape Standards.	16' - 18' head-in diagonal OR 8' parallel Parking Lane Planters (ontional)	3.3 for Street Type Standards.

A. Description and Intent

The commercial sidewalk is the prototypical public frontage type for commercial and mixed-use centers, designed to balance the need for comfortable pedestrian circulation with a range of other activities, based on the urban context.

Notes

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- Parking lane planters may be added to provide additional shade to parked cars (should be staggered with trees in sidewalk planters).
- Street trees may consist of accent palms and/or canopy trees, but canopy trees should be located closest to sidewalks to provide shade.
- Parking configurations may vary based on urban context.



Example of an urban sidewalk, with pedestrian, landscape, and cafe zones clearly delineated

B. Diagonal Parking

Head-in diagonal parking configurations are recommended on commercial streets in the mixed-use neighborhood centers where additional on-street parking is beneficial particularly along retail frontages.

Notes

- For additional street narrowing and shading for parked cars, Parking lane planters are recommended.
- Parking lanes may include pervious paving materials for additional stormwater infiltration.



Segments of the Park Drive (*Section 3.3, Street Type 7*) in the Neighborhood Center are envisioned to function as "Parking Streets." In relation to the parking frontage of the linear greenway (*See Public Frontage Type 8 - Parking Edge*), parking on the development side of the street in these segments may also be configured as 90 degree headin spaces.

Notes

 Parking lane planters are recommended, and should include Palm Trees to provide a vertical accent to the edge of development.





SECTION 3.4 | PUBLIC FRONTAGE STANDARDS

TYPE 6 - ARCADE	/ GALLERY			
GROUND-FLOOR USE	FLEX PEDESTRIAN ZONE (ARCADE)	FLEX FURNISHING ZONE	PARKING + PLANTER ZONE	SHARED TRAVEL ZONE
COMMERCIAL	10' -15' May include Cafe Zone See Appendix A.5 for Private Frontage Guidelines.	Distance from Curb to Arcade should be <2' OR >4'	16' - 18' head-in diagonal OR 8' parallel Planters every 2-3 spaces (where applicable); See Section 3.5 for Street Landscape Standards.	See Section 3.3 for Street Type Standards.

Description and Intent

The Arcade/Gallery Type (Also a Private Frontage Type in *Appendix A.5*) is a variation of the Commercial Sidewalk (Type 5) that allows for active pedestrian movement and non-residential uses to occupy arcades at the ground-floor of multi-family and non-residential buildings within the core. Buffered parking also enhances the pedestrian quality of these frontages.

- Street trees may consist of accent palms and/or canopy trees, but canopy trees should be prioritized and located closest to sidewalks to provide shade.
- Canopy trees need approximately 14' of clearance (trunk to building edge).



Example of an Arcade / Gallery storefront along a main street

TYPE 7 - PARKLETS



Description and Intent

Parklets are semi-permanent "cafe zones" that may replace on-street parking spaces in front of specific commercial frontages where additional sidewalk dining may be desired. They may be (re)moved, expanded or redesigned as local conditions and urban context evolve over time.

- Parklets should provide a comfortable buffer between seating and moving traffic;
- Parklets should be raised to sidewalk grade;
- Parklets should include comfortable seating, shaded areas, and landscape.
- Parklets must be approved by the Public Works Department, and may be subject to the City's Design Review Process.



Example of parklet extending the usable space of a sidewalk

TYPE 8 - PARKING EDGE



Description and Intent

Key segments of the Park Drive (*Section 3.3*) in the Neighborhood Center, are envisioned to function as "Parking Streets." As such, the Parking Edge type provides additional parking to support the Neighborhood Center, in addition to providing parking and a soft transition to the Linear Greenway (*See Section 3.6*).

- Parking lane planters are recommended, and should include Palm Trees to provide a vertical accent to the edge of development.
- Head-in, Diagonal or Parallel parking configurations may be considered.



Using decomposed granite with other natural features can create a seamless transition into the linear park.

NEIGHBORHOOD STRUCTURE & PUBLIC REALM STANDARDS | CHAPTER 3: CODE

TYPE 9 - FLEXIBLE EDGE



As determined by Plan location. (See Section 3.6)	15' - 20' Decomposed Granite (DG); Where applicable, 3-6' paved walk. Single OR Double Row of Canopy Trees; See Section 3.5 for Street Landscape Standards. Flexible Seating/Furniture Recommended	7' - 8' parallel OR 16' - 18' head-in diagonal; (Pervious Paving recommended) Planters every 2-3 spaces. See Table 5.4 for recom- mend trees	See Section 3.3 for Street Type Standards.
---------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------

Description and Intent

The Flexible Edge Type is designed as a flexible activity zone at the edges of active public spaces. This type may, (but is not required to) include a paved walk along the curb, and is designed to accommodate movable furniture and a variety of recreational activities.

- Where curbside parking occurs, a 2-3' paved walk is recommended curbside.
- A double-row of canopy trees is recommended to enclose and shade this flexible space.
- Furniture should be movable to allow a range of recreational activities.



Intended character

TYPE 10 - PASSIVE EDGE



Description and Intent

The Passive Edge Type is designed specifically for the Park Dr in neighborhood edge contexts where more urban parking configurations are unnecessary. A rolled curb and gravel/decomposed granite shoulder creates a soft transition to the Linear Park, and provides additional opportunities for parking for visitors.

Notes

• Active transportation modes are accommodated by a Multi-Use Trail in the linear greenway.



Intended character

3.5 Street Landscape Standards

A. Intent

Following the integration of Street Type Standards and Public Frontage Standards (*Sections 3.3 and 3.4*), this Section defines how the landscape design of a given street are required to directly support the importance and function of a given Street Type within the overall UNSP framework.

For example, primary Arterials, Connectors and Framework Streets shall be lined with large trees and significant groundcover that define neighborhood edges and connect prominent areas and public spaces within the UNSP. Conversely, Neighborhood Streets will feature smaller scale trees and plants that prioritize privacy and shade in primarily residential areas.

Altogether, these Street Landscape Standards outline the alternatives that will generate cohesive streetscapes, reinforce the connections between the various neighborhood and place types, and enhance the overall public realm.

B. Existing Street Trees and Landscaping

At the time of UNSP adoption, the UNSP and surrounding streets are minimally landscaped. While there are landscaped medians and street trees along both sides of College Drive, Pacific Avenue and University Park Drive, they are planted in irregular patterns, often times with 60 to 80 feet between trees, resulting in little shade and a lack of design consistency. Other streets, like Gerald Ford Drive, have street landscaping along the south edge; however, the north side of the street is vacant, devoid of trees, groundcover and sidewalks.

Existing street trees and groundcover around the UNSP site are comprised of native and adaptive species such as California Pepper, Palm, Mesquite varietals, Southern Live Oak and Desert Willow.

These Street Landscaping Standards recognize the value and natural beauty of these trees and plants; therefore, all design standards and recommended species are selected to complement the existing trees and contribute to a greater sense of place as the UNSP develops.



Young Date Palm's within the median along Portola Avenue



Mesquite varietals make up the majority of existing street trees along Pacific Avenue and the south side of Gerald Ford Drive.



Street trees providing visual accents, like this Shoestring Acacia, can be found along College Drive.

C. Street Tree Plan

All Street Landscape Standards are grouped into 5 categories: 1) Existing Arterials; 2) Existing Collectors; 3) Framework & Open Space Streets; 4) Neighborhood Streets & Greens; and, 5) Parking Lots. These categories are based on the similarity of street conditions and the intended design and use of a specific place (*See Figure 3.5*). Note, Parking Lots are not shown in the diagram below as their location will depend on final site plans.

In addition to *Figure 3.5.1* below, a list of recommended street trees is provided in *Table 3.5.1*, identifying specific locations where tree types are advised and permitted. These recommended trees and landscape conditions are further described and illustrated on the following pages.

Notes.

While the Street Landscape Standards in this section provide an abbreviated list of acceptable trees, plants and groundcover, a complete list of permissible trees, plants and groundcover may be found in *Appendix B*.

All final street landscaping decisions shall complement the intended design and use of a given street and location within the UNSP. The Master Landscape Plan (MLP, *see Section 6.7*) shall identify all trees and landscaping intended for streets, parks and other open spaces for the subject phase of development.





TABLE 3.4 STREET TREES TYPES & LOCATIONS

		Street / Place Type								
Tree Type	Tree Species	Spacing	Existing P	steiner chaine	Framework	hedia	Neighborn	oo so points of open	patting patting	1ea
	Camphor Tree (Cinnamomum camphora)	40′ o.c.	•	•	•		•	•		
	Shademaster Honey Locust (Gleditsia triacanthos)	40′ o.c.		•	0		•	•		
	Sunburst Honey Locust (Gleditsia triacanthos sunburst)	30′ o.c.		•	0		٠	٠		
	Red Push Chinese Pistache (Pistacia chinensis)	30′ o.c.			0		•	•		
Shade /	Mexican Sycamore (Platanus mexicana)	40′ o.c.	•	٠	٠					
Canopy	Cork Oak (Quercus suber)	40' o.c.								
	Southern Live Oak (Quercus virginiana)	35-40′ o.c.	٠	•	•	٠	٠	٠	•	
	California Pepper (Schinus molle)	40′ o.c.	•	•	•		٠			
	Tipu Tree / Rosewood (<i>Tipuana tipu</i>)	50′ o.c.	•	•	0		٠	٠		
	Chinese or Evergreen Elm (Ulmus parvifolia)	35′ o.c.		•	•			•		
	Edible Olive (Olea europaea)	30′ o.c.								
	Edible Date Palm (Phoenix dactylifera)	30′ o.c.	•			0		•		
Vertical Accent	California Fan Palm (Washingtonia filifera)	25′ o.c.	•	•	0					
	Mexican Fan Palm (Washingtonia robusta)	25′ o.c.	•	•	0					
Color Accent	Desert Museum Palo Verde (Cercidium Desert Museum)	25′ o.c.			•		•	•	•	
	Palo Brea (Cercidium praecox)	25′ o.c.	•	•	٠		٠	•	•	
	Honey Mesquite "AZT" (Prosopis glandulosa)	25′ o.c.	•					•	•	
	Holly Oak (Quercus ilex)	35-40′ o.c.			6		•		٠	
	Chinese Tallow Tree (Sapium sebiferum)	35′ o.c.	•		•		•	•		

Recommended Location:

Neighborhoods
 O Town Center

D. Street Trees

Street trees within the UNSP area shall either be native to the Sonoran Desert, or adaptive and from regions with similar arid climates (such as the Mojave Desert). Characteristically, these are drought-tolerant species, though may at times (such as at planting to give root systems a headstart, or to catalyze seasonal blooms of flowering trees) require short periods of irrigation. Trees shall either be used to provide shade along a street or frontage, or to provide color or vertical accent at prominent spaces and frontages within the UNSP area. Deciduous trees shall be planted at open spaces and buildings with south and west orientation, providing passive solar light and heat gain in winter, while providing cooling shade through summer.

1. Typical Shade / Canopy Trees

Typical shade/canopy trees, such as California Pepper Trees, shall be used most often in pedestrian-heavy residential neighborhoods and smaller connecting streets. Within a desert context, these trees are often smaller but maintain a wide canopy, providing much needed shade on sidewalks and streets.

2. Vertical Accent Trees

Prominent boulevards, and arterials, and major public spaces shall employ vertical accent trees where appropriate. Such trees, usually palms in this context, help provide a more formal landscape for more formal and prominent streets and spaces.

3. Color Accent Trees

Trees with colorful seasonal blooms or year-round distinct foliage shall be used to help give certain streets and spaces a unique character in relation to other parts of the Plan Area. These may range greatly in size and form.

See Table 3.5.1 and Appendix B for a complete list of Recommended and Additional Potentially Appropriate Species.



Smaller trees with wide canopies can shade sidewalks.



Palms of various kinds can be used as vertical accents along streets.



A Palo Verde tree can be used to provide a visual color accent in a landscape.

E. Plant Materials

Plant materials within the UNSP area shall either be native to the Sonoran Desert, or adaptive and from regions with similar arid climates (such as the Mojave Desert). Characteristically, these are drought-tolerant species, though may at times (such as at planting to give root systems a head-start, or to catalyze seasonal blooms of flowering plants) require short periods of irrigation. In certain areas, the landscape shall emulate its native desert condition by organizing native plants in organic/natural patterns and distributions. At other, more significant nodes and/ or frontages, native plants shall be incorporated into more intense, formalized compositions for enhanced visual effect and to communicate entry/arrival into an urban destination. Drip irrigation systems tend to be required for these more formalized applications.

See Table 3.5.1 and Appendix B for a complete list of Recommended and Potentially Appropriate Species.



Taller and more colorful native plants, such as this Agave Americana, can be used to enhance larger open spaces.



Seasonally flowering bushes - such as the Ocotillo - provide accents of color and texture along the corridor.



Flowering desert plants arranged geometrically to create a subtle wash of color.



Geometric patterns of contrasting plant species formalizes key landscaped areas.



More informal patches of cacti helps relate to the true character of the desert landscape.

F. Specific Landscape Standards by Street and Place Type

The following are landscape standards for specific thoroughfares in the UNSP area. Refer to the Street Tree Plan (*Figure 3.5.1*) for street locations and a list (*Table 3.5.1*) of recommended and permitted trees.

1. Balanced Arterials and Park Drives

Balanced Arterials within the UNSP area include the existing thoroughfares of Frank Sinatra Drive and Portola Avenue. As the primary edges to the UNSP, a continuous double-row of tall Palms shall be the featured tree. Additional shade/canopy trees and complementary landscaping shall create an iconic and inviting green edge that serves as a gateway into the UNSP area and performs as a buffer for the UNSP and adjacent residents.

In addition, a meandering Park Drive is proposed to parallel the Balanced Arterials along the inside edge of the UNSP site. This Park Drive will further enhance the natural buffer and create a continuous open space along the Arterials.

- a. Existing Street Trees. At present, there are no street trees along the UNSP edge on Frank Sinatra Drive and Portola Avenue. Various types of street trees (i.e. Mesquite, Pepper and Live Oaks) are present within the medians and along the street edges opposite of the UNSP site. Future street trees shall complement these existing trees.
- b. Primary Street Tree(s). Tall Palms (i.e. California or Mexican Fan Palms)

Location: A consistent row of palms shall line the street-side edge of Sinatra Drive and Portola Avenue.

c. Median Tree(s). A mix Large shade/canopy trees (i.e. Mexican Sycamores, California Pepper, Camphor)

Location: These trees shall be interspersed arrange naturally along the Park Drive to enhance the new open space.

d. Median ground cover/plants: Small to large succulents, agave varietals, cacti and drought tolerant flower and shrubs.



Palo Verde trees, when in bloom, provide colorful accents along arterial streets.



Trees, palms, succulents, and small shrubs may be planted in conjunction on certain drives.



Pepper trees, as they mature, develop into large, full street trees with plenty of shade.

2. Enhanced Arterials and Connectors

Enhanced Arterials and Connectors are pre-existing streets with up to 4 lanes of traffic. These streets travel directly through the UNSP site and will collect the majority of vehicular and bicycle traffic traveling between the neighborhood center and residential neighborhoods. As such these streets are prioritized for having large shade/ canopy trees along the edges with accent and additional shade trees within the medians.

- a. Existing Street Trees. Currently, there are young street trees planted in somewhat regular intervals (approximately every 60 feet) along the major of street edges. Species include various Mesquite, Pepper and Southern Live Oaks trees. Adjacetn future development phases shall select complementary trees.
- b. Primary Street Tree(s). Large shade/canopy trees (i.e. Camphor, Mexican Sycamores, Chinese Evergreen/Elm, etc.)

Location: New trees shall be planted closer together to reduce the distance between trees to approximately 30 feet, when possible.

c. Median Tree(s). Various Vertical and Color Accent Trees (i.e. California and Mexican Fan Palms, Palo Brea, etc.)

Location: Located in medians and located naturally along street edge, where appropriate.

d. Median ground cover. Small to large succulents, agave varietals, cacti and drought tolerant flower and shrubs.



Palms located in a median create an iconic gateway.



Camphor trees at regular intervals provide shade and a unique character.

3. Framework Streets and Open Spaces

Framework Streets will carry most of the pedestrian, bicycle and vehicular traffic travel to and through the UNSP Town Center. As Framework Streets cross the site, they will travel through commercial, residential and open space areas - as such, selected tree species will have to transition in order to complement the block size, uses and intensity of the neighborhood zone.

In the Town Center, vertical accent trees (i.e. California, Mexican and Date Palms) shall be used to line the main streets. Their verticality will allow visitors to clearly see across the street and shopfronts. The Town Center shall also be complemented with a consistent row of smaller street trees that provide some measure of shading and bolster a pedestrian-oriented environment.

Along blocks with primarily residential uses, larger canopy trees (i.e. Honey Locusts, Chinese Pistache, Chinese Evergreen/Elm, etc.) shall be used to foster privacy and a buffer between the street and residential buildings.

Where Open Spaces occur, smaller street trees at regular intervals shall allow views into the public open space or green, and complement the larger shade/canopy, vertical and color accent trees within the green.

- a. Existing Street Trees. None.
- b. **Primary Street Tree(s)**.

Town Center - California, Mexican, Date Palms

Primarily Residential - Honey Locusts, Chinese Pistache, Chinese Evergreen/Elm.

Open Space Edges - Palo Verde, Palo Brea, etc. (Street trees that allow view into open space)

c. Median Tree(s). Palo Verde, Palo Brea, Chinese Tallow

Location: Smaller street trees shall always occur at regular intervals and support larger trees in the Town Center and Residential areas.

d. Median ground cover. Small to medium succulents, agave varietals, flowering shrubs. Sharp cacti shall not be used in this area as there are many pedestrians.



Trees along framework streets and in the Town Center will provide shade and visibility when possible.



Palms may be employed in the Town Center area to help shopfront visibility.



Regularly spaced street trees in planters

4. Neighborhood Streets and Greens

Neighborhood Streets and streets lining Greens represent the most common street type in the UNSP. They have significantly less vehicular traffic, slow travel speeds, and will be frequented with pedestrian, bicycle and other forms of active transportation on a regular basis.

Street trees along these routes shall be planted in regular intervals to create a consistent buffer between residential areas and the street. Street trees shall prioritize shade for pedestrians and be tall enough to allow individuals to clearly see across the street. Shade/canopy trees shall also be selected to complement street lighting.

- a. Existing Street Trees. None.
- b. Primary Street Tree(s). Chinese Pistache, Southern Live Oak, California Pepper, Tipu Tree/Rosewood, Chinese Evergreen/Elm

Location: Shade/canopy trees shall occur at regular intervals along both sides of neighborhood streets and edges of greens.

- c. Median Tree(s). Palo Verde, Palo Brea, Holly Oak
 - **Location:** Color accent trees may be place sporadically to create variety and enhance the primary street trees.
- d. Median ground cover. Small to medium succulents, agave varietals, flowering shrubs. Sharp cacti shall not be used in this area as there are many pedestrians.



Chinese Pistache trees provide color accents along neighborhood streets.



Regularly spaced trees around a neighborhood court



Medians in Neighborhood Streets will often combine trees, such as Palo Brea, with succulent groundcover.

5. Parking Areas

Trees and landscape features within Parking Areas serve 3 primary functions:

- Provide a degree of shading for pedestrians who are using the parking the lot;
- Identify and allow clear views of the parking area; and,
- Extend and enhance other street tree patterns present.

Parking area trees do not necessarily have to match the street tree type on a given block, and they shall be primarily taller trees that provide some measure of shading.

- a. Existing Trees. None.
- b. Primary Tree(s). Southern Live Oak, California Pepper, etc.

