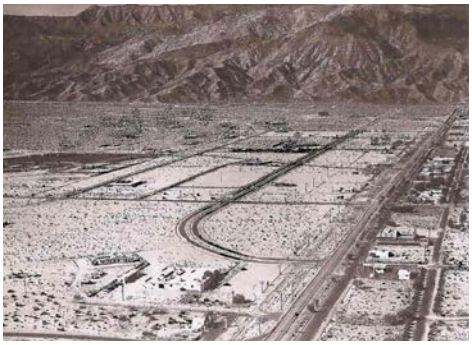
CITY OF PALM DESERT

GENERAL PLAN

Adopted November 10, 2016







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GENERAL PLAN AMENDMENTS

	Case No.	Approval	Date	Description
01	GPA19-0001	Resolution No. 2019-76A	September 26, 2019	Amendment to the Mobility Element – reclassify Painters Path from a "Local Street" to an "Enhanced Secondary Roadway"
02	GPA21-0001	Ordinance No. 1368	June 24, 2021	Amendment to the Land Use & Community Chater Element – amend Figure 3.1 to change designation of 23.4 acres at the intersection of Julie Drive and Shepherd Lane from "Town Center Neighborhood" to "Conventional Suburban Neighborhood"
03	GPA21-0002	Resolution No. 2022-20	March 10, 2022	Amendment to the Housing Element – adopt the 6th Cycle Housing Element Update for 2021-2029 and amendment to the Safety Element related to the 6th Cycle Housing Element pursuant to Senate Bill 1035 (2018)
04	GPA21-0002	Resolution No. 2022-80	September 29, 2022	Amendment to the Housing Element – re-adopt the 6th Cycle Housing Element Update for 2021-2029

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1. VISION & GUIDING PRINCIPLES

Overview

In 2013, more than 100 interested residents, business owners, and policy makers worked together to develop a 20-year strategic plan for the City. The yearlong process and resulting document, the 2013-2033 Strategic Plan, "Envision Palm Desert - Forward Together, " laid the groundwork and direction for this General Plan Update. The community members developed an overall community vision, priorities, strategies, action steps, and measures of success, many of which directly and indirectly pertain to the city's built environment. The Vision, Guiding Principles, and supporting content presented in this chapter are built on the great work of the community in 2013 in developing the 2013-2033 Envision Palm Desert Strategic Plan.

Inspirational downtown buildings

Inspirational pedestrian walkway

Vision Statement

Palm Desert is the heart of California's Coachella Valley. Our intent is to create a town with great neighborhoods, anchored by a true downtown and a vibrant, walkable university center, connected by safe, comfortable streets for all users.

Today, Palm Desert serves as a landmark city for residents and visitors alike. From recreation to arts to educational opportunities, our city offers a safe and stable community, while benefiting from the tourism industry and all the diversity and culture it brings to Palm Desert. Tomorrow, Palm Desert will embrace our love for the arts, our unique culture, the environment we inhabit, and the industries that allow us to progress as a happy and healthy community.

Palm Desert's outstanding quality of life offers residents and visitors of all ages a wide array of recreational, educational, shopping, housing and entertainment opportunities as well as arts and cultural activities and world-class events in a uniquely beautiful desert environment. This premier resort destination is a thriving, safe and sustainable community that attracts innovative employers by virtue of its diverse, highly qualified workforce and synergistic business, civic and educational partnerships.

We will be the leading educational hub in the region. We will provide excellent educational opportunities and serve as an invaluable research and development resource for innovation in the region. Through improved training, education, and

Cultural Influences in Palm Desert

Community activities in Palm Desert

innovation opportunities, our educational institutions will help to keep our economy diverse and resilient.

Our tourism market will remain a valuable core of our local economy. The retail, recreation, and hospitality sectors of our economy will strengthen as we diversify other industries to ensure a diverse and resilient local economy. The City Center will develop into a world class downtown, providing residents and visitors with an experience that is rich and highly accessible with walkable destinations.

We will continue to protect and enhance the striking and unique natural setting that makes Palm Desert special, and we will continue to be leading environmental stewards in the Coachella Valley. We will foster an environment that protects our residents and visitors. We will continue to protect the scenic desert environment that surrounds us as we adapt to climate pressures, and to protect our sensitive resources.

Through the implementation of this General Plan, the city will develop so as to be more welcoming and accessible to both its residents and its visitors. The city's important centers, such as the downtown and the university area, will develop into attractive, walkable hubs of social and economic activity. We will continue to celebrate our strengths and explore our opportunities to establish new industries, and enhance our community and improve quality of life for residents and visitors.

Envision Palm Desert Strategic Results Areas

The 2013-2033 Strategic Plan, Envision Palm Desert - Forward Together identifies nine Strategic Results Areas ranging from arts and culture to transportation. Each sets out mini-visions, priorities, strategies, action plans, and measures of success. Below are highlights from all nine. These mini vision statements have helped guide this General Plan Update and will continue to serve to guide City decision making.

Arts & Culture: The plan envisions Palm Desert as the cultural core of the Coachella Valley. Priorities are to assess the current arts and cultural landscape, explore the viability of creating an arts and culture district, and develop secure and sustainable funding for arts and culture.

Economic Development: The vision builds on Palm Desert's strengths in business, education, arts, and tourism to provide an inviting economic climate offering lifestyle, education, and investment opportunities. Priorities are to increase job and business opportunities, expand quality education to ensure that residents are prepared to serve in a workforce of the future, to create and attract entertainment and events that grow the economy and improve the quality of life, and enhance and raise awareness of business-friendly services to retain and attract business.

Education: The Strategic Plan envisions an education destination offering world-class programs providing lifelong learning opportunities and an engaged and informed community. Priorities are to create and support a community-based education coalition that will focus on graduation rates, attract and retain students of all ages by providing outstanding academic and cultural programs, and create community awareness of, and support for, the building blocks of student and career success.

Energy & Sustainability: The vision is to be a responsible steward of the city's natural resources. Priorities are to reduce per-capita consumption of energy and water, promote greater use of sustainable materials with an eye upon the needs of future generations, encourage all new construction to be net zero energy in design and exceed the Coachella Valley Water District's efficiency standards, and encourage property owners to reduce energy and water consumption.

Land Use, Housing & Open Space: The vision is a well-planned and developed city with a vibrant city core; natural open space; and housing, business, and community revitalization opportunities. Priorities are to enhance Palm Desert as a first-class destination for premier shopping and national, regional, and neighborhood retail businesses, to expand Palm Desert as an educational hub, to facilitate development of high-quality housing for people of all income levels, and to develop creative and innovative zoning and incentives that promote education and high-quality residences and encourage a balance between housing and jobs.

Inspirational downtown mixed-use

Parks & Recreation: The Strategic Plan envisions parks, open spaces, and recreational opportunities as drivers of innovation and a high quality of life. Priorities are to fund park maintenance and plan for future replacement and growth, assure a continuing flow of innovative ideas through creative partnerships, and provide adequate staffing. Other priorities include encouraging resident input, promoting healthy community principles by incorporating recreational and exercise opportunities in all public spaces, planning and developing the North Sphere Regional Park, and evaluating the need for expansion of the Palm Desert Aquatic Center.

Downtown activities and tourism

Public Safety & Emergency Services: The vision is for a high quality of life for Palm Desert as a result of its comprehensive public safety services. Priorities are to continually enhance the delivery of public safety services, increase methods of crime prevention through expanded community participation, and help the community be more prepared for disasters and public safety emergencies.

Tourism & Marketing: The plan envisions a year-round international resort destination offering a wellness lifestyle, exemplary hotels, arts, entertainment, shopping, recreational, and education opportunities for all ages. Priorities are to improve access to the city and its attractions, to grow existing events and develop new events to enhance the desirability of Palm Desert year-round, to attract new and developing markets (culinary, medical, cultural tourism, business, sports, film industry, emerging international markets and those for younger demographics), and to support Palm Desert tourism through enhanced marketing.

Separated bicycle and walk way

Transportation: The vision is of a community with safe, convenient, and efficient transportation options for residents and visitors. Priorities are to create walkable neighborhoods in residential, retail, and open space areas to reduce the use of low occupancy vehicles; revitalize the Highway 111 corridor through land use and other improvements; and emphasize multiple modes of travel including carpooling, bus riding, cycling and walking.

Guiding Principles

The successful realization of the Vision and effective implementation of the Envision Palm Desert Strategic Plan rely on the city's ability to strengthen its sense of community identity and unique character for residents and Palm Desert visitors. To do this, we will focus on people and creating a human-oriented and human-scaled town. This is a cross-cutting topic that is pivotal to the achievement of so many of the Strategic Plan objectives, including expanded and diversified economic development opportunities, a successful university area, expanded tourism opportunities, improved energy and sustainability, diverse and high-quality neighborhoods, improved community health, improved transportation options, and community safety enhancements. To achieve Palm Desert's Vision for the future, the City will focus on the following principles:

Lively outdoor centers

Human scale mixed use

Separated bicycle path

1. Human scale design. First and foremost, our city is a place for people. It is a place for people to live, to work, to learn, to shop, and to play. By planning and designing Palm Desert with people as the primary focus, the city will continue to serve as a destination that entices visitors, and to endure as a community with a high quality of life that attracts the best and the brightest residents, students, and businesses. To ensure we are designing for the human scale, we must do several things. We must maintain a moderate density and scale: just enough to create interest and activity, but not so much as to overwhelm people and not so little as to dilute the sense of place or inhibit walking and bicycling. Buildings should be unique and interesting to appeal to people experiencing them in person and improve their experience of Palm Desert and improve walk appeal. The public realm, comprised of our buildings, open spaces, and roadways, must be designed to create safe and comfortable places for pedestrians with convenient, safe, and easy street crossings; and convenient, close access to buildings. Our alternative is to continue the 50-year trend in Southern California of designing for the automobile first. Cars are an important part of our transportation system, but too great an emphasis on accommodating the automobile has made walking and bicycling as part of daily life difficult, leading to increased air pollution and a variety of public health issues.