Location: Final location will be determined by future street tree patterns and parking locations. Within parking lots, shade/canopy trees shall be planted approximately every 9 parking spaces.

c. Median ground cover. To the extent feasible, surface parking areas must be constructed of pervious paving material to achieve filtration and partial storage during storm cycles. Pervious interlocking paving, such as SF-Rima, pervious concrete and modular grass and gravel paving are acceptable. If modular grass and gravel systems are employed, they must use pervious crushed rock base rather than Class II road base to allow infiltration. Surface overflow must drain to biofiltration trenches through curb cuts.



Shade/canopy trees can provide shade to pedestrians; permeable pavers can assist water filtration and reclamation.



A grid of solar panels with fabric shades over a parking lot



Trellises, trees and greenery adjacent to parking drop-off areas can provide shade and comfort in parking areas.

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3.6 Public Open Space Standards

A. Intent

Public open spaces are publicly-accessible areas such as parks, plazas and green spaces that establish shared centers for gathering, recreation and the opportunity to weave the natural environment into a given community. Through the strategic placement of open spaces, the UNSP will achieve the following:

- Support quality of life and healthy lifestyles through the promotion of active and passive recreation;
- Increase public safety and visibility throughout the community by encouraging "eyes on the street";
- Support the preservation and restoration of natural habitats that complement the built environment;
- Enhance the appearance and economic value of residential and non-residential uses such as dining, shopping and other commercial activity; and,
- Foster a unique community identity and cohesive sense of place throughout the UNSP.

Open spaces are integral to the success of Palm Desert's UNSP. Located in areas that are easily accessible, open spaces will create an interconnected network through the UNSP and to adjacent neighborhoods. Some of the functional features and design qualities all open spaces should provide include:

- Adequate lighting and visibility from the street to encourage usage throughout the day and evening;
- A full range of outdoor experiences for people of all ages and abilities;
- Pedestrian and bicycle access and facilities including paths/trails, street furniture, pavilions, bike racks;
- Landmarks, monuments and cultural areas of interest to enhance civic life, community identity and pride;
- Integrated stormwater drainage and retention through the use of drought-tolerant plants and trees, groundcover and materials that actively contribute to water recapture, reuse and overall water management. *See Section 5.7 Storm Drainage and Grading.*
- Adjacent on-street parking should encourage people to get out of their cars and opt for passive and active recreation in Open Spaces.



Parks can provide active and passive recreation, and a chance to preserve or recreate natural environments.



A park and plaza creates a central focal point in a community.



Open spaces should create attractive and comfortable gathering and event spaces within a community.







Notes:

Open Spaces shown are directly integrated with the UNSP's Stormwater Retention and Drainage Network - see Section 5.7.

Additional design principles are provided for the University Mall in Appendix B.1.C, for conceptual reference only.

B. Parks

1. Description

Parks are the largest open spaces in the UNSP, ranging in size from 1/2 to 4 acres, and available for unstructured recreation. A Park may be spatially defined by landscaping rather than building Frontages, and its landscaping should consist of drought tolerant softscape, lawn and trees, naturalistically composed. The "Rule of 10" developed by the Project for Public Spaces is a recommended guideline for park design, providing at least 10 types of activities, from active to passive, for children and adults of all ages.

2. Context and Connectivity

All parks should be scaled and designed according to the scale and uses of their surrounding context. Parks are to be centrally-located (as shown on the right) and will provide both active and passive open space, event venues and recreational fields for both residents and visitors. All parks should offer abundant on-street parking on the perimeter streets that can be used by residents, visitors, shoppers and diners who may also frequent the park.

3. Function and Design Opportunities

Parks in the UNSP should offer a full range of outdoor experiences for people of all ages and abilities. Park facilities may include passive open greens, recreational fields, pools, plazas, squares, amphitheaters, other programming or event spaces, or simply pedestrian and bike pathways.

In addition to their uses and built features, parks in the UNSP will provide critical solar cooling and ecological preservation and restoration through the integration of drought-tolerant trees, plants and hardscapes that facilitate on-site water recapture and recycling.

4. Landscaping

- a. Trees and plants shall be arranged naturalistically and provide shade on the edges of the parks and on the open greens. *See Appendix B for Landscape Guidelines*.
- **b.** Hardscape shall generally be kept minimal with paved trails providing convenient connections and circulations through the park space.
- **c.** Unnecessarily complicated and distracting paving patterns are discouraged.



The UNSP's central Neighborhood Park (shown, ± 2.4 acres) will include pedestrian connections to surrounding blocks.



Conceptual Central Park with surrounding context



Parks should support a variety of uses and facilities from open greens to playgrounds and other built structures.

d. Landscaping and hardscaping should be porous and facilitate water recapture through the use of bioswales and other green infrastructure.

5. Important Details and Elements

- Visibility. All parks must be visible and easily accessible from the street and adjacent blocks.
 Pedestrians and motorists alike must be able see clearly through the space.
- b. Frontages and Adjacencies. Parks should have pedestrian-oriented frontages on all sides, with onstreet parking provided wherever possible. Frontages will include clear entrances and facilities for both pedestrians and bicyclists. Whenever possible, parks should connect to the larger pedestrian network.
- c. Shading and Lighting. Adequate shading from trees, landscape elements and shade structures is vital to encourage comfortable gathering spaces, recreational areas and circulation through the park.
- d. Structures and Improvements. Parks may have a range of buildings and structures such as pavilions and event venues, amphitheatres, stages, dining areas, water features and other programming-related structures. All installations must enhance the gathering space, open spaces, and not obstruct views or pedestrian connections.



Hardscape and landscape may recreate terrain and spaces within a park that complement natural forms.



Drought-tolerant plants and landscaping should use a variety of colors within all public open spaces.



Palm Desert's Civic Center Park successfully provides a number gathering spaces for a range of passive and active uses.



Open spaces provide family and child-friendly facilities such as playgrounds.

C. Plazas and Squares

1. Description

Plazas and squares are available for civic purposes and commercial activities, spatially defined by building frontages, and located at the intersection of important streets. Plazas should be between 1/2 and 2 acres in size, with a landscape consisting primarily of pavement, shaded by trees and/or open shade structures. Squares should be between 1/2 and 3 acres in size, with a landscape consisting of paths, drought tolerant softscape, limited lawns areas, and significant tree canopy and other shade structures.

The Central Square be located at the heart of the Neighborhood Center (NC) zone; smaller plazas may be integrated into the NC and Neighborhood Medium (NM) zones.

2. Context and Connectivity

The UNSP locates a Central Square and Plaza north of Frank Sinatra Drive, between Portola Avenue and Cook Street. At this location, the Central Square and Plaza will serve as a primary gateway into the Neighborhood Center. Upon arrival, two major entrances from Frank Sinatra Drive will border the Central Square and provide on-street parking along both sides - the two streets converge on the north side of the Square forming a smaller Plaza with views down the district's primary commercial boulevard. Additional collector streets will also connect to the Square and Plaza from all directions. No vehicular access will be permitted through the Square or Plaza, but adequate on-street parking will be supported by continental crosswalks, bicycle lanes and other pedestrian facilities with convenient and unrestricted movement through the square.

3. Function and Opportunities

The Central Square's principle function is to serve as a gathering spaces and support civic and commercial activities such as farmer's markets, music concerts and art fairs. The square's design must serve all ages and abilities as it provides safe and convenient pedestrian connections through the site as well as 360-degree vistas of the surrounding building frontages and key locations. Traffic-calming features such as crosswalks, pedestrian-oriented intersections, and landscaped buffers may be implemented to enhance the pedestrian experience around the square.

A second function of the Square is to support flexible allocation and closure of the space. In turn, future ordinances and policies must allow for flexible and creative use of the space.



Conceptual Central Square design for UNSP $(\pm 1.5 \text{ ac. as shown})$



Old Town Plaza Aerial View, Albuquerque, NM



Old Town Plaza and Bandstand, Albuquerque, NM

Successful design, implementation and function of squares and plazas is critical to the success of the UNSP. Not only do they serve as gateways and gathering spaces, but they also enhance economic development, aesthetics and walkability of the community.

4. Landscape

The Central Square and Plaza must achieve the following:

- a. Provide a balance of drought-tolerant trees, plants and groundcover that provide significant shade and interconnected spaces for convenient movement through the space. *See Appendix B, Landscape Guidelines.*
- **b.** Plazas may have variations in levels, structures and hedges to create smaller "rooms" within the plaza.
- c. The introduction of terrain variation should provide a sense of physical movement across the square as well as support water drainage and reclamation patterns.
- **d.** Furnishings such as benches, chairs, tables and drinking fountains are required.

5. Design Details and Elements

- a. Size. As shown, the Town Center Square provides ±1.5 acres of open space - final designs may vary. In general, plazas may range from 1/2 to 2 acres; squares may range from 1/2 to 3 acres.
- **b.** Visibility. The Central Square must be visible from all sides. Pedestrians and motorists alike must be able see through the space to the opposite side.
- c. Frontages and Adjacencies. The Square should have street frontage on all sides; while Plazas may be have street on at least 2 sides. Proper scaling and orientation of the Square and Plaza and its relation to the surrounding streets and buildings are critical.
- d. Shading and Lighting. Given the Square and Plaza's size and largely hardscaped surface, adequate shading from shade trees, landscape elements and structures is critical.
- e. Structures and Improvements. Squares and Plazas provide iconic locations for pavilions, kiosks, bandstands, public art, water features and monuments. All installations must enhance the gathering space, open spaces and not obstruct views and pedestrian connections.



Monuments may be used to create formal or historic gathering spaces within a neighborhood or city.



Plazas create essential gathering spaces that support local commercial and retail uses.



Sundance Square, Fort Worth, TX

D. Greens, Attached & Unattached

1. Description

Greens are smaller open spaces within a neighborhood, spatially defined by building frontages and accommodating passive recreation and children's play. Greens typically range in size from 1/4 acre to 1/2 acre, with a landscape of drought tolerant softscape, limited lawn areas, and shade trees or small shade structures. While greens may include playgrounds, they are primarily intended as informal spaces with no dedicated recreational use.

2. Context and Connectivity

Greens are typically located within or at the end residential blocks. Connectivity may be designed in two different forms:

- a. Attached Greens There is no vehicular right-of-way between the Green and adjacent residential lots; and,
- **b.** Unattached Greens A vehicular right-of-way or alley separates the Green from residential lots.

Both types of Greens are essential for extended open space and pedestrian connectivity throughout the UNSP.

3. Function and Design Opportunities

Greens may be designed in a number of shapes and linear configurations, but their main objective is to provide an open space with a reasonable walking distance for local residents.



Greens may accommodate a range of uses from active playgrounds and recreational fields to passive spaces.



Conceptual attached green



Conceptual detached green



Typical detached green within a single-family neighborhood

4. Landscape

Landscape consists generally of unobstructed lawn, planting beds, trees and/or areas of drought tolerant landscape according to the following guidelines:

- **a.** Trees shall be arranged naturalistically and provide shade on the Green. *See Appendix B for Landscape Guidelines.*
- **b.** Hardscape shall generally be kept minimal and only in support of providing access with sidewalks and peripheral connections.
- **c.** Unnecessarily complicated and distracting paving patterns are discouraged.

5. Design Details and Elements

- a. Size. 1/4 acre to 1/2 acre.
- **b.** Visibility. Visibility from one side of the Green to the other is required (hedges and walls should not exceed 36 inches in height).
- c. Frontages and Adjacencies. Greens shall front at least 2 streets. Adjacent buildings shall front the plaza with windows, doors, and appropriate frontage types.
- d. Shading and Lighting. Given the climate and context of Palm Desert, drought-tolerant trees will provide the majority of the shading. Shade structures are permitted but should be kept to a minimum to allow for greater natural open space.
- e. Structures and Improvements. The following buildings and improvements are suggested within Greens:
 - Pergolas, picnic shelters, flexible gathering and event spaces and small public restrooms.
 - Benches, chairs, tables (movable recommended) bike racks, playground equipment, and athletic courts.
 - Recreational fields and as appropriate for a given neighborhood setting.



Typical green with direct housing frontage



Green integrated within a neighborhood town center



Typical neighborhood green separated by neighborhood residential drive

E. Greenways

1. Description

A Greenway is a linear open space along the edge of or passing through a neighborhood. Its landscape shall consist of paths and trails, dry creeks, tree clusters and open shelters, all naturalistically disposed. A Greenway may be defined by building frontages and may abut a major street or other urban corridor. A Greenway may incorporate shade structures or playgrounds, but is primarily intended for informal recreation.

2. Context and Connectivity

Within the UNSP, a major Greenway will extend west from the Central Square and Neighborhood Center along Frank Sinatra Drive. The Greenway continues to the southwest corner of the site and turns north along Portola Avenue, providing passive recreation and connectivity on the edge of the UNSP. Connections to the Greenway will also be extended off the site to allow access to pedestrians and users beyond the specific plan area.

3. Function and Design Opportunities

The UNSP Greenway will serve 3 major functions:

- a. It will provide a degree of conservation and habitat restoration through the introduction of native and non-native drought-tolerant trees, plants and groundcover.
- **b.** The Greenway will serve a number of recreational uses including paths for jogging, walking and biking that meander through the greenway.
- c. In addition to the environmental and recreational benefits, the Greenway will create a natural buffer between new and existing development along the corner of Sinatra Drive and Portola Avenue.
- **d.** Rear alleys are required for homes with Greenway frontage.

4. Landscape

Greenway landscape consists generally of unobstructed lawns, planting beds, trees and/or areas of drought tolerant landscape according to the following guidelines:

a. Trees shall be arranged naturalistically and provide shade to trails that pass through the Greenway.



Conceptual greenway



Greenways alongside single-family homes and neighborhood streets

- Additional trees and landscaping should strengthen the visual buffer between the Greenway and Sinatra Drive and Portola Avenue. See Section 3.5 for Street Landscape Standards.
- c. Hardscape shall generally be kept minimal and only in support of providing access with sidewalks and peripheral connections.
- **d.** Unnecessarily complicated and distracting paving patterns are discouraged.

5. Design Details and Elements

- a. Size. Greenways are defined by spanning several consecutive block and may vary from approximately 40 to 100 feet wide. Final size and configuration may vary, but it is recommended that the width varies throughout the Greenways to create a sense of natural movement.
- b. Visibility. Greenway entrances must be clearly marked on all sides of the Greenway. Intermittent visibility and pedestrian and bicycle entrances should be provided on all sides of the Greenway.
- c. Frontages and Adjacencies. The Greenway will cross over multiple public streets and frontages and should have adequate crosswalks, signage and other traffic-calming features at those locations. Private homes and buildings may also open directly onto the Greenway.
- d. Shading and Lighting. Trees and planters should provide sufficient shading during all times of day to allow for comfortable pedestrian and bike circulation through the Greenway. Adequate lighting is also necessary to encourage safe usage of the Greenway in the evening.
- e. Structures and Improvements. Small rest areas, pedestrian amenities (benches, picnic tables, drinking fountains, etc.), bike racks and playground equipment may be located at appropriate intervals.



Typical greenway with a central pedestrian/bike path and lined with greens



Greenways may be designed up to 100-feet wide as appropriate.



Greenways should lead to and connect neighborhoods greens and parks together.

F. Pocket Parks

1. Description

Pocket Parks are defined as small open spaces tucked into blocks at the scale of lots (up to 1/4 acre, approx.). They are usually designed equipped for the recreation of children, generally fenced and may include an open shelter. Pocket parks by alternatively be designed primarily for quiet, passive recreation, and in all cases they are intended to be interspersed within residential areas.

2. Context and Connectivity

Pocket Parks may be located anywhere within a block; however, they should be strategically placed and sized in order to contribute to the larger network of open spaces within the community. Pocket parks may be ideal on small neighborhood blocks adjacent to blocks that have larger open spaces.

3. Function and Opportunities

Pocket Parks will primarily serve the residents located immediately on the same block. However, a Pocket Park's location on the block and its visibility to the street may allow it to serve those beyond the block.

Pocket parks may also serve as gateways or iconic markers for smaller neighborhood sub-areas. They have the ability to generate value for a given community or block and the ability to foster a sense of safety and visibility for the immediate community.

4. Landscape

Guidelines for landscape features and conditions are listed as follows:

- a. Groundcover may range from predominately greens, to hardscape, or a balance of both. However, paved paths and hardscape features should be integrated to encourage pedestrian movement through the park.
- **b.** Unobstructed lawn, planting beds, hardscape, and or drought tolerant landscape are recommended. *See Appendix B for Landscape Guidelines.*
- c. Trees arranged either naturalistically or formally and shall be of sufficient scale for their particular context.



Conceptual corner Pocket Park



Pocket Parks may be used to connect the larger public realm and open space network.



A pocket park with adjacency to single-family homes

d. Unnecessarily complicated and distracting paving patterns are discouraged.

5. Design Details and Elements

- a. Size. 0.1 acre to 1/4 acre, in general.
- **b.** Visibility. Visibility from one side of the Pocket Park to the other is required (hedges shall not exceed 36 inches in height).
- c. Frontages and Adjacencies. Pocket Parks shall front at least one public street when located mid-block, or two public streets on the corner of a block.
- d. Shading and Lighting. Shading should be provided mostly from natural and drought-tolerant trees and plants to create a more natural setting. Shade structures may be allowed but should be limited in use and appropriately scaled.
- e. Structures and Improvements. Built structures may include by are not limited to pergolas, trellises, small monuments, water features, and pedestrian amenities (benches, tables, drinking fountains, etc.), bike racks, playground equipment and informal athletic courts that provide a focus to the Pocket Park.



Pocket park providing passive open space and pedestrian route



Neighborhood serving recreation facilities are ideal for Pocket Parks.



Pavers and simple hardscapes may be used to create temporary pocket parks if further development is planned for future phases.



A pocket park with a small plaza

G. Rosewalks

1. Description

The Rosewalk is a pedestrian "street" defined by building frontages and providing the primary pedestrian access to those buildings. The Rosewalk layout may be formal with a central focal point and seating are, or may be more naturalistically designed. Simple softscape or lawn areas accommodate a variety of passive and active recreational opportunities for residents and visitors.

2. Context and Connectivity

Within the UNSP, Rosewalks are not required, but they present builders and developers with the opportunity to improve pedestrian connectivity and safety and reduce the need for vehicular right-of-ways if sufficient circulation is present.

When possible, Rosewalks should lead or connect to other community open spaces.

3. Function and Design Opportunities

Because of their size, Rosewalks have the ability to create new greens and open spaces within a block that may be large enough to accommodate a small playground, small structures, community gardens or other community uses.

Ideal for adjacent blocks that have alley-accessed homes, the Rosewalk is introduced between the 2 blocks instead of a vehicular street, potentially adding value to the homes with frontages on the Rosewalk.

4. Landscape

- Rosewalks should be designed as small attached Greens. Drought-tolerant trees, plants and groundcover can be composed to create more of a natural-looking open space.
- **b.** Landscaping should allow for users to move through the Rosewalk unobstructed, with sidewalks linking building frontages to the major right-of-ways.



Conceptual rosewalk with single-family home frontage



Conceptual rosewalk placement with neighborhood blocks



Houses fronting rosewalk along an asymmetrical block
5. Design Details and Elements

- a. Size. Rosewalks should range in width from approximately 16-40 feet wide and should not be more than 300 feet long. *See Table 3.1 Subdivision and Block Standards*.
- b. Visibility. The Rosewalk should be visible from the from primary street, but its design features must offer a fair amount of privacy and screening from the road to clearly define the pedestrian-only space.
- c. Frontages and Adjacencies. Residential and nonresidential buildings may open directly onto the Rosewalk with the integration of stoops, patios, dooryards and similar approved frontages. See Chapter 5.5 Private Frontage Types.
- d. Shading and Lighting. Rosewalks must be appropriately placed and scaled to allow significant daylight and shading to enter the space. Especially in commercial areas, a balance of shading and lighting is vital to improving economic activity.
- e. Structures and Improvements. Small side courts, rest areas and pedestrian amenities (benches, picnic tables, etc.), may be located in the Rosewalk.