2. Create lively centers. We want places for our residents and visitors to congregate, especially for commerce and socializing. Lively city centers are the physical forum for gathering, business, shopping, and the exchange of ideas. To create lively centers, we need to provide for a mix of uses, sufficient scale and density to make the places interesting and attractive, and to include housing within and near the centers. Establishing vibrant, active nodes around the 111 corridor and the University is critical to implementing the Strategic Plan Vision. Smaller centers throughout the city are also necessary in order to serve our various neighborhoods.

3. Streets for all. We ask a lot of our streets. We want safe, convenient, and easy automobile travel. We want efficient goods movement. We also need to provide our residents and visitors with legitimate choices as to how they get around our town. Everyone should have the option of meeting some, if not all, of their daily needs by means other than automobiles. To accomplish this, this General Plan provides for a layered transportation network that will expand choice by providing new opportunities for walking, bicycling, and transit. We recognize the importance of the

automobile, we will continue to accommodate its valuable role in our community, and we will expand our transportation infrastructure by improving our pedestrian network and expanding our bicycle network.

4. Accessibility and connectivity. As we think about our new buildings, districts, neighborhoods, and corridors and making sure they are designed for people first, we also need to ensure that we are working towards the creation of a town with great accessibility and great connectivity. To date, Palm Desert has been very successful at capitalizing on the value created by separated uses. Now we are going to capitalize on the value potential of creating connected places. Research shows that more connected and compact street networks with fewer lanes on major roads are highly correlated with reduced rates of obesity, diabetes, high blood pressure, and heart disease among residents. Research also shows innumerable economic benefits of walkable places. With this General Plan, we will seek accessibility and connectivity in our new neighborhoods and our centers so as to capitalize on the health and economic benefits of walkable places.

Palm Desert public transit stop

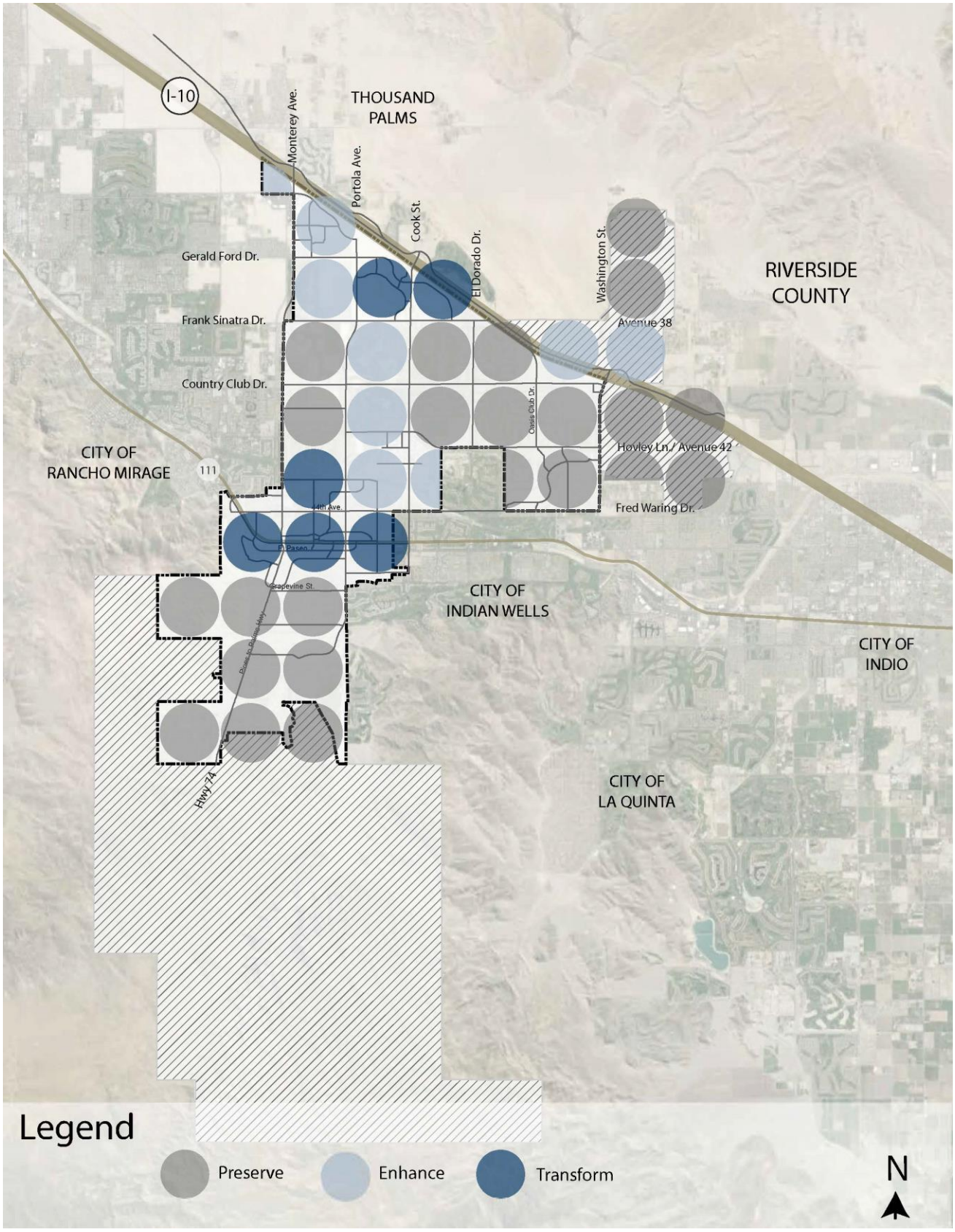
5. Quality open space. Our residents are people with great affection and appreciation for the outdoors. The city's setting is unique and strikingly beautiful. Our residents are also active and health minded. As such, we need a city with an extensive supply and variety of quality open spaces. These open spaces will be comprised of small neighborhood parks, plazas, sports fields, and natural areas. They will serve to provide places to gather, places to play, and visual and emotional relief from the built areas of town. In part, new development will help provide for these open space resources. Our community will reap the benefits. Increasing the quantity and quality of parks increases the amount of time children exercise, decreases their risk of chronic diseases, and even reduces juvenile delinquency. Adults who live closer to open spaces report reduced stress and fatigue, improved mental health, and higher self-rated health. Children diagnosed with ADHD receive as much benefit from walking in a park as they do from leading medication therapies. Living closer to green space is also associated with decreased cardiovascular and respiratory disease mortality in men. Considering the human and economic costs of these diseases, parks begin to look like a particularly attractive investment.

Open Space in Palm Desert

Focus Areas

This General Plan is a long-term strategy that will be implemented over the course of decades. If we are to be successful at achieving the realization of our vision, we must keep our efforts focused and work to achieve early successes. Only then should we consider broadening our list of efforts or strategies. The following are the most important General Plan opportunity areas. Figure 1.1 shows how these areas of town reflect the various degrees of change envisioned by this General Plan. These areas are broadly categorized as preserve, enhance, and transform, and describe areas of the city that have the greatest opportunities or likelihood for change. It should be noted that change is meant in a very general sense and is not meant to be limited to changes in density, intensity, or land uses. These changes might also include reinvestment and reconstruction of existing uses, roadway improvements, or infrastructure investment.

Figure 1.1 Degrees of Change

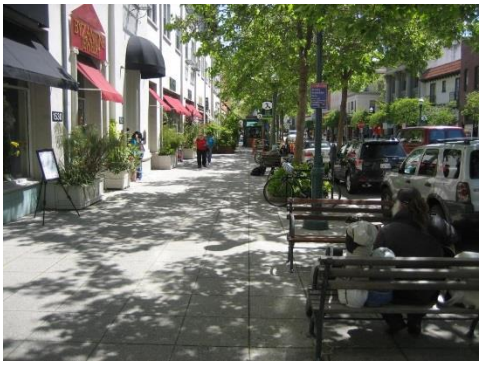


Downtown. The Strategic Plan made a very strong case for both the desire for a true city center as well as the economic and community benefits of having a true city center. A city center, or downtown, is compact and moderate in scale, has a mix of uses, has a range of housing types, and is easy and comfortable to navigate on foot. The city center is the heart of the town and the center of social, civic, and commercial activity. Few cities in southern California have authentic downtowns and the creation of one in Palm Desert will be a distinguishing milestone on the path towards creating a stronger sense of place and a more competitive city. Because this strategy is such an important component of the Envision Palm Desert Strategic Plan, it will be critical for the City to focus efforts and resources on the successful implementation of the plan. Similarly, the City will focus on creating a spark of excitement by starting the evolution of the City Center with the transformation of the San Pablo center.

Inspirational downtown festivals

University Area. 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. This area of Palm Desert would also be an ideal location for a future Metrolink station, when that service reaches the Valley. Similarly, this area of the city would be ideal for mass transit such as Bus Rapid Transit (BRT) or Light Rail. In each case, such infrastructure would help connect the University Area and Palm Desert, improving inter-valley and regional connectivity.