A small-scale rosewalk creates mid-block connection.



Rosewalk with integrated green and paved court



Sample rosewalk with open large open green on asymmetrical block



Trellises, pergolas and other shade structures may be incorporated into rosewalks, but should not obstruct views.

H. Paseos

1. Description

Paseos are narrow pedestrian ways that provide beautiful mid-block connections - they are especially useful in blocks with large perimeters. In neighborhood contexts paseos should be planted with shrubs or groundcover and shaded with trees along a walkway, and in the neighborhood centers may be primarily hardscaped.

Context and Connectivity

Paseos made be found in any zone and can accommodate residential, commercial and other non-residential frontages. While there are no required locations for Paseos, they present developers with the opportunity to improve pedestrian connectivity and safety and to reduce the need for vehicular right-of-ways, if sufficient vehicular circulation is already achieved, according to the UNSP.

When possible, Paseos should lead or connect to other open spaces.

2. Function and Design Opportunities

In residential areas, Paseos create open spaces that support passive recreational activities as well as convenient connections to the rest of the neighborhood. In commercial areas, Paseos can provide additional locations for store frontages, patios and outside dining, informal open spaces and mini-plazas between buildings.

3. Landscape

Paseos are hardscaped pedestrian ways, and they may have the following landscape features:

- Trees may be arranged at varying intervals along the side or in the middle of the Paseo to accommodate pedestrian furniture and seating areas. Variability in tree species, size and spacing is recommended to create a more natural-looking space. See recommended trees and plant species in Appendix B Landscape Guidelines.
- Landscaping should allow for pedestrians to meander through the Paseo side-to-side, especially in paseos lined with commercial frontages, but a defined route should encourage movement through the space.



Conceptual mid-block paseo



When possible, paseos should connect larger parks and open spaces within a neighborhood.



Wide paseos with significant landscaping create a natural and private environment between multi-family buildings.

4. Design Details and Elements

- a. Size. Paseos should range in width from approximately 10-15 feet wide and should not be more than 300 feet long. *Please see Table 3.1 Subdivision and Block Standards for recommended Paseo lengths and widths within zones.*
- b. Visibility. All buildings on Paseos should be scaled to clearly encourage pedestrian movement. Paseo entrances should be place directly on major rightof-ways, but landscape buffers must clearly restrict vehicular access.
- c. Frontages and Adjacencies. Residential and nonresidential buildings may open directly onto the Paseo with the integration of stoops, patios and similar frontages. *See Section 3.4 for Public Frontage Standards*.
- d. Shading and Lighting. Paseos must be appropriately placed and scaled to allow significant daylight and shading to enter the space. Especially in commercial areas, a balance of shading and lighting is vital to improving economic activity.
- e. Structures and Improvements. Small side courts, rest areas and pedestrian amenities (benches, picnic tables, etc.) may be located in the Paseo.



Paseo with frontages along multi-family apartment and condo buildings



Sample paseo within a Neighborhood Medium/Center zone



A Paseo can create active pedestrian environments in the commercial and dining districts of the Neighborhood Center.



Trellises and pergolas may be used to extend shade structures along the length of a Paseo.

CODE

4.0 Development Standards



The zoning and development standards in this chapter have been crafted to ensure that the envisioned neighborhood design character is systematically implemented through the development of multiple phases by multiple builders and developers over time. These standards balance the need for predictable neighborhood patterns and place-making outcomes with the need for flexibility of the types, scales and intensities of housing and mixeduse development to meet shifting market conditions and buyer preferences.

These development standards have been integrated with the public realm design standards of Chapter 3 to ensure varied and harmonious streets-capes and frontages, to define those public spaces in through the systematic placement and scale of buildings, and to encourage and enable to provision of neighborhood-serving non-residential uses within a comfortable walking distance of as many residents as can be supported by market conditions over time.

Section

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4.4 Development Standards 4-16

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4.1 Purpose and Applicability

A. Purpose

These Development Standards, along with the Design Guidelines in Section 5, are intended to implement the development of Palm Desert's University Neighborhoods Specific Plan ("UNSP") in a manner that successfully creates neighborhoods with pedestrian-oriented streets, a variety of housing types and an economically vital mixed-use area, and that achieves the related goals and objectives identified in Section 2 of this Specific Plan (Form and Character).

The purpose of this section is to provide development standards for project review and approval by the Community Development Director for all buildings, structures and attendant site improvements proposed for construction within the UNSP area. These Standards, along with the Guidelines in Section 6, are intended to complement the Palm Desert Municipal Code (PDMC).

B. Applicability of Development Standards and Guidelines

- 1. **Applicability.** These Standards apply to all proposed development, subdivisions, and land uses within the UNSP area, except for schools, which are reviewed and permitted by the State of California through a special permitting and procedures process.
- 2. Relationship of the UNSP's regulations to zoning and other local ordinances. This Specific Plan provides the zoning for the entire UNSP area. The entire property is currently zoned "Planned Residential 5 (PR-5)" with a Planned Community Development (PCD) overlay. The PCD overlay enables preparation of the UNSP and the application of zoning regulations set forth in Section 4.
- **3. Standards.** The development standards (Zoning Regulations) in Sections 4.2 through 4.4 of this Specific Plan include the Regulating Plan (zoning maps), and lists of allowed land uses (*Table 4.3*), minimum setback standards (*Table 4.4*), and maximum height standards (*Table 4.4*) for each zone.

Section 4.4 provides standards for the number, location and configuration of required parking facilities, and Section 3.3 provides standards for the design of public and private streets. Sections 3.6 and 5.6 provides guidelines for the public and private landscapes of the UNSP.

Throughout this section, the word "must" denotes a standard or requirement that has the force of zoning, while the terms "should" and "recommended" denote a guideline or recommendation.

- 4. Design Guidelines. Design guidelines that supplement and refine the development standards are provided in Chapter 5. The guidelines are based on a series of prototypical building forms that describe the urban design intentions of the UNSP and will serve as a guide for review of development applications.
- Precise Plan Process. In order to provide flexibility in the mix of housing types and land uses to meet market conditions and community needs, the Regulating Plan (Figure 4-1 on page 4-5) is conceptual and subject to refinement.

Prior to the preparation of tentative maps for each neighborhood sub-area (Figure 2.3) or phase of development, a Precise Plan must be prepared, as described in detail in Sections 6.7 and 6.8. The Precise Plan will be reviewed for substantial conformance with the Vision Plan and Development Potential in Chapter 2, Neighborhood Structure and Public Realm requirements in Chapter 3, and the Regulating Plan in Chapter 4. Upon a finding of substantial conformance, the approved Precise Plan will be recorded as a Regulating Plan refinement and will not require a Specific Plan amendment.

6. Development Intensity. The maximum allowed development intensity within the UNSP area is identified in Table 2.1, Planned Development Potential, which identifies 7 planning sub-areas and target development intensities for each.

The Community Development Director may approve transfers of intensity between sub-areas in response to applications by all affected property owners through the mapping and Precise Regulating Plan process, upon finding that such transfers meet the intent of the Vision Plan in Chapter 2 and the Regulating Plan on page 4-5.

4.2 Regulating Plan and Zones

A. Neighborhood Low (NL)

The NL Zone provides a quiet, residential neighborhood setting for 1 and 2-story housing types ranging from large to small single-family detached homes, along with a range of single-family attached and small "house-form" multi-family housing types that are scaled and designed for compatibility with houses. An interconnected network of pedestrianoriented streets and neighborhood greens and pocket parks provide a comfortable, walkable public realm.

B. Neighborhood Medium (NM)

The NL Zone provides a livelier neighborhood setting for housing types that may includes multi-family buildings up to 3 stories as well as attached and detached single-family dwellings. Although larger in scale than buildings in the NL zone, the buildings of this zone present "house-form" massing - and in some cases "block-form" massing articulated in increments similar in size and scale - to generate comfortable neighborhood streetscapes, punctuated with neighborhood greens, plazas, and paseos, as a smooth transition between Neighborhood Low and Neighborhood Center environments.

C. Neighborhood Center (NC)

The NC Zone provides a mixed-use neighborhood center environment, including neighborhood-serving retail and restaurant uses, office space for small businesses, and a range of multi-family housing types, with the possibility of either rental or ownership tenancy. Streetscapes emphasize wider sidewalks and convenient customer parking, and open spaces include a town square, plazas, paseos and greenways fronting Frank Sinatra Drive.







D. Open Space (OS)

The Open Space Zone provides a range of public and shared open spaces for community use throughout the neighborhoods and in the Neighborhood Center. Spaces range from a town square to neighborhood parks, attached greens, plazas and paseos, and greenways fronting major streets with muiti-use trails.





4.2.A Neighborhood Low (NL) Zone



The Neighborhood Low zone consists mainly of single family houses.

A. Intent and Context

The intent of the Neighborhood Low Zone is to provide a quiet, neighborhood environment, within which single-family houses and a range of attached single-family and small-scale multi-family housing types may be seamlessly intermixed. An interconnected network of low-speed, low-volume streets forms a pattern of small and medium-sized blocks, seamlessly connecting blocks of the Neighborhood Low zone to adjoining areas with additional housing options and neighborhood services.

Key characteristics of the intended neighborhood pattern for the NL Zone include:

- Single-family homes and multi-plexes providing a range of dwelling sizes and types to accommodate a broad range of household sizes and income levels.
- Lots ranging from 40 to 120 feet wide and 100 to 140 feet deep, many served by rear access lanes.
- Semi-public front yards ranging from 15 to 25 feet in depth, and private and semi-private yards in combinations of rear yards, side yards and shared courtyards and garden courts.
- Neighborhood streets with very low traffic speeds and volumes within which bicyclists and pedestrians can move freely, comfortably and safely.
- Shared/public open space in the form of a green, park or pocket park within a comfortable walking distance of each residence.

B. Zone Summary

The following is an overview of the requirements for the design and use of public spaces and private development in the Neighborhood Low Zone. Detailed standards and Guidelines are provided in the listed Sections.

1. Land Use Activity

- Exclusively residential land uses per requirements of Section 4.3 - but within a comfortable walking/biking distance of recreational and commercial amenities.
- Dwelling types include single-family detached and single-family attached in various configurations.
- Second dwelling units may be provided on singlefamily lots meeting the specified requirements.

2. Streetscape

- Most streets in this zone have angular and off-set alignments to slow vehicular traffic and generate a strong sense of spatial enclosure.
- Streets are provided with sidewalks and street trees in continuous parkways and/or parking lane planters, as described in Section 3.5.
- Curbside parking is provided on both sides of streets.

3. Site Design and Building Massing

Buildings in the NL Zone are intended to project the scale and character of houses, some larger, some smaller, some accommodating only one family and others accommodating multiple families. They all share in common the essential characteristics as described in Appendix A.2.



Dooryard frontages are commonly found within the Neighborhood Low zone, and usually consist of a small wall, with or without a gate, and appropriate landscaping.

- Front yards are typically 15 to 25 feet deep, substantially free of parked cars. Parking in driveways is permitted, but spaces should be configured so that vehicles do not obscure views private frontage, building facade and do not obscure the overall streetscape.
- Buildings are 1 to 2 stories in height.
- Individual building masses are generally about 30 feet in width or depth, and not more than 50 feet.
- Multiple masses may be composed into larger buildings taking on the appearance of large houses.
- A lot may contain one mass that consists of 2 attached units (a duplex), or up to 5 smaller detached units in the form of a bungalow court.
- Site design and massing requirements are provided in Sections 4.4 and Appendix A.

4. Visitor/Pedestrian Access

- Access from the street to each dwelling is provided directly through a yard, which in turn connects directly to the sidewalk.
- Access to some dwellings may additionally be provided through shared courts or gardens.

5. Frontages

Frontages are designed to provide a rich and varied neighborhood desert landscape, to support children's play and neighborly interaction, to provide a measure of privacy for the residents, and to welcome the visitor.

- Typical frontage elements include dooryards, porches, stoops, terraces/patios, low front yard fences, and climate-calibrated landscape. See Appendix A.5 for recommended Frontage Types.
- Buildings face and overlook the street with entries and windows from main living spaces of the residence.

6. On-Site Open Space

- Each dwelling has one or more private or semi-private open spaces.
- These spaces may be in the form of a rear yard, side yard, shared courtyard garden court or combinations of these.
- The size of such open spaces shall meet the requirements of Appendix A.6.

7. Vehicular Access and Parking

- Visitor parking is provided curbside on the street.
- On-site parking is provided for residents, and is screened from public view by buildings, screen walls, and/or landscaping.
- On-site parking is accessed via rear access lanes, when present, or via a driveway.
- Driveways providing access from a Primary or Secondary Street may only be provided on lots meeting the width requirements of Section 4.4.

4.2.B Neighborhood Medium (NM) Zone



The Neighborhood Medium Zone includes attached single-family housing and multi-family housing types incorporated into a context of single-family homes.

A. Intent and Context

The intent of the Neighborhood Medium Zone is to provide a lively neighborhood environment, within which a range of attached single-family housing and multi-family housing types may be seamlessly intermixed with single-family detached types. This zone is applied to blocks and lots close to parks and shared greens, allowing the inclusion some attached dwelling types that lack the private yard spaces required throughout the Neighborhood Low Zone.

Key characteristics of the intended neighborhood pattern for the NM Zone include:

- Single-family homes, multi-plexes and small apartment buildings and rowhouses providing a range of dwelling sizes and types to accommodate a broad range of household sizes and income levels.
- Lots ranging from 22 to 120 feet wide and 80 to 140 feet deep, most served by rear access lanes.
- Semi-public front yards ranging from 10 to 20 feet in depth, and private and semi-private yards in combinations of rear yards, side yards and shared courtyards, and garden courts.
- Neighborhood streets with low traffic speeds and volumes within which bicyclists and pedestrians can move freely, comfortably and safely.
- Shared/public open space in the form of a green, plaza, park or pocket park within a comfortable walking distance of each residence.

B. Zone Summary

The following is an overview of the requirements for the design and use of public spaces and private development in the Neighborhood Medium Zone. Detailed standards and Guidelines are provided in the listed Sections.

1. Land Use Activity

- Predominantly residential land uses per the requirements of Section 4.3 but with the potential for live-work configurations, and within comfortable walking or bicycling distance of recreational and commercial amenities.
- Dwelling types include single-family attached dwellings in various configurations, as well as multi-family buildings and single-family detached homes.
- Second dwelling units may be provided on singlefamily lots meeting the specified requirements.
- 2. Streetscape
 - Many streets in this zone have angular and off-set alignments to slow vehicular traffic and to generate a strong sense of spatial enclosure.
 - Streets are provided with sidewalks and street trees in continuous parkways and/or parking lane planters, as described in Section 3.5.
 - Curbside visitor parking is provided on both sides of streets.



Building types of any sort in the Neighborhood Medium Zone should take on the appearance of a single family home from the street, but may contain multiple units, attached or detached, on the lot.

3. Site Design and Building Massing

Most buildings in the NM Zone are intended to project the scale and character of houses, as described in Appendix A.2, Neighborhood Housing Building Types. On selected streets and frontages - as defined in Section 3.4 - buildings may additionally take on the characteristics of Block Form Buildings as described in Appendix A.2.

- Front yards are typically 10 to 20 feet deep.
- Buildings are 1 to 3 stories in height.
- Individual building masses of which larger buildings may include several are generally about 30 feet in width or depth, and not more than 40 feet.
- Site design and massing requirements are provided in Section 4.4.

4. Visitor/Pedestrian Access

- Access from the street to each dwelling is provided directly through a yard, which in turn connects directly to the sidewalk.
- Access to some dwellings may additionally be provided through shared courts or gardens or via lobbies, stairs and interior corridors.

5. Frontages

Frontages are designed to provide a rich and varied neighborhood desert landscape, to support children's play and neighborly interaction, to provide a measure of privacy for the residents, and to welcome the visitor.

• Typical frontage elements include dooryards, porches,

stoops, terraces/patios, low front yard fences, and climate-calibrated landscape. See Appendix A.5 for recommended Private Frontage Design Guidelines.

- Buildings face and overlook the street with ground floor shopfronts, entries and windows from main living spaces of a ground floor residence.
- Upper floors are typically bedrooms and with beautifully composed facades. Windows from the main rooms of the office or a dwelling may overlook the street, in some cases with balconies.

6. On-Site Open Space

- Each dwelling has one or more private or semi-private open spaces.
- These spaces may be in the form of a rear yard, side yard, shared courtyard or garden court, patio, balcony, roof terrace, or combinations of these. Recommended sizes of such open spaces are found in Appendix A.6.

7. Vehicular Access and Parking

- Visitor parking is provided curbside on the street.
- On-site parking is provided for residents, and is screened from public view by buildings, screen walls, and/or plantings. Vehicles should not obscure private frontages or streetscape.
- On-site parking is accessed via rear access lanes, when present, or via a driveway meeting the requirements of Section 4.4.

SECTION 4.2 | REGULATING PLAN & ZONES

4.2.C Neighborhood Center (NC) Zone



The Neighborhood Center Zone includes larger buildings that include retail, office, and residential uses.

A. Intent and Context

The intent of the Neighborhood Center Zone is to provide a lively, 16-hour, mixed-use environment, within which a range neighborhood-serving shops and restaurants, offices, and multi-family and single-family attached housing types may be seamlessly intermixed. An interconnected network of moderate-speed, moderate-volume streets forms a pattern of medium to large blocks, seamlessly connecting blocks of the adjoining neighborhood zones.

Key characteristics of the intended neighborhood pattern for the NC Zone include:

- 1 to 3-story commercial and mixed-use buildings,
 2 and 3-story multi-plexes and small apartment buildings, and rowhouses providing a range of dwelling sizes and types to accommodate a range of household sizes and income levels.
- Lots ranging from 22 to 200 feet wide and 80 to 200 feet deep, all served by rear access lanes and/or shared rear parking lots.
- Commercial shopfronts and semi-public front yards ranging from 10 to 15 feet in depth, and private and semi-private yards.
- Neighborhood center streets with moderate traffic speeds and volumes.
- Shared/public open spaces in the form a square, plazas, paseos and/or pocket parks.

B. Zone Summary

The following is an overview of the requirements for the design and use of public spaces and private development in the Neighborhood Center Zone. Detailed standards and Guidelines are provided in the listed Sections.

1. Land Use Activity

- A mixture of commercial and residential per the requirements of Section 4.3 in horizontal and/ or vertical configurations providing commercial amenities and unique housing options within comfortable walking or bicycling distance of adjacent neighborhood zones.
- Commercial spaces include ground floor retail shopfronts, restaurants and flex spaces as well as ground floor and upper floor offices.
- Dwelling types include upper floor apartments or condominiums in mixed-use buildings, multi-family buildings, and single-family attached dwellings in various configurations.

2. Streetscape

- Most streets in this zone prioritize visibility of ground floor business from through streets and/or adjacent arterial streets, and providing generous amounts of on-street customer parking.
- Streets are provided with broad sidewalks, with street trees in sidewalk planters and/or parking lane planters.



Typical building types found in the Neighborhood Center Zone are the Mixed-Use type (left), with ground-floor retail and upper floor residential or office, and the Urban Courtyard type (right), with multiple residential dwellings arranged around a court.

• Curbside customer and visitor parking is provided on both sides of streets in parallel, angles or perpendicular configurations, per the requirements of Section 3.5.