Inspirational streetscape and public realm



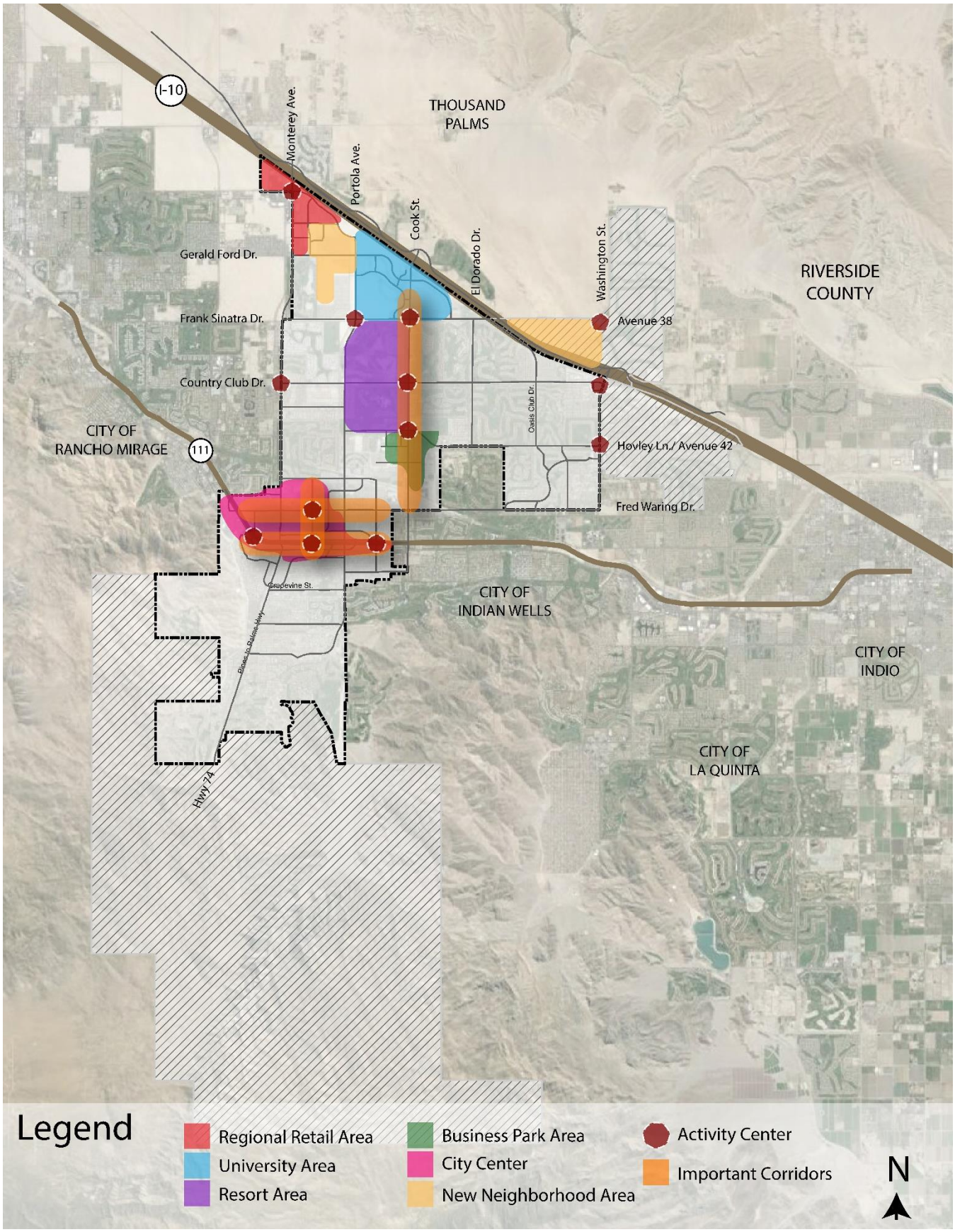
Inspirational streetscape furniture and shade trees

Cook Street Corridor. The Cook Street Corridor will serve an important function into the future as the center of the University Area, connecting the university campus with the neighborhoods and centers to the west. Cook Street will also become a very important connector across the city, connecting the University Area, the various resorts along Cook Street, and the City Center via Fred Waring and 111. With the I-10/Portola interchange set to come online within the next few years, the city will have increased regional access, providing new opportunities to enhance Cook Street as a multi-modal corridor that connects the city's two most important centers.

Vision Diagram

Figure 1.2, Vision Diagram, presents a conceptual map that illustrates how the City's vision, guiding principles, and strategy of prioritization can come together in the form of a land use and transportation plan. This diagram served as the basis of the land use and transportation plans presented in the following elements.

Figure 1.2 Vision Diagram



Measuring Success

How to Measure Success

The General Plan will be implemented over an extended period of time that will likely span several decades. During this time, long-range planning efforts will continue using the General Plan goals and polices as a guide. However, the General Plan is a living document. State law allows it to be updated and refined over the coming decades. In fact, State law encourages annual reviews of implementation actions and recommends that the entire General Plan be thoroughly reviewed every five years to ensure that it is still consistent with the community's goals.

Part of this ongoing annual review of the General Plan should include objective monitoring of progress towards success. A table of indicators can be found in Chapter 12, the Work Plan.

2. INTRODUCTION

Overview

This Chapter describes the purpose for the General Plan. This chapter also includes information on how to use the General Plan and considerations for its long-term maintenance.

El Paseo, Palm Desert

Purpose

The Palm Desert General Plan charts the path for Palm Desert's future and is the principal tool for guiding the physical form and development of the City. At the same time, it is a visionary document that lays out the community's long-term goals and objectives for the future. It contains the City's official policies on land use and community design, mobility, housing, infrastructure, economics, health, and public facilities and services. Its purpose is to identify planning goals; provide a basis for decision-making; and inform citizens, developers, decision-makers, and other cities of the ground rules for development within Palm Desert.

The General Plan is used by the City Council and Planning Commission to evaluate public and private development proposals and to make funding and budget decisions. It is used by city staff to direct their day-to-day activities, particularly those related to building and development. It is used by residents and neighborhood groups to understand the City's long-range plans and proposals for different parts of the City. The entirety of this document, including the vision, guiding principles, goals, policies, actions, various maps and diagrams, and figures shall be understood to be the City's official policy guiding the physical design and construction of Palm Desert.

Need for General Plan Update

In 2013, more than 100 interested residents, business owners, and policy makers worked together to develop a 20-year strategic plan for the City. The yearlong process and resulting document, the 2013-2033 Strategic Plan, Envision Palm Desert - Forward Together ("Envision Palm Desert"), laid the groundwork and direction for this General Plan Update. The community members developed an overall community vision, priorities, strategies, action steps, and measures of success. Envision Palm Desert identified the City's Vision and several important strategies that pertain to planning, land use and transportation, including:

- Expand economic competitiveness
- Build on tourism, education, arts, and business successes

- Enhance quality of life
- Attract new employers
- Leverage universities
- Create an authentic downtown
- Anticipate new demographics and market trends
- Capitalize on the city's outstanding climate and geography
- Expand access throughout the City

Given the connections to planning, land use, and transportation, the Strategic Plan recommended that the City prepare a General Plan Update. The General Plan Update seeks to bring the plan up-to-date by:

- Creating updated policies for achieving the priorities set forth in the Strategic Plan for: Arts & Culture; Economic Development; Education; Energy & Sustainability; Land Use, Housing & Open Space; Parks & Recreation; Public Safety & Emergency Services; Tourism & Marketing, and Transportation.
- Creating policies and framework to foster the development of a true city center/downtown.
- Creating policies and implementation actions to further enhance the city's leading sustainability and energy efficiency efforts.

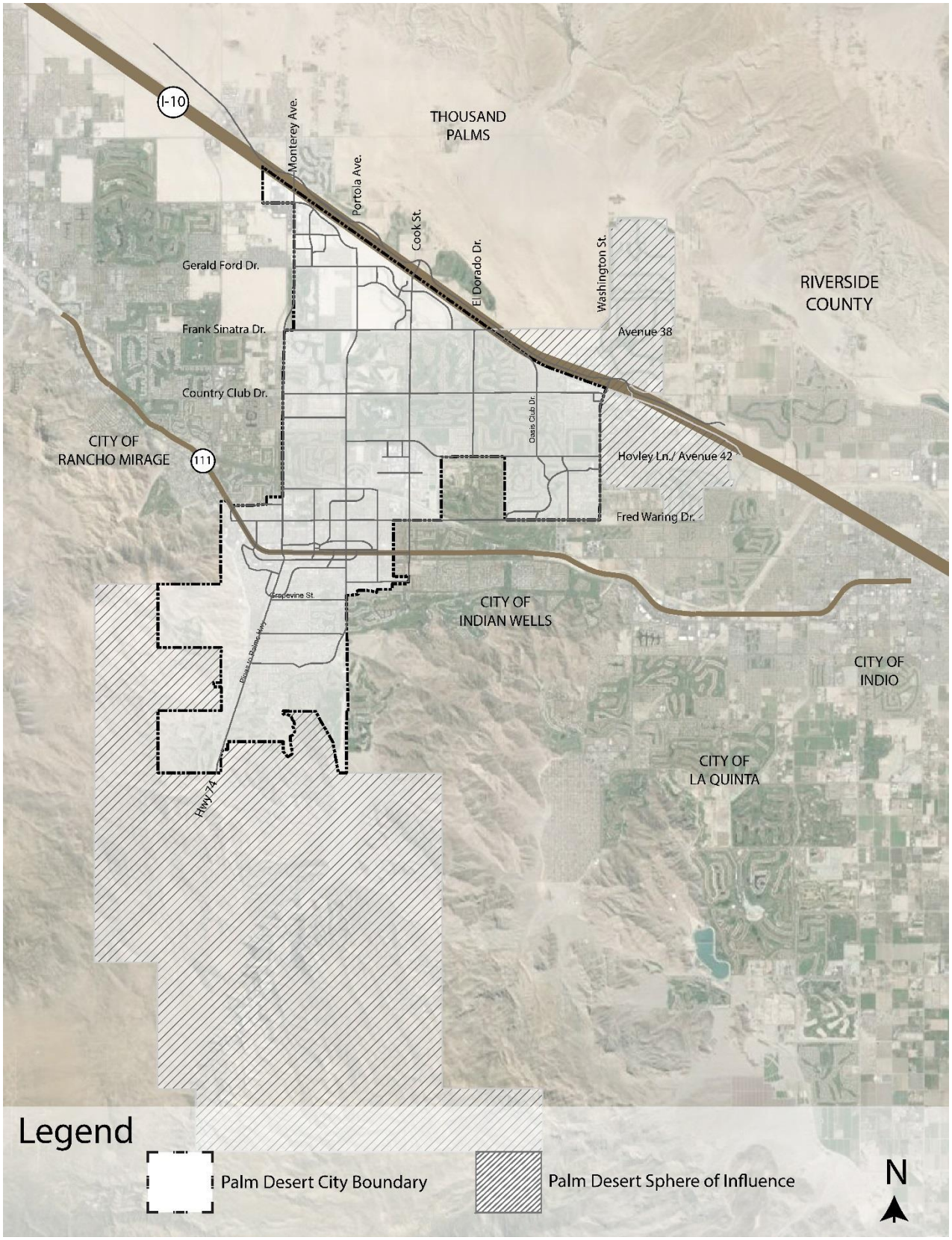
As such, this General Plan update is serving as an implementation tool of the City's 20-year strategic plan, providing a road map for the physical changes to City envisioned by the community.