3. Site Design and Building Massing

- Buildings with commercial ground floors are built to the back of sidewalk, and residential ground floors are provided with shallow front yards.
- Front yards, if present, are typically around 10 feet deep.
- Buildings are 1 to 3 stories in height.
- Individual building masses may be up to 100 feet in width and depth, and must meet the site design and massing requirements are provided in Section 4.4.

4. Visitor/Pedestrian Access

• Visitor access to each building is provided directly from the sidewalk, via recommended Frontage Types.

5. Frontages

Frontages are designed to generate an active, 16-hour mixed-use environment.

- Access to ground floor commercial spaces is provided via shopfronts see Section 3.4 for recommended variations.
- Access to ground floor dwellings is provided through recommended frontage types, including dooryards and stoops.

- Visitor and customer access to upper floor residences and commercial spaces is provided from the street via shared courtyards or paseos, or via a lobby, stair, elevator and corridor system.
- Buildings face and overlook the street with shopfronts, front doors and windows from offices or the main living spaces of dwellings.

6. On-Site Open Space

• Each dwelling has access to a private or semi-private open space, a rear yard, shared courtyard, patio, balcony, or roof terrace, meeting the requirements of Appendix A.6.

7. Vehicular Access and Parking

- Customer and visitor parking is provided curbside on the street and is shared parking lots within the blocks.
- On-site parking is provided for residents, screened from public view by buildings, screen walls, and/or plantings.
- On-site parking is accessed via rear access lanes or driveways meeting the width and spacing requirements of Section 4.4.

4.2.D Open Space (OS) Zone



Open Spaces are places for the community to gather, recreate, and relax. Programmed spaces such as larger parks should contain small pavilions or shaded structures.

A. Intent and Context

The intent of Open Space Zone is to provide a rich mix of shared and public open spaces within which residents, customers and visitors can play, relax, shop, dine and enjoy one another's company. The specific location, size and design of each open space will be determined at the time of the preparation of a Precise Plan and Tentative Map for each area, at which time this Open Space Zone designation will be applied.

Key characteristics of the UNSP open spaces include:

- At least one Green, Park or Pocket Park should be provided within a child's comfortable walking distance from each dwelling.
- Open spaces should be provided for a range of activities, such as quiet enjoyment and relaxation, active play for very young children, unstructured play for older children, recreational activities for adults, picnicking, outdoor dining, and special community events.
- Each open space should provide multiple activity options, but not the full range.
- Open spaces should be integrated with the street network to form a single, seamless Public Realm Network and neighborhood landscape, responsive to Palm Desert's unique climate and open to everyone.

B. Zone Summary

The following is an overview of the requirements for the design and use of public and shared open spaces within the Plan Area.

- 1. Land Use Activity
 - The primary purpose of the Open Space Zone is to provide beautiful, comfortable, flexible outdoor spaces for recreation and social interaction by neighborhood residents, customers and employees of commercial businesses, and the general public of Palm Desert.
 - Certain public spaces are intended to additionally be made available for outdoor activities related to adjacent businesses, such as outdoor dining, a farmers' market, and other community events.
 - In some cases, access to specific open spaces or recreational facilities may be privately owned with controlled access for the exclusive use of nearby residents. Such use arrangement are to be defined at the time of design and entitlement of that neighborhood area, and in such cases it is intended that other publicly available recreational open space be located within a comfortable walking distance.



Open Spaces should contain areas for activities (left) and be landscaped with local, drought-tolerant plants (right).

2. Design and Landscape

- Design guidelines for a range of Open Space Types are defined in Section 3.6, which includes conceptual diagrams and programmatic and design recommendations for each type. The final design for each open space will be determined as part of the Landscape Master Plan approval at the time of Tentative Map approval.
- The design of each open space should be seamlessly connected to and integrated with the landscapes of adjoining streets and private frontages to achieve a unified and immersive environment.
- Open space design should take into account personal and public safety throughout the day and night, providing appropriate levels of lighting and visibility from the surrounding neighborhood area.
- Responsibilities for the maintenance and operation of each open space will be determined at the time of Landscape Master Plan and Tentative Map approval.

3. Access and Parking

- Public open spaces should be designed for access and use by the full range of Palm Desert's residents, from the very old to the very young and including those with disabilities.
- Parking needs should be met with curbside parking on adjacent streets. Off-street parking lots within parks should be avoided.

4.3 Allowed Land Uses

Table 4.1, Land Use Matrix, identifies allowed uses and corresponding permit requirements within each zone, subject to the applicable development standards, design guideline, and all other provisions of the UNSP.

Descriptions/definitions of the land uses below may be found in Appendix C Glossary - if a term is not defined in the UNSP Glossary, the term is to be defined by the Palm Desert Municipal Code (PDMC). If a word or phrase used in this Specific Plan is not defined in the Glossary or in the PDMC, the Community Development Director shall determine the correct definition, giving deference to common usage. The special use provisions column in the table identifies the specific chapter or section where additional regulations for that use type are located within this title.

Uses that are not listed are not permitted. However, the Commission may make a use determination as outlined in Section 25.72.020 (Use Determinations of the PDMC).

TABLE 4.I LAND USE MATRIX					
		Special Use			
Land Use	NL	NM	NC	OS	Provisions
Residential Uses					
Assisted Living	Ν	С	С	Ν	
Condominium	Ν	Р	Р	Ν	
Dwelling, duplex	Р	Р	Ν	Ν	
Dwelling, guest	Р	Р	Ν	Ν	
Dwelling, multifamily	Ν	Р	Р	Ν	
Dwelling, multi-generational	Р	Р	Ν	Ν	
Dwelling, second	Р	Р	Ν	Ν	25.34.030
Dwelling, single-family attached	Р	Р	Ν	Ν	
Dwelling, single-family detached	Р	Р	Ν	Ν	
Home-based business	Р	Р	Р	Ν	
Live-work	Ν	C ²	Р	Ν	
Agriculture-Related Uses					
Domestic Animals	Р	Р	Р	Ν	
Garden, private	Р	Р	C 1	Ν	
Greenhouse, private	С	N	Ν	Ν	
Horticulture, private	С	N	Ν	Ν	
Recreation, Resources Preservation, Open S	pace, and P	ublic Asseı	mbly Uses		
Club, private	N	N	C 1	N	
Day care, large family	L	L	L	Ν	25.10.040.F
Day care, small family	Р	Р	Р	Ν	
Institution, educational	C 1	C 1	C 1	С	
Institution, general	Ν	N	C 1	С	
Institution, religious	C 1	C 1	C 1	С	
Public Park	Р	Р	Р	Р	
Recreational facility, incidental	Ν	Ν	Ν	С	25.10.040.H
Notes:	Key:	-			

¹ The establishment may be permitted with an administrative use permit but may be elevated to a conditional use permit at the discretion of the Community Development Director.

² Live-work units should not be located in areas that are primarily residential or open space in nature.

P = use permitted by right

A = use requires administrative use permit

C = use requires approval of conditional use permit

L = use requires approval of a large family day care use permit

N = use not permitted

TABLE 4.1 LAND USE MATRIX						
1		Special Use				
Land Use	NL	NM	NC	OS	Provisions	
Retail, Service, and Office Uses	• •					
Ancillary commercial	Ν	C 1	Ν	Ν	25.16.040.E	
Art gallery	Ν	Ν	Р	Ν		
Art studio	Ν	C 1	Р	Ν		
Book and card shops	Ν	Ν	Р	Ν		
Bed and Breakfast	Ν	C 1	C 1	Ν		
Drugstore	Ν	Ν	Р	Ν		
Financial institution	Ν	Ν	Р	Ν		
Grocery Store	Ν	Ν	C 1	Ν	25.16.040F	
Health club	Ν	Ν	C 1	Ν		
Hotel	Ν	Ν	C 1	Ν	25.10.040.J	
Liquor, beverage and food items shop	Ν	Ν	C 1	Ν		
Office, professional	Ν	Ν	Р	Ν	25.10.040.M	
Personal services	Ν	Ν	Р	Ν		
Restaurant	Ν	Ν	C 1	С	25.16.040.H	
Retail	Ν	Ν	Р	Ν		
Spa	Ν	Ν	Р	Ν		
Utility, Transportation, Public Facility, and Communication Uses						
Public service facility	Ν	N	Ν	С		
Utility installation	Ν	Ν	Ν	С		

Notes:

¹ The establishment may be permitted with an administrative use permit but may be elevated to a conditional use permit at the discretion of the Community Development Director based on: parking, traffic, or other impacts.

Key:

P = use permitted by right

A = use requires administrative use permit

C = use requires approval of conditional use permit

L = use requires approval of a large family day care use permit

N = use not permitted

4.4 Development Standards

The development standards in Table 4.2 (University Neighborhoods Development Standards) are applicable to all zones within the UNSP area, excluding Open Space (OS) zones. These standards are intended to assist property owners and project designers in understanding the City's minimum requirements and expectations for high-quality neighborhood development. *Open Space (OS) Design Guidelines may be found in Section 3.6.*

Illustrated Glossary

Primary Street. The street that is typically higher in the street hierarchy, typically carries more traffic, and where the main facade of a building typically faces.

Side Street. The street that is lower in the street hierarchy, typically carrying less traffic than the Primary Street.

Primary Building. The main house or building on a lot.

Secondary / Outbuilding. Secondary building(s) on a lot, such as a detached garage, or carriage house.

Primary and Secondary Street Setbacks. The setback distance between the building line(s) (face of building) and the ultimate right-of-way line of the Primary and/or Secondary Street.

Side Yard Setbacks. The setback distance between the building line(s) (face of building) and the side property line(s).



Rear Setbacks. The setback distance between the building line(s) (face of building) and the rear property line or ultimate right-of-way line of an alley.

FIG. 4.3.2 SECONDARY BUILDING SETBACKS



TABLE 4.2 UNSP DEVELOPMENT STANDARDS							
Development Standard	Zone						
Development Standard	N	IL	N	М	N	C	
A. LOT SIZE							
	Min.	Max.	Min.	Max.	Min.	Max.	
1. Lots with alley/rear access							
a. Width (interior lots, SF attached)	22'	35'	22'	30'	22'	30'	
b. Width (interior lots, SF detached)	40'	80'	35'	70'	Ν	N	
c. Width (interior lots, other)	50'	110'	50'	120'	40'	200'	
d. Width (corner lots)	Varies ^₄	Varies ^₄	Varies ^₄	Varies⁴	Varies ^₄	Varies ^₄	
e. Depth	90'	140'	80'	140'	80'	200'	
2. Lots without alley/rear access							
a. Width (interior lots ¹)	60'	120'	60'	160'	Ν	Ν	
b. Width (interior lots, garage back ²)	55'	120'	50'	160'	Ν	N	
c. Width (interior lots, paired ³)	45'	120'	45'		Ν	N	
d. Width (corner lots ⁴)	Varies ⁴	Varies ⁴	Varies ^₄	Varies⁴	Ν	N	
e. Depth	100'	140'	90'	140'	N	Ν	

B. BUILDING SETBACKS (as measured from property lines)

		PRIMARY BUILDINGS				
	Min.	Max.	Min.	Max.	Min.	Max.
1. Ground-Floor Residential						
a. Primary Street Setback	15'	25'	10'	20'	0'	10'
b. Side Street Setback (corner lots)	10'	25'	10'	20'	5'	10'
c. Side Yard Setback	5'	no max.	5'	no max.	0'	no max.
2. Ground-Floor Non-Residential						
a. Primary Street Setback	N/A		5'	15'	0'	10'
b. Side Street and Side Yard Setbacks	N/A		10'	15'	0'	15'
3. Rear Setbacks						
a. Lots with alley/rear access ⁵	5'	no max.	5'	no max.	5'	no max.
b. Lots without alley/rear access	15'	no max.	15'	no max.	Ν	Ν
	SECONDARY / OUTBUILDINGS					
	Min. Max. Min. Max. Min. Max					Max.
4. Primary Street Setback	40' 1	no max. 1	40' 1	no max. 1	40' 1	no max. 1
5. Side Street Setback (corner lots)	10'	no max.	10'	no max.	10'	no max.

N = Not permitted within zone.

¹ Street facing attached garages must be set back at least 5 feet behind the facade of the building. The Street Facing side of all secondary/outbuildings including detached garages must also be located behind the facade of the Primary Building.

² Applies to lots with detached garages at the rear of the lot, accessed by narrow side-yard driveways.

³ The Director may approve paired lots narrower than the otherwise required minimum, if at least one of which locates a the garage at the rear of the lot.

⁴ Corner lots should be at least 10' wider than required for comparable interior lots for the selected building type to allow required setbacks on the side street.

⁵ The garage to garage dimension across an alley should be at least 30 feet.

SECTION 4.4 | DEVELOPMENT STANDARDS

TABLE 4.2 UNSP DEVELOPMENT STANDARDS (CONTINUED)						
			Z	one		
Development Standard	I	NL	NM		NC	
C. DEVELOPMENT INTENSITY						
1. Residential intensity range ⁷	4-8 a	lu/acre	7-24	du/acre	20-40 d	lu/acre 1
D. BUILDING HEIGHT						
1. To eave of pitched roof (max.)	2 flooi	rs / 24 ft.	3 flooi	rs / 36 ft.	4 floor	s / 55 ft.
2. To top of parapet of flat roof (max.)	2 floor	rs / 24 ft.	3 flooi	rs / 40 ft.	4 floor.	s / 60 ft.
3. Pitched roof height above top of eave (max.)	1.	2 ft.	1.	2 ft.	15	ī ft.
4. Ground floor above grade at building setback line (max.)	4	ft.	5	ft.	б	ft.
5. Ground story height ³ (min./max.)	9'	/12'	9'	/12'	16	//20'
E. BUILDING CONFIGURATION GUI	DELINES ⁴					
1. House Form Buildings (See Appendix A.2)	Min.	Max.	Min.	Max.	Min.	Max.
a. Primary Mass ⁷						
i. Width	20'	50'	20'	50'	20'	70'
ii. Depth	20'	40'	20'	40'	20'	70'
b. Secondary Masses ⁷						
i. Width	15'	35' 5	15'	35' 5	15'	<i>50'</i> ⁵
ii. Side Wing Depth	10'	35'	10'	35'	10'	80'
iii. Front Wing Depth	8'	40'	8'	40'	8'	30'
iv. Rear Wing Depth	10'	40'	10'	50'	10'	60'
b. Building Separation	10'	no max.	8'	no max.	8'	no max.
2. Block-Form Buildings (See Appendix A.2)	Min.	Max.	Min.	Max.	Min.	Max.
a. Facade Modulation Increment ⁴			16'	40'	20'	50'
b. Building Width			20'	100'	20'	150'
c. Building Depth			25'	70'	30'	150'
d. Building Separation			10'	30'	0'	80'
3. Recommended Building Types (by zo	ne)					
a. House-Form Single-Family	see App	endix A.2	see App	endix A.2		
b. House-Form Multi-Family	see App	endix A.2	see App	endix A.2		
c. Rowhouse	see App	endix A.2	see Appendix A.2		see Appen	dix A.3-A.4
e. Block-Form Multi-Family			see Apper	ndix A.3-A.4	see Appen	dix A.3-A.4
f. Block-Form Mixed-Use			see Apper	ndix A.3-A.4	see Appen	dix A.3-A.4
g. Block-Form Flex	//////		see Appendix A.3-A.4		see Appendix A.3-A.4	

¹ The Director may approve development intensities up to 60 du/ac. if the proposed development consists of senior housing or university housing with average dwelling unit sizes under 650 s.f. and parking ratios of approximately 1 space/du, or less.

² Planned range by Neighborhood Zone. Individual buildings may be over or under this range, but must conform to these standards and guidelines in Appendix A.
 ³ Ground story height is measured floor-to-floor.

⁴ The information and values in Table E are guidelines rather than standards. Deviations may be granted based on architectural design merit and consistency with the design intent as described in Appendix A.

 $^{\rm 5}~$ Secondary Mass/Wing widths should not exceed 65% the width of the Primary Mass.

⁶ See Appendix A.1 for recommended Massing Modulation techniques.

⁷ Mass dimensions refer to apparent volumes defined by roof elements, not the overall plan dimension of the building.

4-18 | 01.07.17 | CITY OF PALM DESERT UNIVERSITY NEIGHBORHOOD SPECIFIC PLAN



- a To eave of pitched roof
- **b** To parapet of flat roof
- ----- Setback Line
- c Pitched roof height
- Architectural Encroachment

-- Property Line

- d Ground floor above grade at building setback line
- e Ground story height
- * Unless specified otherwise, height limits do not apply to masts, belfries, chimney flues, and similar structures.



- a Primary Mass
- **b** Side Wing
- c Front Wing
- d Rear Wing
- e Garage / Accessory Building

Illustrated Glossary

Building Height: The vertical extent of a building and its roof measured in ft. at the front of the building or structure from the average elevation of the exterior finished grade to the highest point of the roof.

Building Width: The dimension of a massing element (Primary Mass, Wing, or Secondary Building) as measured along the Front Building Line or property line of the lot.

Building Depth: The dimension of a massing element (Primary Mass, Wing, or Outbuilding) as measured generally perpendicular to the Front Building Line of the lot.

Primary Mass. The bulk and volume of that comprises the primary, dominant massing element of a House-Form building, see Figure 4.3.4.

Secondary Mass. The bulk and volume of that comprises a secondary, smaller massing element(s) of a House-Form building, either attached (building wing) or detached (accessory building or detached garage), *see Figure 4.3.4 and Appendix A.1.*

Facade Modulation. Techniques of organizing the facade a large block-form building into human-scale increments. Recommended techniques include variation in building height, frontage type, and facade composition and rhythm, *see Figure 4.3.5 below, and Appendix A.5.*



FIG. 4.3.5 BLOCK-FORM BUILDING MASSING

- f Facade Modulation Increment
- g Building Separation

SECTION 4.4 | DEVELOPMENT STANDARDS

TABLE 4.2 UNSP DEVELOPMENT STANDARDS (CONTINUED)

Douolonmont Standard	Zone				
Development Standard	NL	NM	NC		
E ALLOWED ENCROACHMENTS FOR RECOMMENDED FRONTAGE TYPES					

. ALLOWED ENCROACHMENTS FOR RECOMMENDED FRONTAGE TYPES

All street-facing facades must provide pedestrian access through at least 1 of the frontage types listed below. Frontage types may encroach into the public right-of-way or setback as identified below, and may be further limited by the California Building Code (CBC). See Appendix A.5 for design criteria for each frontage type.

1. Shopfront	Ν	Ν	Ν
2. Arcade	Ν	Ν	Into R.O.W. within 2 ft. of curb
3. Gallery	Ν	Ν	Into R.O.W. within 2 ft. of curb
4. Stoop ¹	5 ft. into Primary Street, Side Street, and Rear setbacks only	5 ft. into Primary Street, Side Street, and Rear setbacks only	To R.O.W. line and into Rear Setback only
5. Dooryard ¹	To R.O.W. line and into Rear Setback only	To R.O.W. line and into Rear Setback only	To R.O.W. line and into Rear Setback only
6. Porch	5 ft. into Primary Street, Side Street, and Rear setbacks only, provided at least 5 ft. back of sidewalk or 10 ft. from rear lot line	5 ft. into Primary Street, Side Street, and Rear setbacks only, provided at least 5 ft. back of sidewalk or 10 ft. from rear lot line	N/A

G. ALLOWED ENCROACHMENTS FOR ARCHITECTURAL ELEMENTS

Architectural elements are allowed as listed below. Architectural elements may encroach into the public right-of-way or setback as identified below, and may be further limited by the California Building Code (CBC). Please refer to Sections 3.4 and Appendix A.7 for design criteria for each architectural element.