Geography and Location

Palm Desert cultural influences

The City of Palm Desert is located in the center of the Coachella Valley, which is in the geographic center of Riverside County. The city is bordered by Rancho Mirage to the west and Indian Wells to the south and east, and the unincorporated community of Bermuda Dunes to the east. The existing city limits generally extend southward from Interstate 10, past Highway 111 and along Highway 74 to the foot of the Santa Rosa Mountains between Monterey Avenue and Washington Street. The City's Sphere of Influence (SOI) encompasses areas to the north and south of the city, including portions of the Santa Rosa Mountains south of the city limits and the unincorporated communities of Bermuda Dunes to the east, and Sun City Palm Desert north of Interstate 10. Figure 2.1 depicts the Palm Desert City Limits, SOI and location relative to other nearby cities or communities.

Figure 2.1 Palm Desert City Limits & SOI



History

Palm Desert in 1954

Historic Palm Desert

Regarded as the geographic center of Coachella Valley, the City of Palm Desert and the surrounding San Bernardino basin were first settled by the Cahuilla tribe. Primarily a farming community, evidence of Cahuilla settlements date back an estimated 2,000-2,500 years. In 1774, Spanish explorer Juan Bautista de Anza arrived in the Coachella Valley where he established a trade route between the Monterey-Sonoma area and Southern California, known as Alta California.

Over the next century, trade flourished throughout the Coachella Valley region, leading to the construction of the Southern Pacific Railroad and the establishment of a major station in Indio by 1876. Wells, reservoirs and farms were constructed over the next several decades. In 1943, the first residential area was developed in conjunction with an Army camp, and in 1945, brothers Randall, Carl, Clifford, and Phil Henderson, successfully founded the 1,600- acre Town of Palm Desert. Regarded as Palm Desert's founding fathers, Clifford, Carl, Randall, and Phil Henderson successfully developed Palm Desert by balancing desert terrain with monumental projects. Clifford was known as the visionary who built large scale projects in surrounding cities, while Randall was known as the expert on the desert and mountain environment. The brothers envisioned a desert oasis were Randall could relocate his publishing plant as then editor of "Desert Magazine." Soon after, Palm Desert became a resort town featuring the Shadow Mountain Club enticing visitors with cottages, restaurants, a golf course, tennis courts, stables and a figure-eight swimming pool. It became a regular retreat for celebrities, politicians, and affluent families. Within two years, Palm Desert transformed into a business and entertainment hub with the establishment of El Paseo, a visionary commercial and up-scale shopping district that would become the regional destination it is today.

The initial spark of development along Highway 111 and El Paseo may be attributed to two major anchors: the city's first U.S. Post Office (1947), and the opening of the Desert Magazine Building (1948), a 17,000 square-foot commercial building housing the Desert Magazine, local newspapers, an art gallery, gem shop, and bookstore. By 1953, Palm Desert included 30 miles of roads, over 150 homes, and 14 hotels. Private investment in the town totaled an estimated $3.5 million (or $45 million, as adjusted for inflation).

Early on, Palm Desert became known as the "Golf Capitol of the World." However, the city's developments and reputation quickly diversified throughout the 1960s and 70s, with the city doubling in size and population every 3.5 years. Between 1980 and 2000, the Palm Desert grew from 11,000 to 41,000 residents. The City of Palm Desert was officially incorporated in November 1973, and later re-incorporated as a California Charter City in 1997. By 2010, the City had a reported population of 48,445, with a median household income of $53,456 (U.S. Census). While Palm Desert's historic core is centered around Highway 111 and El Paseo, the completion of Interstate 10 in the 1960s shifted much of the city's development activity to the north, including: residential neighborhoods, golf resorts, university campuses, retail centers and industrial facilities.