1. Awning, canopy	Ν	Ν	Into R.O.W. within 2 ft. of curb
2. Balcony ²	5 ft. into Primary Street, Side Street, and Rear setbacks only	5 ft. into Primary Street, Side Street, and Rear setbacks only	3 ft. into R.O.W.
3. Bay Window	3 ft. into Primary Street, Side Street, and Rear setbacks only	3 ft. into Primary Street, Side Street, and Rear setbacks only	3 ft. into R.O.W. ²
4. Cantilevered Room ²	2 ft. into Primary, Street, Side Street, and Rear setbacks only and with a maximum width of 20 ft.	2 ft. into Primary, Street, Side Street, and Rear setbacks only and with a maximum width of 20 ft.	Ν
5. Eaves	2 ft. into all setbacks	2 ft. into all setbacks	2 ft. into R.O.W. and all setbacks
6. Chimneys	2 ft. into all setbacks	2 ft. into all setbacks	2 ft. into setbacks only

N = Not permitted within zone

TABLE 4.2 UNSP DEVELOPMENT STANDARDS (CONTINUED)

Development Standard	Zone				
	NL	NM	NC		

H. REQUIRED ON-SITE OPEN SPACE

1. Required On-Site Open Space: Each lot shall provide the quantities of Open Space indicated below, including of 1 or more of the following Usable Open Space Types: i) Court, ii) Back Yard, iii) Side Yard, and/or iv) roof deck, as allowed by each individual zone and associated with each building type. Each lot shall provide a Primary Open Space directly accessible from the main living spaces of the dwelling(s) no less than 15 feet by 20 feet. The minimum Usable Open Space⁴ area below may be met by enlarging the Primary Open Space space or by providing additional open spaces with a minimum dimension of 10 feet. Please refer to Appendix A.6 for design guidelines for each open space type.

a. Min. Usable Open Space ¹	The greater of 15' x 20' or 10% of Total Lot Area		The greater of 15' x 20' or 10% of Total Lot Area 1		The greater of 15' x 20' or 10% of Total Lot Area ¹	
2. Design Standards	Width	Length	Width	Length	Width	Length
a. Front Yard	Lot width (min.)	Primary Street Set- back depth (min.)	Lot width (min.)	Primary Street Set- back depth (min.)	Lot width (min.)	Primary Street Set- back depth (min.)
b. Court ²	20 ft. min.	20 ft. min.	20 ft. min.	20 ft. min.	20 ft. min.	20 ft. min
c. Rear Yard ²	Per setback	Lot width	Per setback	Lot width	Per setback	Lot width
d. Side Yard ²	Per setback	Lot depth	Per setback	Lot depth	Per setback	Lot width
e. Roof Deck ³	Ν	N	10 ft. min.	10 ft. min.	15 ft. min.	15 ft. min.
f. Passage, Covered	10 ft. min.	3x width max.	10 ft. min.	3x width max.	10 ft. min.	3x width max.
g. Passage, Uncovered	15 ft. min.	3x width max.	15 ft. min	3x width max.	15 ft. min.	No max.

"-" Not Applicable

¹ Not required for non-residential buildings or for buildings with residential uses within 800 ft. walking distance of a park, green or playground. Private balconies with min. dimensions of 5 ft. deep by 8 ft. wide may count toward the minimum Usable Open Space requirement.

- ² Open Space Types that may provide the minimum Required Open Space requirement.
- ³ Within Neighborhood Center (NC) zone only, Open Space Type may count towards minimum Required Open Space requirement.
- ⁴ Primary Street setback area may not be counted the required Usable Open Space requirement, but of required Side Street, Side Yard and Rear Yard setback areas may. In the case of Side Yard housing where portions of a neighbor's side yard are made available by permanent easement for use by the owner of the subject lot, that portion of the neighbors lot may also be counted toward the minimum Usable Open Space requirement.

SECTION 4.4 | DEVELOPMENT STANDARDS

TABLE 4.2 UNSP DEVELOPMENT STANDARDS (CONTINUED)					
		Zone			
Development Standard	NL	NM	NC		
I. Parking Placement ¹					
1. Primary Street Setback	20 ft.	20 ft.	20 ft.		
2. Side Street Setback	10 ft.	10 ft.	5 ft.		
3. Side Yard Setback	5 ft.	5 ft.	5 ft.		
4. Rear Setback ²					
a. With alley/rear access	5 ft.	5 ft.	5 ft.		
b. Without alley/rear access	5 ft.	5 ft.	5 ft.		
J. Parking Requirements					
1. Residential Uses					
a. Studio and 1 Bedroom	min. 2 / unit	min. 1.25 / unit	min. 1.25 / unit		
b. 2 Bedroom +	min. 2 / unit	min. 2 / unit	min. 1.75 / unit		
2. Non-Residential Uses	Ν	Ν	3 spaces / 1,000 sq. ft. ³		
K. Allowed On-Site Vehicular Acco	255				
1. Service Alley	Vehicular access shall be less than 50 ft w	e provided via a rear or sid ide, and for all multi-famil	e service alley for all lots ly building types.		
2. Residential Driveway Types by Lot Width					
a. Side drive to rear garage	50 ft min.	50 ft min.	50 ft min.		
b. Front drive to street-facing garage	60 ft min.	60 ft min.	60 ft min.		
c. Circular Drive	100 ft. min	100 ft. min	Ν		
2. Driveway Width	10 ft max.	12 ft max.	20 ft max.		

Key:

N = Not permitted within zone.

- ¹ Subterranean parking may extend to property lines.
- ² Within garage or carport the rear yard setback shall not be less than 25% of the depth of the lot, not to exceed 25 ft.
- ³ May be located off-site or reduced as part of approved parking sharing agreement within Neighborhood Center.



TABLE 4.3 ALLOWED SIGNAGE TYPES

See Appendix A.8 for Signage Design Guidelines.

Sign Type	Zone			
	NL	NM	NC	OS
Wall Sign	Ν	Р	Р	Р
Window Sign	Ν	Р	Р	Р
Front Yard Wall Sign	Ν	Р	Ν	Р
Projecting Sign	Ν	Р	Р	Р
Sidewalk Sign	Ν	Р	Р	Р
Roof Sign	Ν	Ν	Р	Ν

P = Permitted

N = Not permitted within zone

5.0 Infrastructure and Public Services



The development of the University District Specific Plan area will require the improvement and the extension of existing infrastructure and public services. Basic utilities, including energy, water and wastewater connections already exist on-site.

The California Government Code requires a specific plan to include text and diagrams that specify, "The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan."

This section facilitates orderly development of this requirement and meets the City of Palm Desert Municipal Code by identifying the "backbone" infrastructure that is existing needed to support the proposed development.

The University Neighborhood Specific Plan encompasses approximately 400 acres, and proposes to add 2,618 residential units and approximately 244,000 SF of office and retail uses. The project boundary is bound by TTM 32655 to the Northeast, Frank Sinatra Drive to the South, Portola Avenue to the West, Gerald Ford Drive to the North, and College Drive to the East.

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5.1 Transportation

A. Intent

The availability and affordability of transportation options shape not only the way in which people navigate the physical environment, but also the environment itself. Mobility within a community is enabled for all modes of transportation, including automobile, public transit, bicycle and others. Offering multiple modes of transportation can improve utility, social connectivity, and provide a range of choices for the individual traveler.

This section describes the physical conditions of the circulation network surrounding the UNSP site area, including roadways, pedestrian and bicycle circulation, public transit, and summarizes key issues and opportunities in developing transportation within the UNSP site area.

B. Existing Transportation Conditions

1. Existing Streets

While the UNSP area is largely undeveloped, the site is bound by several major arterial roadways – namely Gerald Ford Drive to the North, Frank Sinatra Drive to the South, and Portola Avenue to the West. According to the current City of Palm Desert General Plan, roadways that are categorized as Arterial Streets generally feature three lanes in each direction and dedicated left and right turn lanes. Raised center medians are also provided. Typically, there is a bicycle lane provided between the automobile lanes and the curb and gutter, with no street parking.

At the time of adoption, regional connectivity to the UNSP site is provided by Interstate 10 (I-10) on- and off-ramps on Cook Street. In addition, there are future plans for I-10 ramps on Portola Avenue.

In addition there are several minor roadways that cross through the middle of the UNSP site. These include College Drive, which is classified as a Collector Street, and various Secondary Streets: Pacific Avenue, Technology Drive, and a portion of University Drive. These streets range from one to two travel lanes in each direction and provide either a raised center median or a twoway left turn lane. Bicycle lanes can also be provided. College Drive has three roundabouts within the UNSP Plan Area.

Acknowledging the value of these streets and their related infrastructure, the UNSP will build off of the

existing Arterial, Secondary, and Collector Streets and will not require realignments or alterations of right-of-ways, intersections or the aforementioned roundabouts. As the UNSP is developed, minor adjustments will be needed including but not limited to signal timing, curb cuts on the UNSP site, added signalized intersections and pocket turn lanes for major entrances and exits onto the UNSP site.

In accordance with the General Plan Update and Mobility Element - being prepared concurrently with this Specific Plan - targeted improvements are planned within the existing Gerald Ford Drive and Cook Street rights-of-way, based on their designation at Enhanced Arterial streets.

2. Existing Public Transit

Currently, local fixed-route public transit to and from the UNSP site area is provided by the SunLine Transit Agency. Currently, Route 53 serves the site. Route 53 travels between the corner of Gerald Ford Drive and Cook Street, Xavier High School, and Palm Desert Mall, with access to Palm Desert's City Center. The route travels along Cook Street, Portola Avenue, Highway 111, and Fred Waring Drive. Service is provided from approximately 6:30 AM to 6:45 PM on weekdays and from 9:00 AM to 6:15 PM on weekends. Headways are approximately 40 to 60 minutes on weekdays and 80 minutes on weekends.

Additionally, the site is served by paratransit service. Unlike fixed-route transit service, paratransit service does not follow fixed routes or schedules. Paratransit can consist of vans or mini-buses that provide on-demand curbto-curb service from any origin to destination within the service's specified service area. Qualifying residents can utilize SunLine Transit Agency's SunDial service. SunDial is a curb-to-curb paratransit service serving Coachella Valley residents unable to use regular bus service. SunDial provides next day transportation service within ³/₄ of a mile on either side of any local SunLine bus route (excluding Commuter Link 220 and North Shore Line 95). Service within the same city is \$1.50 and within cities is \$2.00. Eligible resident may also purchase a 10-ride same city pass for \$15.00 or city to city pass for \$20.00.

Transit facilities around the UNSP site area consist of bus stops for SunLine Route 35 along Gerald Ford Drive and Cook Street. The bus stops near the site area provide benches, with some providing bus shelters as well.

3. Existing Bicycle and Golf Cart Routes

Bicycles and golf carts share an extensive system of shared and separated facilities along Palm Desert's roadways. These facility types are described below:

- a. Class I These are off-street facilities, which can be shared between golf carts, bicyclists, and pedestrians.
- b. Class II These are on-street facilities, which can be used by either bicycles only or as joint use facilities used by golf carts and bicycles. These facilities are designated either by striping or through physical separations in the roadway.
- c. Class III These are on-street facilities designated through signage that do not provide a separate space.
- **d. Class S** These are shared sidewalks that provide facilities for both pedestrians and bicyclists.

Despite being underdeveloped, streets in and around the UNSP site have a high number of existing dedicated and shared bicycle and golf cart lanes. Bike lanes may be found on the following streets:

Streets with Dedicated Bicycle/Golf Cart Lanes (Class II):

- Gerald Ford Drive
- Portola Avenue
- Frank Sinatra Drive
- Pacific Avenue
- University Park Drive
- College Drive
- Cook Street (south of Frank Sinatra Drive)

Streets with Shared Bicycle Lanes (Class III):

• Cook Street (north of Frank Sinatra Drive; Golf carts prohibited)

One deficit of these bicycle facilities is they provide little shade for their users, which can be problematic given high summertime temperatures in Palm Desert. Furthermore, facilities such as shared roadways and bicycle lanes do not provide a physical barrier from automobile travel. The lack of bicycle parking and bicycle-friendly wayfinding can also make it difficult to conduct bicycle trips. These issues should be address with future development.



SunLine Route 53 currently travels within one block of the UNSP site, with the opportunity to directly serve the site.



The City of Palm Desert Municipal Code and Golf Cart Program provide shared travel lanes for golf carts along vehicular streets and bicycle lanes.



Existing Class II bicycle lane in Palm Desert. Source: Desert Sun.

4. Existing Pedestrian Facilities

Sidewalks exist along the majority of Existing Streets. These sidewalks will be maintained, with added landscaping and Public Frontage features as defined in *Section 3.4.* Currently, sidewalks are provided in and around the UNSP site area along Portola Avenue, Cook Street, Gerald Ford Drive, Frank Sinatra Drive, College Drive, University Park Drive, Pacific Avenue, and Technology Drive.

Generally, sidewalk conditions in and around the UNSP site area are favorable. Sidewalks are often provided, however there are issues with sidewalk continuity. On some roadways, sidewalks end suddenly or are only provided on one side. In addition, there is a lack of shade, which can be an issue in an area with warm summer weather. Sidewalks in the area are generally in good condition and free of cracks, fissures, or uplift. Sidewalk buffers, which create a more walkable environment with some degree of separation between pedestrians and motorists, are present at many locations.

C. Proposed Transportation System

1. Proposed Streets

Transportation and circulation within the UNSP will be defined by a network of highly-connected multi-modal street types based on specific contextual applications and neighborhood environments.

In general, the UNSP will have seven hierarchical street types: Enhanced Arterials (existing streets subject to future improvements), Avenues, Neighborhood Streets, Main Streets, Park Drives, One-way Drives and Service Alleys/Residential Lanes. The location, depth and versatility of the proposed street network is illustrated below and described in more detail in *Sections 3.2 and 3.3*, *Subdivision Standards and Street Type Framework*.

Altogether, these street types will form an interconnected transportation network promoting safe, clear and convenient movement for all modes through the UNSP area and to the larger City and regional area.



Coordinated streets and sidewalks should create a multi-modal environment that can that safely accommodates pedestrians and cyclists next to vehicular traffic.

This system will be constructed by the Master Developer(s). The layout of streets within the UNSP development, through all phases, will be reviewed for network compatibility and adequate allocation and alignment throughout the Tentative Tract Map and Precise Plan process (*see Sections 6.7-6.8*).

Currently, the City of Palm Desert is in the process of updating its General Plan. This includes the organization of the City's roadways into several proposed new categories, some of which are described below:

 a. Vehicular Oriented Arterials. These Arterials prioritize the movement of automobiles. Bicycle and pedestrian facilities are provided wherever possible but are not emphasized. Driveway spacing is limited to reduce conflicts with through traffic. Generally, three travel lanes are provided in each direction, including a median with trees and landscaping.

This facility may consist of dedicated left

turn lanes as well as a right turn lane where warranted. Typical bicycle facilities found on Vehicular Oriented Arterials are Shared Sidewalks and Bicycle Lanes. None of the arterial streets in the UNSP fall into this classification.

- b. Balanced Arterials. Balanced Arterials aim for a balance between all travel modes including vehicles, bicyclists, and pedestrians. Bicycle and pedestrian facilities are provided. Generally, two travel lanes are provided in each direction, including either a median or a two-way left turn lane. This facility may consist of dedicated left turn lanes as well as right turn lanes where warranted. Typical pedestrian facilities found on Balanced Arterials are sidewalks with landscaping and tree shading. Typical bicycle facilities are Shared Sidewalks and Bicycle Lanes. Within the UNSP, proposed Balanced Arterials include Portola Avenue and Frank Sinatra Drive.
- c. Enhanced Arterials. Enhanced Arterials aim for a balance between all travel modes including vehicles, bicyclists, and pedestrians, but with an emphasis on active transportation modes and place-making. High quality bicycle and pedestrian facilities are provided, and vehicular speeds are reduced to promote pedestrian safety and reduce noise levels. Generally, two travel lanes are provided in each direction, including either a median or a two-way left turn lane, and dedicated right-turn lanes are not prioritized. Typical pedestrian facilities found on Enhanced Arterials are sidewalks buffered from vehicular traffic with landscaping and shade trees. Typical bicycle facilities are buffered Class II Bike Lanes. Within the UNSP, designated Enhanced Arterials include Gerald Ford Drive, and Cook Street. The timing of enhancements to Cook Street will be determined by the City as development occurs and as other network improvements are funded and/or constructed.



Balanced Arterials will be paralleled with a Park Drive, above, that will accommodate multiple modes of transportation including vehicles, bicycles and pedestrians. See Section 3.3 for detailed Street Type designs.



Enhanced Arterials will integrate clear bicycle and pedestrian connections throughout the Specific Plan Area. See Section 3.3 for detailed Street Type designs.



High quality bicycle facilities will along Enhanced Arterials will have slower vehicular speeds to increase safety.

2. Proposed Transit Routes

Sun Bus Line 53 does not immediately border the UNSP site – it travels within one block of the site. Future opportunities may exist for Line 53 to be rerouted through or adjacent to the UNSP site to provide convenient access to the new Town Center. Furthermore, opportunities exist to improve bus stops in the area. For example, amenities such as bus shelters can be provided at local bus stops to augment existing benches with shade.

3. Proposed Bicycle and Golf Cart Lanes/Facilities

Please refer to Section 3.3 Street Type Standards for opportunities to integrate bicycle facilities. Future opportunities may also include identifying key locations along existing bike routes to provide additional shade, especially near major bike racks, stops and intersections.

As part of its General Plan Update, the City of Palm Desert has proposed improvements to the City's bicycle and golf cart system, including near the UNSP site area. Adjacent to the UNSP site area, Class II lanes are proposed along Gerald Ford Drive and Cook Street.



Photo-simulation of the CVLink. Source: CVAG, March 2015.



Source: CVAG. CVLink Master Plan Vol. 1, March 2015.

Future facilities near the UNSP site area also include the CV Link. Adopted in March 2015, the CV Link Master Plan is a regional off-street active-transportation facility for Neighborhood Electric Vehicles (NEVs), bicyclists, and pedestrians, overseen and maintained by the Coachella Valley Association of Governments (CVAG). Upon its completion, the CV Link project will link eight cities and two tribal lands along a corridor in the Coachella Valley. Continuous, multi-modal facilities accommodating walking, bicycling, and NEVs will run for a total of 88 miles and will help reduce vehicle miles traveled, relieve congestion, and improve air quality in the Coachella Valley. Construction on the first phase will begin in late 2015. CV Link will run south of the UNSP site area, a the Whitewater River Channel through the City of Palm Desert. Additionally, there are several CV Link Connectors proposed in the City. These connectors, which would provide additional connections to CV Link through signage, crossing treatments, or separate facilities that provide connections from the City to CV Link, are proposed at locations such as along El Dorado Drive, Country Club Drive, and Hovley Lane. Access to CV Link from the UNSP site area is provided with the Class II bicycle lanes running along Cook Street.

4. Proposed Pedestrian Facilities

All streets within the UNSP will be primarily oriented to the pedestrian experience. Please refer to Section 3.3 Street Type Standards and Section 3.4 Public Frontage Standards for standards on sidewalks, furniture, shading, lighting and related pedestrian facilities.

As part of its General Plan Update, the City of Palm Desert maintains a commitment to improving the connectivity of its pedestrian facilities. Currently, there is sidewalk discontinuity along some roadways surrounding the UNSP site area. Opportunities exist to fill in the gaps in this network.



All streets within the Specific Plan Area will be oriented to the pedestrian.



Pedestrian-oriented streets will implement strategically-marked and placed sidewalks, adequate shading, street furnishings, lighting and signage.

5.2 Shared Parking

Throughout most of the University Neighborhoods, parking will be provided on a conventional lot by lot, residence by residence basis. Resident parking will be provided on-site (off-street) and visitor parking will in most cases be accommodated on-street, at the curb in front of the residence.

However, as the Neighborhood Centers of the UNSP are developed with a mix of new commercial and higherintensity residential uses, it is clear that future parking resources can and must be more efficiently planned, managed and utilized to meet the potential demand while generating relatively compact, pedestrian-oriented mixeduse places. The central concept that will organize all of the strategies and techniques for ensuring a parking supply that will support the UNSP, specifically the Neighborhood Center area, will be a "park-once" strategy.

A successful town center is a place where customers, visitors and residents easily move from shop to shop, from work to lunch, from home to dinner on foot. In addition to residents who walk or bike to the Center from their nearby home, many other visitors and shoppers arrive by car. Because the Neighborhood Center environment is scaled and oriented to pedestrians, visitors can conveniently and comfortably walk from shop to shop or appointment to appointment, only requiring a single parking space for each visit rather than requiring several, with short car trips in between. This reduces both the number of total parking spaces required and the amounts of vehicular traffic within the Center.

This is very different from the way in which one patronizes a typical shopping center or strip mall – where one drives up very close to a store, patronizes the store, gets back in the car, and drive to the next store. Accordingly for Neighborhood Center form of development, shared parking arrangements are required and parking ratios are reduced from the conventional suburban standards. Key elements of the Park Once strategy include:

1. Focus on the Pedestrian. As described in some detail in *Sections 3.4 to 3.6*, the streetscapes and other public open spaces of the City Center will be increasingly comfortable and attractive to pedestrians, with wide, shady sidewalks passing interesting and useful businesses and residences.

This will increase the average length of stay for customers and visitors – which should improve the economic performance of the City Center, and will reduce the importance for many users of finding a parking space right next to their first target destination. This in turn will help to even out the "hot spots" where everyone wants to park and fill in the "cold spots" where lots have often say underutilized.

- 2. Parking Types for User Types. Within a mixed-use Neighborhood Center, several distinct types of "parking users" must be recognized and accommodated. These include the shopper in a hurry, the tourist spending the day, the couple going to dinner and a movie, the office worker, and the resident coming home at night. The shopper in a hurry wants a space close to the store she is going to and is willing to pay for convenience, so on-street parking with a cost attached may work just fine. Other user types are willing to walk a bit more. The parking supply planned for the UNSP includes a large number of well-organized on-street parking, and shared parking lots behind, or in some cases beside, shops and restaurants and connected to the shopping streets with paseos, plazas and dining courts.
- **3. Wayfinding.** In any mixed-use center it is important that parking be easy for those arriving from outside the district to find. Parking lot entry points to shared lots and will be clearly marked.
- 4. Shared Parking Strategy. Parking lots or structures that are shared by many businesses and other uses can be more efficiently utilized that parking facilities dedicated to a single business or use. Parking areas occupied by office workers tend to be completely nearly in the evening, and if they are nearby restaurants with peak customer counts in the dinner hour each space replaces what would be two spaces in another setting.
- 5. Managed Supply. No matter how wonderfully walkable the Neighborhood Center becomes over time, there will always be prime parking areas and less convenient parking areas. That is where management comes in through the utilization of time-limited spaces, charging a fee from some prime spaces, and ticketing those who do not comply with regulations.
- 6. Expandable Parking Supply. If the University District thrives as the City has envisioned, with more customers plus new residents entering the mix, more parking spaces will be required. In the future, such demand could be met with one or two multi-level parking structures within the large blocks at the Neighborhood Center core.
- 7. Parking to Accommodate EV and Active Transit. New parking facilities will, as appropriate, provide spaces with charging stations for Electric Vehicles (EV), including golf carts, as permitted by the City. Facilities should accommodate parking for bicycles in addition to bike racks located throughout the University District.



Typical commercial-retail frontage with on-grade parallel parking and additional parking behind.



Centralized off-street parking structure, lined with housing.

5.3 Water

A. Existing Water Supply and Use

- 1. **Provider.** Potable and non-potable water is provided to the City by the Coachella Valley Water District (CVWD). Water demand in Palm Desert and the surrounding regions is supplied by several sources including: groundwater, surface water from local streams, imported water from the State Water Project (SWP) and the Colorado River by way of the Coachella Canal, and recycled water.
- 2. Groundwater Sources. Water for the UNSP is located in a portion of Section 33, T4S, R6E, San Bernardino Base Meridian. Natural sources of groundwater recharge come from runoff and infiltration from the San Bernardino, San Jacinto and Santa Rosa Mountains, as well as inflow from other basins to the west.
- 3. Groundwater Management. The CVWD Domestic Water System is comprised of 30 pressure zones supplied by wells which withdraw water from the Whitewater River Sub-basin and the Mission Creek Sub-basin. Most pressure zones include reservoir storage. There are pressure booster pump stations and pressure regulating valve (PRV) stations that transfer water between zones. The only treatment for the majority of the wells is chlorination to ensure disinfection throughout the water distribution system. Three ion exchange treatment facilities provide arsenic removal in the Mecca, Thermal and Oasis area. A future source of supply may include treated Colorado River water from the Coachella Canal. Domestic Water System statistics can be found in the most recent edition of CVWD's Annual Report.

CVWD has developed a Domestic Water System Hydraulic Model of the entire water supply and distribution system. This model will be utilized by CVWD staff and/or consultant(s) to properly size the facilities for each development at the developers cost.

4. Water Conservation. Increasing demand by a growing population on a limited water supply in the Coachella Valley has led to a greater urgency for additional water conservation and efficiency. The City's Water-Efficient Landscaping Ordinance adopted as part of the California Water Conservation Landscaping Act of 1990 establishes minimum water-efficient landscaping requirements for all new and rehabilitated public and private landscape projects.

The City strongly encourages conservation of water in the form of water-efficient landscaping and irrigation design, as well as water-conserving home appliances and fixtures. The City plays an important role in the long-term protection of this essential, finite and valuable resource.

B. Existing Infrastructure Resources

There is an existing 18" CML/CMC water main along Frank Sinatra Drive and Portola Avenue, as well as an existing 18" DIP water main along Gerald Ford Drive and College Street. One 12" water main point of connection is proposed at University Park Drive.

C. Proposed Infrastructure Resources

Preliminarily, the amount of proposed 8" water main needed is 68,600 feet with 7,500 feet of proposed 12" water main. Ultimate water pipe sizes and quantities to be determined once final tract map layouts and water improvement plans have been approved. It is anticipated that the existing 12" DIP, 18" DIP, and 18" CML/CML water mains along the perimeter of the project will provide sufficient water capacity without any water main upgrades (*see Figure 5.2*).

Sizing of the water mains will be dictated by Section 5 Design Criteria Domestic Water Facilities of the CVWD Design Development Manual. CVWD will provide the Hydraulic Modeling Service after the fee and checklist application form has been submitted and will provide a complete report of the projects requirements along with official sizing of the proposed water mains.

All connections to the existing CVWD domestic water system will be made by CVWD at the Developer's expense. The Contractor may connect to an existing valve when approved by CVWD under CVWD inspection.

Developers may be subject to pay a percentage of the existing backbone improvement costs constructed by the City of Palm Desert Community Facilities District No. 2005-1 (University Park) as determined by the City.

Based on an estimated water consumption of 750 gallons per day (gpd) per dwelling unit, the projected demand for 2,617 dwelling units is estimated to be 1.96 mgd. CVWD is to determine ultimate water demand for the project.

The following water resources are defined in order to supply the anticipated demand of the UNSP.

• One 12" water main point of connection is proposed at Frank Sinatra Drive with three additional 8" water main points of connection which will all tie into the existing 18" CML/CMC main along Frank Sinatra Drive.

- One 12" water main point of connection is proposed at Portola Avenue with 10 additional 8" water main points of connection which will all tie into the existing 18" CML/CMC main along Portola Avenue.
- One 12" water main point of connection is proposed at College Street with 11 additional 8" water main points of connection which will tie into the existing 18" DIP water main along College Street.
- Six 8" water main points of connection are proposed

at Gerald Ford Drive which will tie into the existing 18" DIP water main along Gerald Ford Drive.

D. Water Goals, Policies and Programs

- 1. Require development projects to pay for their share of new water infrastructure or improvements necessitated by that project.
- 2. Require the use of recycled water for irrigation.
- **3.** Encourage and promote water conservation and efficiency efforts, including indoor and outdoor efforts that exceed CalGreen requirements.



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5.4 Wastewater

A. Existing Wastewater Conditions

- Provider. Sewer for the proposed specific plan located in a portion of Section 33, T4S, R6E, San Bernardino Base Meridian, being in the Coachella Valley, is currently provided by the Coachella Valley Water District (CVWD). CVWD provides sanitation (wastewater) service for a large portion of the Coachella Valley including the communities of Bombay Beach, Cathedral City, Indian Wells, La Quinta, Mecca, North Shore, Palm Desert, Rancho Mirage, Thermal, Thousand Palms and other unincorporated areas. CVWD has an agreement to accept flows from a portion of Desert Water Agency's service area in Palm Springs.
- 2. Sewer System Management Plan. CVWD operates six (6) Water Reclamation Plants (WRPs) as shown in Table 5.1. WRP 1 and WRP 2 are smaller lagoon facilities providing service to the communities of Bombay Beach and North Shore, respectively. WRP-4 is located in Thermal and provides service to the lower portion of the sanitation system. WRP-4 discharges secondary effluent under a National Pollution Discharge Elimination System (NPDES) permit to the Coachella Valley Stormwater Channel. WRP-7 and WRP-10 provide service to the northern portions of the system and are located in Indio and Palm Desert, respectively. These facilities provide tertiary treatment and recycled water is distributed to area golf courses and other large landscape customers. WRP-9 is located in Palm Desert and its secondary effluent irrigates a portion of a golf course.

Table 5.1 WATER RECLAMATION PLAN					
Facility	Plant Capacity (mgd)	Leito Parist	A Note + Note +	ablers	
WRP-1	0.15	0.0	0		
WRP-2	0.033	0.0	0		
WRP-4	9.9	0.0	0		
WRP-7	5.0	2.5	2		
WRP-9	0.4	0.0	1		
WRP-10	18.0	15.0	13		
TOTAL	33.483	17.5	16		

The collection system includes over 1,000 miles of buried pipelines and over 17,000 manholes. The majority of gravity sewers are vitrified clay pipe (VCP). There are over 150 miles of pressurized force mains receiving sewage from the 34 lift stations. The majority of the force mains are polyvinylchloride (PVC) pipe.

The State Water Resources Control Board (SWRCB) adopted new policies in December 2004 requiring wastewater collection providers to report sanitary sewer overflows and to prepare and implement Sewer System Management Plans (SSMP). SSMP requirements are modeled on proposed federal capacity, management, operations, and maintenance plans. The SSMP policy requires dischargers to provide adequate capacity in the sewer collection system, take feasible steps to stop sewer overflows, identify and prioritize system deficiencies, and develop a plan for disposal of grease, among other requirements. CVWD last prepared an SSMP in 2014.

B. Existing Infrastructure Resources

There is an existing 12" sewer main along Frank Sinatra Drive/Portola Avenue, an existing 18" sewer main along Gerald Ford Drive, and an existing 8" sewer main along portions of University Park Drive/College Street.

C. Proposed Infrastructure Resources

The following infrastructure resources and installations are anticipated in order to supply the site and use demand of the UNSP.

- Two 8" sewer main points of connection are proposed at Frank Sinatra Drive which will tie into the existing 12" sewer main along Frank Sinatra Drive.
- 2. Nine 8" sewer main points of connection are proposed at Portola Avenue which will tie into the existing 12" sewer main along Portola Avenue.
- **3.** Four 8" sewer main points of connection are proposed at Gerald Ford Drive which will tie into the existing 18" sewer main along Gerald Ford Drive.

Preliminarily, the amount of proposed 8" sewer main needed is 76,200 feet with approximately 190 manholes based on 400 foot spacing. It is anticipated that the existing 8"/12"/18" sewer mains along the perimeter of the project will provide sufficient sewer capacity without any sewer main upgrades (*see Figure 5.3*).



Sizing of the sewer mains will be dictated by Section 6 Design Criteria Sanitation Facilities of the CVWD Design Development Manual. CVWD to provide the Hydraulic Modeling Service after the fee and checklist application form has been submitted and will provide a complete report of the projects requirements along with official sizing of the proposed sewer mains.

Developers may be subject to pay a percentage of the existing backbone improvement costs constructed by the City of Palm Desert Community Facilities District No. 2005-1 (University Park) as determined by the City.

D. Recycled Water

The Coachella Valley Water District is actively expanding service connections for recycled water throughout the Coachella Valley. There is currently no recycled water infrastructure immediately adjacent to the project, though recycled water is provided to the Desert Willow Golf Resort located approximately 0.5 mile south of the project.

With landscape elements primarily compromised of drought tolerant low use plantscape material and limited turf, the cost of extending recycled water services to the project area would be prohibitive. If, in the future, the recycled water infrastructure is extended closer to the project area, the use of recycled water for common area landscape is encouraged. Dual piping in the streets and residential plumbing for recycled water is not currently advised due to low anticipated exterior water use, the cost of dual plumbing systems, and the risk for potential cross connection.

E. Wastewater Goals, Policies and Programs

As defined by the General Plan, the primary goal of Wastewater policies is to provide, "New development within the Specific Plan Area shall pay for their fair share of new sewer infrastructure or improvements."

5.5 Dry Utilities

A. Energy

Provider. Electric power is currently served by the Southern California Edison Company (SCE). SCE provides electricity to most of Palm Desert, except for a small portion of the City. SCE's facilities include high-voltage transmission lines, which range up to 115 kilovolts (kv) in Palm Desert. Lower voltage distribution lines, which are typically gauged at about 12 kv in the City and SOI, provide electricity to individual residences and other users. There are both underground and overhead lines along the project perimeter.

The Imperial Irrigation District (IID) is a nonprofit, community-owned utility district that serves customers in Imperial County and parts of Riverside and San Diego counties. The IID provides electric service to a limited portion of the City. The IID obtains its power from a combination of hydroelectric, diesel, thermal, and geothermal generation sources.

B. Natural Gas

Provider. Gas is currently served by the Southern California Gas Company (SoCal Gas) and provides gas services to the City of Palm Desert. Existing 4" gas mains are available along the project perimeter. SoCal Gas provides SoCal Gas has locations in neighboring Cities of Palm Springs and Indio to serve the region's residents and businesses.

C. Telephone

Provider. Telephone service is provided by Verizon California, Inc., which provides the City of Palm Desert with telephone services. Verizon offers both FIOS and Verizon Plus to residents and businesses within the City.

D. Cable

Provider. Time Warner provides Cable television service to Palm Desert. Time Warner Cable has two locations within the City of Palm Desert to assist residents and businesses.

E. Solid Waste

Provider. Solid waste disposal services in Palm Desert are provided by the commercial vendor Burrtec. Solid waste collected from Palm Desert residents and businesses is hauled to the Edom Hill Transfer Station in Cathedral City, Calif., and is then transported to Lambs Canyon in Beaumont, Calif. Commingled recyclable materials (e.g., paper, plastic, glass, cardboard, aluminum) are transported to Burrtec's material recovery facility in Escondido, California.

As defined by the General Plan, Solid Waste resources and facilities will:

- Encourage the use of recycled building and infrastructure materials in new public and private development; and,
- **2.** Require multifamily and commercial uses to provide dedicated space for the collection of recycled materials on site.

5.6 Service & Utility Placement Standards

A. Intent

The Service and Utility Placement Standards regulate proper placement, configuration and screening of service and utility devices and equipment. These standards shall apply to all "wet" and "dry" utility distribution lines; wall-mounted, ground-mounted or underground utility junctions, meters, transformers and pedestals; trash and recycling receptacles.

"Wet" utilities include water, sanitary sewer, and stormwater. "Dry" utilities include natural gas, electrical, telecommunication, cable television, and street lighting.

It is understood that some utility company "standard practices" may be in conflict with these standards. In the event of such a conflict the City will work collaboratively with the applicant and the utility company to ensure that services are design in a manner consistent with the intent of this Plan.

B. General Placement Standards for All Lots

- 1. Location / Screening. To the extent possible, all services and utilities should be located within alleys, interior building corners, at building offsets, or other similar locations where the building mass acts as a shield from public view. Utilities that must be located in a front yard due to utility service requirements should be located away from pedestrian and vehicular routes and screened from the view of the street by landscape.
- 2. Mechanical and Electrical Equipment. All mechanical and electrical equipment – including, but not limited to, air-conditioning units, antennas, garage door motors – whether roof-mounted, ground-mounted or otherwise, should be screened from public view or located so as not to be visible from Primary or Side Streets. Such equipment and related screening should be designed with materials and colors that conform to and are an integral part of the design of the building.

- 3. Air intake and exhaust systems. Mechanical equipment that generates noise, smoke or odors, should not be located on or within 10 feet of the Primary Street property line or any on-site common open spaces.
- 4. Noise- and odor-generating equipment and containers should be located in areas that will not create a nuisance to adjacent properties. Services and garbage bins should be located in a manner that does not impact single family neighborhoods. Such bins should be covered when possible. Openings to a trash enclosure should not be located within 50 feet of the Primary Street property line.
- 5. Telecommunication Devices/Infrastructure. Telecommunication devices such as satellite dishes should, to the extent possible, be screened from public view or located so as not to be visible from Primary or Side Streets. Applicants are encouraged to work with satellite providers to locate satellite dishes out of view on building roofs and/or on rear yard or side yard facing facades if adequate signal strength and quality can be achieved. In multi-family and multi-tenant buildings, conduits should be provided from such a location to each unit.

See Figures 5.4 and 5.5 (right) for examples of approved versus prohibited service and utility placements and standards.



Example of an appropriately placed double standpipe connection in the base of a building at the sidewalk.



Example of appropriately placed wall and ground-mounted utilities located at the side wall of a garage on an alley.



<u>Appropriately</u> placed wall-mounted and ground-mounted utility devices/meters and trash cans at an alley are accessible from the alley and screened with appropriate landscaping.

FIG. 5.5 EXAMPLES OF INAPPROPRIATE UTILITY PLACEMENT



Example of <u>inappropriately</u> placed ground-level utilities in a parkway.



Example of *inappropriately* placed utility boxes in a parkway.



Example of inappropriately placed check valves and other utility devices in the front yard of a commercial building and in a parkway.

C. Lots with Alley Access

1. Dry Utility/Service Areas. For project sites with an alley, all "dry" utilities shall be located in the alley, except street lighting power lines, which shall be located in the sidewalk. Utility access and equipment such as back flow preventers, transformer boxes, gas and electric meters, and other utilities should be placed within or adjacent to and be accessed from the alley, subject to the requirements and approval of the associated utility company, which should not be unreasonably withheld.

All above-ground utility equipment and meters, and all trash and recycling receptacles, shall be located in shaded areas identified in and shall be accessed from the alley (*see Figures 5.6 and 5.7*).



- 2. Wet Utility/Service Areas. "Wet" utilities should typically be located in the street, but may be located in the alley to address topographical, efficiency or other engineering reasons, or if stated in this chapter. If "wet" and "dry" utilities are co-located in the alley, proper trench separation and utility access shall be ensured.
- Service Access. For lots with alley access, service entrances, waste disposal areas, and other similar service areas should be located adjacent to the alley and take their access from it.



	Above Ground Utilities Limited to Shaded Area		
	Ded Mounted Transformer, Tunical Lastian		
	Pad Mounted Transformer - Typical Location		
•	Pedestal - Typical Location		
	Wall or Ground Mounted Meter - Typical Location		
	Double Detector Check Valve - Typical Location		
\bigotimes	Underground Transformer - Typical Location		
\otimes	Underground Utility Access/Meter - Typical Location		
· -·	Underground Utilities - Typical Alignment		
•••••	Fence - Typical Alignment to Allow Access to Utilities		

.....

D. Lots without Alley Access

- 1. Dry Utility/Service Areas. When an alley is not present, above-ground devices or equipment shall be prohibited. In general, all "dry" utilities shall be located in the sidewalk. These services should be located in inconspicuous locations along the sides of project sites and should be thoroughly screened from public view. Unless expressly required by a utility company, these services should not be located within the front yard. Underground transformers may also be located with the parkway and shall be flush with the surrounding grade.
- 2. Wet Utility/Service Areas. Generally, all "wet" utilities shall be located in the street. Utility meters and entrances should also be provided below-grade in the street or sidewalk and shall be flush with the surrounding grade.
- 3. Service Access. When an alley is not present, service entrances, waste disposal areas, and other similar service areas should be located as far away from and screened from views from the Primary and Secondary streets as practical. All above-ground utility equipment and meters, and all trash and recycling receptacles, shall be located in the shaded areas identified in Figure 5.8 (right) and shall be accessed from the street.



Water meter appropriately placed in sidewalk.



FIG. 5.8 TYPICAL UTILITIES CONFIGURATION (Residential without Alley Access)

Above Ground Utilities Limited to Shaded Area
Pad Mounted Transformer - Typical Location
Pedestal - Typical Location
Wall or Ground Mounted Meter - Typical Location
Double Detector Check Valve - Typical Location
Underground Transformer - Typical Location
Underground Utility Access/Meter - Typical Location
Underground Utilities - Typical Alignment
Fence - Typical Alignment to Allow Access to Utilities

5.7 Storm Drainage and Grading

A. Background

The City of Palm Desert Master Drainage Plan locates most of this project in Zone 3, the area north of the Palm Springs Ridge Line and south of Interstate 10, which drains northeasterly to I-10. The Mid-Valley Channel that parallels I-10 picks up runoff in this region. The Coachella Valley Water District is responsible for maintenance of the channel.

CVWD requires developments in this region to retain 100% of a 100-year storm. The Mid-Valley Channel is designed to collect only street runoff, however, on-site drainage may be released into the channel over a five day period. With this design requirement in mind, the City of Palm Desert must address the issue of the Palm Desert Municipal Code regarding incremental runoff retention. This drainage region was studied with street right-of-way serving as subarea limits, to abide by the criteria set forth by CVWD.

Developers are subject to a drainage fee of \$1,000 per acre* within Zone 3.

*Note, fee subject to change.

B. Existing Stormwater Conditions

There are two existing catch basins at the Southeast corner of Frank Sinatra Drive and Portola Avenue. There are two catch basins noted to the north and south of College Drive on the east side of Portola Avenue as well a catch basin at Southeast corner of Gerald Ford Drive/Portola Ave and catch basins to the South of the intersection of Gerald Ford Drive/Pacific Ave. Existing catch basins along the perimeter and within the project are primarily to capture runoff from street areas.

C. Proposed Infrastructure Resources

In order to meet the anticipated demand of the UNSP, 17 subareas ranging from 17.1 to 26.0 acres area preliminarily shown within the limits of the proposed specific plan project area (see storm drain exhibit). Each sub-area is anticipated to have at least 6 catch basins draining to open spaces that will be used as retention basins. Each sub-area is proposed to have 150 feet of 24" storm drain pipe or 2,550 feet total for 17 subareas. Ultimate storm drain pipe sizes, retention basins, and quantities to be determined once final tract map layouts, hydrology report, and storm drain improvement plans have been approved.

D. Water Quality

The specific plan area is currently undeveloped, with no existing water quality systems or structures in place. The proposed project will be required to control and contain runoff such that no runoff will leave the project site and enter the surrounding storm drain systems. As a result, there will be no negative impact to quality of downstream water bodies, including the White Water Storm Channel and the Salton Sea. The project will be provided with local retention basins to control runoff. These basins will serve dual roles of storm attenuation and water quality treatment. Intermittent stormwater conveyance and treatment facilities (i.e.. bioswales) will be incorporated into the design where feasible.

The UNSP will be fully compliant with the current regulations of the Whitewater River Region Stormwater Management Plan, dated January 2015.

E. Stormwater Goals, Policies and Programs

As defined by the General Plan, general policies for Stormwater resources are as follows:

- 1. Require new projects within the Specific Plan Area pay for their share of new regional stormwater infrastructure or improvements.
- 2. Encourage use of above ground and natural stormwater facilities within the Specific Plan Area, such as vegetated swales, permeable paving, and neighborhood parks and greens that include biofiltration and infiltration areas.
- 3. Encourage new development within the Specific Plan Area to use innovative ways of capturing and reusing stormwater to reduce the demand for potable water. Examples of such devices include above ground rainbarrels and below-grade cisterns within side and rear yards for landscape irrigation.
- Require new development within the Specific Plan Area use low impact development strategies to minimize urban run-off, increase site infiltration, manage stormwater and recharge groundwater supplies.
- 5. Require water detention basins to be aesthetically pleasing and to serve recreational purposes, such as in the form of a mini park. Detention basins designed for active uses are intended to supplement park

and open space and should not be counted towards a developer's minimum park requirements, unless otherwise determined by the Planning Commission or City Council.

6. Encourage underground water retention facilities, especially in neighborhood centers, to achieve the most efficient use of land and compact development and promote the urban character goals of the General Plan.



5.8 Primary & Secondary Schools

A. Public School and Services

Public education services and facilities are provided to Palm Desert by the Desert Sands Unified School District (DSUSD) and Palm Springs Unified School District (PSUSD). The DSUSD operates four elementary schools, one middle school and one high school in the City and SOI.

B. Private Schools

Public schools are supplemented by fourteen private schools that provide early education to children of residents. The Palm Springs Unified School District owns a future K-8 school site within the Palm Desert City limits.

For a complete list of public and private schools in the City of Palm Desert, visit www.cityofpalmdesert.org/Index. aspx?page=450.



Palm Desert High School



Palm Desert High School's new campus opened in 2012.



Palm Desert Charter Middle School

5.9 Colleges & Universities

Palm Desert is home to the following college and university campuses and satellite programs that offer a wide range of degree levels in a number of professions.

A. College of the Desert

Founded in 1958, and officially opened in 1962, College of the Desert (COD) is located on the corner of Monterey Avenue between Fred Waring and Magnesia Falls Drive. COD enrolls approximately 10,000 students per term with a variety of two-year degree and transfer-ready programs including: Nursing and Health Sciences, Digital Design and Production, Turf Grass Management & Ornamental Horticulture, Advanced Transportation Technologies, Culinary Arts, and a full range of Administration of Justice courses at the Public Safety Academy training facility. COD recently completed its 2015 Strategic Master Plan, with plans to introduce an updated Master Plan in 2016. *For more information, visit www.collegeofthedesert.edu.*

B. Cal State University San Bernardino

Cal State University San Bernardino (CSUSB) Palm Desert opened in the fall of 1986 - enrollment has grown from an initial 80 students to over 1,100 students today. The campus offers Bachelors, Masters and Doctorate degrees, as well as numerous Certificate and Credentialing Programs.

For more information, visit http://pdc.csusb.edu.

C. University of California Riverside

Established in 2005, the University of California Riverside (UCR) Palm Desert campus serves as a base for a variety of research programs such as transportation, air quality and energy and water conservation. The campus is home to the Master of Fine Arts (MFA) for Creative Writing and Performing Arts, and is host to international academic conferences and continuing education/extension programs.

For more information, visit http://palmdesert.ucr.edu.

D. Brandman University

Brandman University's Palm Desert campus (formerly Chapman University College) is one of 26 Brandman campuses in California and Washington. Located at the corner of Cook Street and Merle Drive, the Palm Desert site offers both Bachelors and Masters degrees in Arts and Sciences, Education, Business and Professional Studies.

For more information, visit www.brandmannews.org/palm-desert.



College of the Desert Communications Building, opened 2013



The Indian Wells Theater and Center for Educational Excellence represent of some of the newest additions to the CSUSB Palm Desert campus, opened in 2005.



University of California Riverside Palm Desert campus



Brandman University, Palm Desert campus

5.10 Parks and Recreation

A. Park Facilities

The City owns, operates, and maintains several developed park and recreation facilities providing green space, playgrounds, trails, picnic facilities, community gardens, dog parks, and space for sporting events. The City and SOI include approximately 163 acres of parkland, 23,060 acres of open space, and 6,834 acres of golf courses. The City of Palm Desert's established goals and standards for parkland identified in the 2004 General Plan are 0.25 acres per 1,000 residents for mini parks, 1 acre per 1,000 residents for neighborhood parks, and 5 acres per 1,000 residents for community parks. Although the City has not reached these standards for each park type, with 50,417 residents in 2014 and 163 acres of accessible parkland in Palm Desert, the City provides an average of 3.23 acres of parkland per 1,000 residents.

New parks, greens, squares and greenways within the UNSP area are intended to contribute to Palm Desert's supply of park space and to meet the goals of the General Plan. As Precise Plans are prepared for each phase of development (see section 6.7) the City will review those requirements and ensure that appropriate types and amounts of recreational open space are provided.

B. Open Space

Several large open space preserves surround Palm Desert to the south and southwest. These include the Living Desert, Coachella Valley Preserve, Fox Canyon, and the Santa Rosa and San Jacinto Mountains National Park. In addition, the City owns an extensive amount of land within the hillsides, some of which are protected from development by conservation easements.

C. Trails

Palm Desert offers a variety of trails for hiking enthusiasts as well as those who simply love the outdoors; most of these trails are part of the open space preserves. The four main hiking trails located within (or partially within) the City's boundaries include the Hopalong Cassidy Trail, the Art Smith Trail, the Randall Henderson Trial, and the Herb Jeffries Trail. These four trails are all located in the Santa Rosa Mountains. In the UNSP area, multi-use trails are provided in the greenways along Portola Avenue and Frank Sinatra Drive. These are intended as part of a network that will connect along Frank Sinatra Drive and across Cook Street to the University Campus area.



Palm Desert Civic Center Park



The Living Desert, opened in 1970, serves as a wilderness habitat for native and non-native plants and animal species.



Guided tours along the Randall Henderson Trail

5.11 Emergency Services

A. Fire Protection and Emergency Response

Fire Protection Services for the University District are provided by the Riverside County Fire Department (RCFD). The RCFD provides the City with fire prevention, rescue, and basic emergency medical services; hazardous materials mitigation; and disaster planning coordination.

The closest RCFD fire station to the Specific Plan area is located approximately one mile south of the UNSP, at the intersection of Portola Avenue and Country Club Drive.

B. Police Protection

The Palm Desert Police Department (PDPD) serves under contract by the Riverside County Sheriff's Department, providing police protection and crime prevention services to residents of Palm Desert and the nearby Sphere of Influence (SOI).

The PDPD station is located within 0.5 miles of the UNSP area, immediately to the west on Gerald Ford Drive.



Riverside County Fire Department Station 71, Palm Desert



Since 1973, the Palm Desert Police Department has operated under contract by the Riverside County Sheriff's Department.

6.0 Implementation



The process of designing, entitling and building new, walkable, sustainable neighborhoods in the UNSP area will require cooperation and coordination between the City of Palm Desert, multiple master developers, and many more builders and contractors. This chapter outlines procedures to facilitate and organize that collaboration.

Integration and coordination of the public realm and each increment of private development - to ensure a high quality, seamless human scale environment from the home to the street to the park to the store to the University and back - is the core goal of this plan. Procedures for ensuring this are provided in this chapter, in particular the Precise Plan process as described in Sections 6.7 to 6.8.

The level of coordination required to achieve the degree of harmony, connectivity, and seamless transitions between neighborhood and neighborhood center environments will be significantly higher than that required to build housing tracts and shopping centers that are separated from one another by walls and connected by car trips on arterial streets. However, the long-term value, quality of life, and sustainable outcomes generated and enabled by such integration more than justify the time and effort.

Section

Facilities

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6.2	UNSP Regulatory Approach	6-2
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- 6.7 Precise Plans 6-7
- 6.8 Submission, Review and 6-8 Approval

6.1 Purpose and Applicability

Pursuant to Government Code § 65451, this section addresses the required program for implementation including regulations, conditions, programs, strategies and additional measures necessary to implement the plan.

The responsibilities and procedures required for implementing the UNSP are identified in this section, including responsibility for capital improvements and financing and the regulations that will govern its implementation.

Certain public and capital facilities improvements within and adjacent to the UNSP Area are required to support its development, including public roadway and signal improvements and utility system improvements. Public and private infrastructure within the UNSP Area required to support development include water mains, sewer trunk lines, new roadways, dry utility conduits within roadways, and drainage. The Master Developer(s) will coordinate with the City to finance and/or construct all such improvements. Parks and other recreational amenities will also be provided within the UNSP area.

Contributions toward maintaining transportation, fire, police, libraries, parks and other public services and amenities will be made through payment of development impact fees to the City.

6.2 UNSP Regulatory Approach

The procedures, regulations, standards and specifications described in the UNSP supersede any conflicting portions of the Palm Desert Municipal Code. Any development regulation and building requirement not addressed in the UNSP is subject to Applicable Law.

The implementation procedures set forth in this section are intended to ensure the development of UNSP in accordance with the planning and design intent of this Plan, the City of Palm Desert General Plan, and Applicable Law.

The UNSP applies to all lands within the UNSP area. All development proposals within the UNSP area boundaries must be consistent with the UNSP, the General Plan and City's Municipal Code (PDMC). The Development Standards and Guidelines, presented in Chapters 3, 4 and 5 of this Plan, contain development regulations which are mandatory and design guidelines which are advisory - for all properties within the UNSP area.

6.3 Schedule and Phasing

A. City-Owned Property

At the time of UNSP adoption, the City owns approximately 170 acres of land in the southwesterly portion of the UNSP. The City intends to sell the land to one or more qualified Master Developers in 2017-2018. Following that sale, the City will work with the Master Developer(s) through the subdivision and entitlement process, as defined in the Palm Desert Municipal Code and in this Section.

B. Privately Owned Property

The balance of the property within the UNSP area is privately owned and vacant at the time of Plan adoption. Accordingly, the privately owned property may be developed by a separate Master Developer from the Cityowned property. The City will work cooperatively with the owners of those properties and the buyer of the City-owned property to ensure that the intentions of this Plan for an interconnected network of complete streets and related infrastructure and utility systems are implemented. The City will help the property owners to ensure that the phasing increments reasonably respond to market conditions at the time of development.

C. Phasing

Through consultation with the City's planning and public works departments, the Master Developer(s) shall propose Phasing Plan(s) for City review, conditioning and approval. The Master Developer(s) of the City-Owned Property may prepare a separate Phasing Plan from the Phasing Plan prepared by the Master Developer(s) of the privately owned property. The Phasing Plan(s) shall:

- Facilitate the orderly incremental build-out of the community based upon market and economic conditions;
- Match Infrastructure improvements to meet the needs of each phase of development;
- Protect all aspects of public health, safety and welfare;
- Prioritize the development a Phase I location and extent that helps to demonstrate the neighborhood place-making intentions of the Plan.

Figure 6.1 illustrates a conceptual strategy for initial phase(s) the development. The illustrated location is only intended to provide an example of how a sample location can address the following benefits:

- Prioritizes construction of a major framework street, with a gateway entrance from and existing street;
- Delivers a complete Framework Street with a central open space surrounded by a variety of model homes, buildings, a central sales office and public amenities;
- Together, these elements will help to demonstrate how the UNSP vision can be achieved through the implementation of the applicable standards, guidelines to deliver a complete community.



6.4 Infrastructure and Public Facilities

This section provides an overview of the parties involved in the implementation, ownership, and long-term maintenance responsibilities for the private infrastructure and public facilities/services required to support the 400acre UNSP Area. Related to the text below, please see Figure 6.2.A (Water Network), Figure 6.3 (Wastewater Network), Figure 6.4 (Stormwater Network), and Sections 3.2 and 3.3 (Street Network).

Development of the UNSP will require the extension of existing backbone infrastructure and services into the neighborhoods of the UNSP area in order to provide water, wastewater disposal, storm drainage, roads, public utilities, public safety services and solid waste services. The Master Developer(s) are responsible for providing the infrastructure improvements necessary to serve the plan area, as described in Chapter 5, and as will be further defined through the Precise Plan process - see Section 6.8, below, and the tentative map conditioning and approval process.

Table 6.1, below, provides infrastructure costs estimates based on the conceptual street network and block pattern within the University Neighborhood and University Village portions of the UNSP area. All infrastructure cost estimates are subject to based on the Master Developer(s) Precise Plan(s) and approval from the City.

TABLE 6.1 INFRASTRUCTURE IMPROVEMENT COST ESTIMATE

ITEM	TOTAL
Streets and Alleys	\$22,300,000
Sanitary Sewer	\$16,100,000
Domestic Water	\$15,250,000
Recycled Water	N/A
Storm Drain	\$5,800,000
Grading	\$17,700,000
Dry Utilities	\$5,000,000
TOTAL	\$82,150,000

Source: Dudek, April 2016.

6.5 Financing Plan

The Financing and Maintenance Plan for the UNSP will ensure the timely completion of public facilities, streets, utilities, and other necessary capital improvements, as well as the proper maintenance of these facilities.

The following principles shall guide the development and funding of facilities and public services for the UNSP:

- Use pay-as-you-go financing to the extent possible. Use debt financing only when essential to provide facilities necessary to maintain service standards.
- Fully fund new on-site and off-site public infrastructure and services needed to support the UNSP development;
- Utilize existing fee programs to fund required off-site infrastructure.
- Fund the costs of mitigating the adverse impacts on the City's existing infrastructure;
- Provide for a fair allocation of costs among land uses.
- Phase on-site improvements to ensure that they are constructed when necessary and when funds are available to construct public improvements;
- Provide for reimbursements from other development for infrastructure costs that the UNSP area is required to advance; and
- Ensure financing mechanisms are flexible to accommodate different combinations of infrastructure timing and funding requirements.

The following policies govern the financing of infrastructure and public services for the UNSP in accordance with the above principles:

- Fund the full costs of on-site and off-site public infrastructure and public services required to support the development in the UNSP area from revenues generated by development within the UNSP area, except where specific existing City, County, District or State sources are available.
- Allocate the core infrastructure costs to property within the UNSP area based on the general principles of benefit received, with consideration of the financial feasibility of the proposed land use.

- Require development projects in the UNSP area to fund the over-sizing of facilities if required by the City, subject to reimbursement from future developments benefiting from the over-sizing.
- Require Neighborhood Builder(s)/Developer(s) who proceed ahead of the infrastructure sequencing plan to pay the costs of extending the core infrastructure to their project subject to future reimbursement.
- Require dedication of land for road improvements and construction of road improvements consistent with city-wide policies.

Utilizing these principles will optimize the use of available resources and ensure that adequate infrastructure and services are provided in a timely manner. If necessary, a detailed financing plan that will specify the financing strategy in greater detail and provide additional infrastructure financing options, such as bonds secured by special taxes will be prepared by the Master Developer/ Builder.

As shown in Table 6.1, the total cost of the on-site infrastructure program will be approximately \$82 million. These amounts also do not include the costs of in-tract and other subdivision-specific improvements, which are assumed to be independently financed as part of the vertical development.

A Community Facility District (i.e., Mello-Roos), Landscaping and Lighting District or other types of assessment districts, Geologic Hazard Abatement District (GHAD), Homeowners Association (HOA), or other mechanisms including conventional subdivision financing may be used to fund the development of on-site infrastructure improvements (e.g., streets, sewers, water and storm drains) and the operation and maintenance of the parks, streetlights, and other landscaping improvements.

6.6 Approvals, Amendments and Changes

A. Existing Zoning Regulations

The UNSP area is comprised of two City zones - *Planned Residential (PR)* and *Planned Community Development (PCD)* - within the City's Zoning Code. The UNSP amends and restates the previously approved zones (updated in 2010) in its entirety; however, the UNSP must be adopted by ordinance.

B. Approvals

The UNSP applies to any of the following within the Specific Plan area boundaries:

- Land use activity;
- New buildings and signage;
- Modifications/additions to existing buildings and signage;
- Subdivision of land or a building; and,
- Improvements to a site.

All required permits/approvals must be obtained before the proposed use, and any structures related to the proposed use, are constructed, otherwise established or put into operation. Unless specified otherwise, the UNSP will be administered and enforced by the Director, Planning Commission and City Council. Applications must be processed and approved by the applicable requirements and findings of the UNSP and the PDMC Section 25.78.080.

C. Municipal Code Reference

In the event of a conflict between the Palm Desert Municipal Code and the UNSP, the UNSP takes precedence over the PDMC. The Community Development Director ("Director") is authorized to provide administrative determinations regarding the UNSP. Such administrative determinations must be in writing and may be appealed in accord with the PDMC.

The UNSP provides form-based zoning and applicable land uses based on the following form-based zones:

- Neighborhood Low (NL);
- Neighborhood Medium (NM);
- Neighborhood Center (NC); and,
- Open Space (OS).

Full descriptions of UNSP zones, their assigned locations and permitted uses may be found in Chapter 4.

D. Director Authority

- **1.** The Director has the authority to implement the UNSP in accordance with Applicable Law.
- 2. The Director has the authority to interpret the UNSP. In the event that a specific use or type of use is not listed as a permitted use, the Director has authority to determine whether the proposed use is similar to a permitted use and whether the use is permitted, permitted subject to conditions, permitted as a temporary use, or prohibited. In determining "similarity," the Director must make all of the following findings:
 - The proposed use meets the intent of, and is consistent with, the goals, objectives and policies of the General Plan and the UNSP;
 - The proposed use does not adversely impact the public health, safety and general welfare of the City's residents; and
 - The proposed use shares characteristics common with, and is not of greater intensity or density or does not generate more environmental impacts than those uses listed in the permitted uses section.
- Any applicant, interested person, or public official may appeal Project Clearance or Specific Plan Amendment decisions of the Director to the Planning Commission in accordance with the UNSP.

E. Administrative Modifications

- The Director is authorized to make technical corrections, in a form approved by the City Attorney, to maps, diagrams, tables, and other similar documents that may be required to reconcile the changes made by the UNSP with the Project Approval and Applicable Law.
- 2. In addition, the Director is authorized to make the following technical amendments, in a form approved by the City Attorney:
 - Realignment or modifications to internal streets serving the project, lot lines, easement locations and grading adjustments, if approved by the City Engineer.

- Minor modifications to design criteria such as paving treatments, architectural details and related criteria.
- Minor modification to landscape treatments, fencing, lighting, trails, and entry treatments, provided the modifications are in substantial conformance with the purpose and intent of the specified design criteria.
- Minor modifications to landscape treatments, fencing, lighting, trails, and entry treatments, provided the modifications are in the substantial conformance with the purpose and intent of the specified design criteria.
- Minor expansions or reductions (not to exceed 25%) of the required setbacks set forth in Table 4.2, Development Standards.

F. Specific Plan Amendments

Amendments to this Specific Plan may be initiated by application for a proposed amendment by a land owner of the affected parcel(s) within the UNSP area, or by the City. The application for amendment shall be reviewed and approved by the City based on the following criteria:.

- Director Approval: The following amendments shall be subject to administrative review and approval by the Director:
 - Minor changes to the UNSP that provide supplemental detail consistent with the existing content of the UNSP.
 - Minor changes in Planning Area boundaries that increases or decreases any Planning Area acreage by 15% or less.
 - Minor changes in overall density or lot coverage that increase total land use allocation by 10% or less.
 - Reconfiguration of Planning Areas consistent with Section D.4.Changes in any Specific Plan Area boundary; and,
 - Changes in standards or regulations, including landscaping and design standards.

- 2. City Council Approval: The following amendments shall be subject to review and approval by the City Council, upon recommendation by the Planning Commission:
 - Any change in land use designation applicable to a Planning Area.
 - Major changes in the UNSP that affect the purpose and intent of this document.
 - Major changes in Planning Area boundaries that increase or decrease any Planning Area acreage by 15.1 % or more.
 - Major changes in overall density or lot coverage that increase total land use allocation by 10.1% or more.

G. Miscellaneous

Any time limit established by the UNSP may be extended by mutual agreement between the applicant and the Director, the Planning Commission or the City Council, as the case may be.

H. Noticing

All noticing required by the UNSP will be accomplished at the cost of the applicant seeking a Project Clearance, or other action in accordance with the UNSP and/or Applicable Law.

6.7 Precise Plans

Prior to or concurrently with the application for any tentative subdivision map for any phase of development, the applicant shall submit a Precise Plan application, for the proposed phase of development. That Precise Plan shall be reviewed , found consistent with the intent and regulations of this UNSP, and approved by the Planning Commission prior to or concurrently with the approval of any tentative or final map. Subsequent map amendments and/or lot line adjustments must also be found by the Director or his/her designee to be consistent with the approved Precise Plan.

The intention of this requirement is that each new phase of development be seamlessly integrated with and well connected to adjoining development, whether existing or future, per the policies and standards of the UNSP. Requirements for a complete application include:

- The application shall address and clearly depict that proposed phase of development and the complete Planning Sub-area(s) *see Section 3.2* of which it is a part. The edges of adjoining Sub-Areas shall also be shown, indicating the location and configuration of any existing or planned street connections.
- All streets within the affected Planning Sub-area(s), indicating connections to existing streets within and abutting the Sub-area or planned streets as illustrated in the Regulating Plan, *Figure 3.5 of Section 3.2* in accordance with the connectivity requirements of Section 3.2.
- All blocks within the planning Sub-area, including the proposed typical lot dimensions and intended development types, in accordance with the block size requirements of Section 3 and the lot size requirements of Section 4.
- The Precise Plan shall include a Precise Regulating Plan for the entire Sub-area, identifying for each block or portion of block the intended Neighborhood Zone. The Precise Regulating Plan shall be in substantial conformance with the Regulating Plan shown in Figure 4.1 of Section 4.2.

- The Precise Plan shall identify the intended development intensity zone by zone and block by block for the proposed phase of development, and a calculation indicating the remaining development capacity of the Sub-area(s).
- All open spaces within the affected Sub-area(s), including the proposed type and function of each space in accordance with the Public Open Space Standards in Section 3.6.
- The Precise Plan shall include a Master Landscape Plan (MLP) for the proposed phase of development. The MLP shall identify street trees for all streets - both existing, if any, and proposed - and all public and/or shared open spaces, both existing and proposed.
- The size, type and function of each open space per the Public Open Space Standards in Section 3.6 - shall be identified in the MLP, along with the preliminary landscape design of each, specifying the types and sizes of plant and hardscape materials.
- A preliminary stormwater drainage and management plan for the proposed phase of development shall accompany the MLP, demonstrating that the sizes and designs of the open spaces - typically including planters within the streets, areas of pervious pavement, attached and detached neighborhood greens and greenways, parks and squares - are capable of meeting City stormwater retention requirements. If any portion of the stormwater management system for the proposed phase of development is intended to be met by another existing or future phase of development that shall be clearly shown and will become a condition of map approval.

6.8 Submission, Review and Approval

All subdivision maps of any type must be submitted, reviewed and approved in accordance with the Palm Desert Municipal Code and the California Subdivision Map Act. For projects requiring a tentative tract map(s) or parcel map(s), the PNMP requirements as set forth in Section 6.8, above, shall apply, along with other relevant provisions and procedures of the UNSP, in addition to provisions otherwise provided in the PDMC.

Applications for tentative and final subdivision maps, parcel maps, and lot line adjustments must be filed with the Planning Director and/or the City Engineer in accordance with the PDMC.

A. Map Revision Approvals

1. Purpose. The provisions of this section set forth findings, procedures, and fees for changes to Tentative Tract Map and subsequent recorded final maps (Map Revisions). Map Revisions are authorized by compliance with this section in order to facilitate and expedite implementation and build-out of planned development within the UNSP area.

Map Revision applications may consist of applications for certificates of correction (COC), lot line adjustments (LLA), record map modifications (RMM)/amending maps (AM), tentative parcel maps (TPM), tentative maps (TM) and any related final map clearances (MC).

- 2. Fees. The fee or fees established by city council resolution for processing, recording or other services related to Map Revisions must be paid by the Permittee(s).
- 3. Materials for Filing
 - a. **COC/LLA/RMM/AM Applications.** Any Permittee proposing a COC/LLA/RMM/AM pursuant to this section must submit the following information, as applicable:
 - **b.** All materials must be submitted as required by the PDMC and the City's Planning Department.
- 4. **Applicant.** An application for a Map Revision must be signed by all parties having any record title interest in real property identified specifically as part of the requested revision. In order to initiate the Map

Revision review process, the Permittee(s) must submit a complete application consistent with the Materials for Filing section identified above.

5. Review Process. A complete Map Revision application must be submitted by the Permittee(s) to the Director. The application must be forwarded by the Director for review by the Development Review Committee (including the Public Works Director) within five business days of its receipt.

The Director must conduct environmental review in compliance with the California Environmental Quality Act (CEQA). Any Map Revision requiring a Supplemental and/or Subsequent Environmental Impact Report (EIR) must be referred to the Planning Commission.

Sequential LLAs, each involving for (4) lots or less, are permissible without limitation as to number within the UNSP area and deemed in compliance with Government Code § 66412(d).

- 6. Approval Procedure. The Director is the decision maker for certificates of correction, lot line adjustments, tentative parcel maps, and final parcel map/map clearances. The City Council is the decision maker for record map modifications/amending maps and tentative maps.
- 7. Relationship of Revisions to Approved Map. Map Revisions will supersede the lot configuration contained in the Approved Final Map applicable to such individual lot(s). Except as affected by a Map Revision, all other provisions of the Approved Final Map will continue in full force and effect.
 - a. Map Revision Expiration
 - i. A Map Revision remains valid if it meets all requirements of the UNSP.
 - **ii.** A Map Revision expires 36 months after the approval date, unless the City grants a time extension in accordance with this section.
 - iii. The Director may grant a 36 month extension, for good cause shown, before the initial time period expires.

iv. Upon a Map Revision expiration, all map entitlements revert back to the previously recorded map instrument.

B. Individual Project Approvals

Individual Project applications must be reviewed by the Director for their consistency with the UNSP, including the Development Standards and Design Guideline herein.

- 1. Project Clearances
 - a. Unless otherwise exempt, the Director must issue a Project Clearance before the City can issue a grading permit or building permit.
 - **b.** The Director cannot issue a Project Clearance unless an Individual Project complies with all applicable provisions of the UNSP and other Applicable Law.
- 2. Findings

A Project Clearance must include written findings by the Director that the Individual Project complies with all applicable provisions of the UNSP and may only be issued if all of the following specific findings can be made:

- a. That the proposed development conforms to the applicable policies of the General Plan and the applicable provisions of the zoning regulations within the PDMC.
- **b.** That the proposed development is located on a legally created lot.
- c. That the subject property is in compliance with all laws, rules, regulations pertaining to subdivisions, permitted uses, design guidelines, development standards, and any other applicable provisions of the UNSP.

3. Covenant

A Project Clearance must include a requirement that the Permittee either submit evidence of the Permittee's previous acceptance of all recorded Project Approval conditions of approval, or if new conditions of approvals are imposed in the Project Clearance process, record a new agreement (against only those lot(s) affected by the Individual Project) concerning new specific information/conditions contained in the Project Clearance (e.g., Agreement to Comply with Conditions of Approval) before the City issues Occupancy Clearance for that Individual Project.

The agreement must be in a form approved by the City Attorney and include provisions requiring it to run with the land and be binding on any subsequent owners, heirs or assigns. After recordation, a copy bearing the County of Riverside Recorder's number and date must be given to the Director for attachment to the subject case file.

4. Advisory Determination

An applicant may request, at the applicant's cost, that the Director conduct a preliminary review of an Individual Project application for an advisory non-binding determination of compliance with the provisions contained in the UNSP.

5. Community Development Director's Review

In approving a Project Clearance for an Individual Project, the Director may impose only those applicable conditions of approval/mitigation measures that were previously imposed in connection with the Project Approval, with the exception that new conditions may be imposed as necessary to ensure that previously imposed Project Approval conditions of approval are effectively implemented for the Individual Project being reviewed (e.g., construction notifications, construction buffering requirements, construction monitoring efforts).

In approving a Project Clearance, referred by the Director to the Planning Commission, the Planning Commission may impose applicable conditions of approval/ mitigation measures that were previously imposed in connection with the Project Approval as well as any new conditions of approval/ mitigation measures associated with new potentially significant environmental impacts identified through CEQA analysis. In addition, new conditions may be imposed as necessary to ensure that previously imposed Project Approval conditions of approval are effectively implemented for the Individual Project being reviewed (e.g., construction notifications, construction buffering requirements, construction monitoring efforts).

- a. Referral to Public Works Director. After receiving a Project Clearance application, the Director will transmit a copy of the application to the Public Works Director and Building Official requesting comment. The Public Works Director will make the determinations required by the UNSP and provide a written determination on the Individual Project to the Director.
- b. Compliance with Environmental Guidelines. Upon receipt of an application for Project Clearance, the Director must determine whether the Individual Project/Map Revision is consistent with CEQA.
- c. Development Configuration Matching Project Approval. If the Individual Project is consistent with the development reflected on Table 4-3 and the Director determines that the Project Clearance complies with all other applicable requirements of the UNSP, the Director may impose any applicable conditions of approval/ mitigation measures appropriate for the Individual Project and may issue a Project Clearance conditioned upon the implementation of those conditions/ mitigation measures.
- d. Development Configuration Consistent with Environmental Guidelines. If the Individual Project, while not consistent with the development reflected in Table 4-3, is consistent with the requirements of the UNSP, the Director may impose applicable conditions of approval mitigation measures and issue a Project Clearance conditioned upon compliance with those conditions/ mitigation measures.
- e. Development Configuration Inconsistent with Environmental Guidelines for which an EIR is not Required. If the Individual Project conforms to the requirements of the UNSP, but requires additional environmental analysis under CEQA, the Director must inform the Applicant that an additional environmental assessment will be required for the Project and require a deposit from the applicant to proceed with additional Individual Project review. The Director may then conduct an environmental review in compliance with CEQA and take appropriate action as to a Project Clearance.

- f. Development Configuration Inconsistent with Environmental Guidelines for which an EIR is Required. If the Individual Project conforms to the requirements of the UNSP, but requires a Supplemental or Subsequent Environmental Impact Report (EIR) in order to comply with CEQA, the Planning Commission is the decision maker for Project Clearance.
- g. Finding of Inconsistency. If the Director finds the Individual Project is inconsistent with Applicable Law, including the UNSP, the Director must deny the application in writing. The written denial will identify the reasons for inconsistency. The Permittee may amend its application or appeal the Director's decision in accordance with the PDMC 26.20.117, , et seq.
- h. Referral to Planning Commission. The Director may determine on a case-by-case basis that the public interest would be better served by holding a public hearing before the Planning Commission to determine whether the Director should issue a Project Clearance.

6. Relationship of Project Clearance to Project Approval

- a. Upon the City issuing a Project Clearance, plans for each such approved Individual Project will supersede the plans contained in the Project Approval originally applicable to such Individual Project's lot. Except where inconsistent with the approved Individual Project, all other provisions of the Project Approval apply to the Individual Project.
- **b.** Each Project Clearance constitutes a "Project Approval" as defined by Applicable Law; no amendment of the UNSP Approval is required in association with approval of a Project Clearance.

7. Relationship of Project Clearance to Approved Map

a. An application for an Individual Project may include a Map Revision in order to better configure lots to the proposed building and/or parking areas. The City may approve such Map Revisions concurrent with the Project Clearance. Map Revisions may be processed as a certificate of correction, record map modification/amending map, lot line adjustment, parcel map, or tentative map, as applicable, in accordance with the provisions of the UNSP.

- b. Map Revisions approved concurrent with the Project Clearance will supersede the lot configuration contained in the Approved Project applicable to such individual lot. Except as affected by a Project Clearance, all other provisions of the Approved Project will continue in full force and effect.
- c. Expiration of a Project Clearance for an Individual Project does not affect the validity of a certificate of correction, record map modification/ amending map, lot line adjustment, parcel map, or map.

8. Rights Granted Under Project Clearance

A Project Clearance indicates compliance with the UNSP and the Applicable Law.

9. Project Clearance Expiration

- a. A Project Clearance for an Individual Project expires 24 months after the approval date, unless within such period physical construction of the Individual Project is substantially commenced, and/or the beginning of the authorized use commenced, or the City grants a time extension in accordance with this section.
- **b.** The Community Development Director may grant a one year extension, for good cause shown, before the initial time period expires.
- c. Upon a Project Clearance expiration, all entitlements revert back to Land Use Permit Time Limits and Extensions, as defined in PDMC 25.60.100.

C. Utility Plan

A Utility Plan must be submitted for City approval. All utility service connections and above-ground mounted equipment (such as backflow prevention devices) must be screened from view and painted in earth tones or other colors compatible with the surrounding area (red is prohibited). Screening may include a combination of landscaping, fencing, walls, or lattice. All gas and electrical meters must be concealed and/or painted to match the surroundings. Utility transformers must be placed in underground vaults unless proven to be technically infeasible. All transformers and vaults that must be located in the right-of-way must be installed below grade unless otherwise approved by the City. If not installed below grade, such facilities must be screened from public view.

D. Landscape Plan

The Permittee must prepare a detailed landscape plan for each Individual Project that identifies existing landscaping, proposed new landscaping (trees, shrubs, groundcover by species), size of plant materials, and location of landscaping. Landscaping must consist of drought-tolerant native and/ or Mediterranean type species which provides adequate enhancement of the property and screening from surrounding areas. The use of invasive plants is prohibited. Landscaping must be used to soften building masses, to reinforce pedestrian scale, and to provide screening along public street frontages and within parking areas.

Chapter 2 outlines the essential form that the UNSP is intended to take, including landscape and recreational areas. Front Yard landscape for individual lots is identified in Section A.5 Private Frontage Types. As building and parking lot coverage are anticipated to change and evolve as the UNSP is built out, the landscape coverage requirements for Individual Projects may similarly evolve.

E. Maximum Development Yield and Density Transfers

The maximum development yield for the areas subject to the UNSP is 1,290 dwelling units. During site development plan review, minor adjustments to planning area boundaries, and road alignments, may require adjustment of the Planning Area density allocations defined in Section 4.2 Development Potential and Section 4.4 Development Standards.

Requests by Neighborhood Builder(s)/Developer(s) for density transfers between neighborhoods may be submitted for City consideration and approval, subject to prior authorization by the Master Developer. Any approval by Planning Director for density transfer between neighborhoods cannot exceed the potential maximum of each individual planning area, providing that the maximum total development potential of the entire project is not exceeded.

Density transfers are subject to the following provisions:

- The density transfer meets the provisions of the Development Standards and occurs within the development envelope on the approved Land Use Plan and Grading Plan of this Specific Plan;
- **2.** The transfer is consistent with the integrity of the subject zone category in terms of overall intensity;
- There would be no major impacts on approved infrastructure plans, including major changes to the approved circulation plan or pedestrian network;
- **4.** Land use compatibility and neighborhood integrity are not compromised.