Statutory Requirements

The General Plan is governed by California Government Code, which requires that "each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city" (California Government Code §65300).

Within this general requirement, some aspects of the general plan are tightly prescribed, while others are left to the discretion of individual cities or counties. In sum, the general plan:

- Must set forth a "statement of development policies" that includes "objectives, principles, standards, and plan proposals," and must include seven mandatory elements – land use, circulation, housing, conservation, open space, noise and safety – as well as any optional elements the City chooses. (Gov't Code § 65302).
- Must be an "internally consistent and compatible statements of policies." (Gov't Code § 65300.5).
- ". . . may include any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city." (Gov't Code § 65303).
- Should "accommodate local conditions and circumstances" (Gov't Code § 65300.7)
- ". . .may be adopted in any format deemed appropriate or convenient by the legislative body, including the combining of elements," provided it meets other minimum requirements (Gov't Code § 65301).

Plan Organization

This General Plan meets the above legal requirements and also introduces some discretionary elements the City has deemed appropriate. This is sanctioned by California law, which allows a general plan to "include any other subjects [that] relate to the physical development of the…city" (California Government Code §65303). These topics include urban form and character, public health, economic development, infrastructure, and arts and culture. While part of the General Plan, the Housing Element is a stand-alone volume that is updated more frequently than the other elements. The Housing Element is not a part of this General Plan Update.

To start the General Plan planning process, an Existing Conditions Report was prepared to collect and analyze data on current planning issues in Palm Desert for each of the aforementioned topic areas. The Existing Conditions Report should be referenced for additional background information on the Palm Desert General Plan.

General Plan Chapters

Vision and Guiding Principles

The opening chapter of the General Plan lays out a vision for the City of Palm Desert that the community is striving towards. The vision is intended to be realized over the course of one or two generations of thoughtful growth and development. It is

expected that the vision will help guide decisions relating to new development and updates of the City's various plans and ordinances.

Local landmark and community character

Introduction

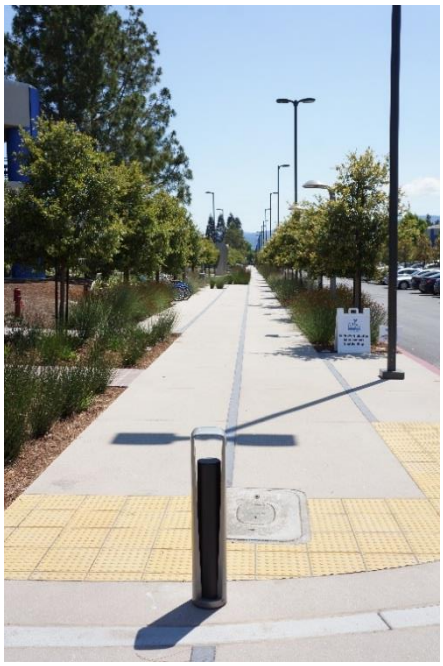
The Introduction provides background on the reasons for updating the General Plan, including a brief synopsis of the challenges and opportunities facing the City. This chapter also describes the role of the General Plan, how it is intended to be used and administered, and an overview of the Plan.

Land Use and Community Character

This element presents the approach to land use and community character, in addition to policies regarding the fiscal health of the City. Within this element are the General Plan land use designations, the designation map, goals and policies describing the community's preferences and priorities for the character and appearance of the City. In addition, this element discusses historic preservation, strategies for in-fill development, local arts, employment, and resorts and tourism. This element also presents approaches to creating a walkable city that is well connected and accessible to all members of the community.

Mobility

This element presents the approach to transportation, addressing access and mobility within the City. Included in this element are descriptions of street types and the circulation network map as well as goals and policies addressing existing and future transportation facilities in Palm Desert for pedestrians, bicycles, and transit. This element addresses multi-occupant modes of transportation, identifying local and regional circulation issues, and outlines an open space trail network.



Inspirational pedestrian and bicycle safety and mobility

Health & Wellness

This element presents the community's priorities for realizing a healthier community. It includes goals and policies that address existing community health concerns as well approaches to managing new development to prevent future health issues. It covers topics such as accessible healthcare, air quality, healthy eating, active living, and parks and recreation.

Environmental Resources

This element presents the community's approach for dealing with archaeological and cultural resources, biological resources, water resources, air quality, energy resources, and open space and conservation.

Safety

This element contains the community's approach to reducing the potential risks resulting from natural and environmental hazards such as earthquakes, floods, fire and extreme weather. The element contains goals and policies that will help guide the City's decisions related to new development and the risks to the health, safety, and welfare of local hazards.

Noise

This element addresses the approach for minimizing the community's exposure to harmful noise levels. The element analyzes and quantifies future noise levels. It

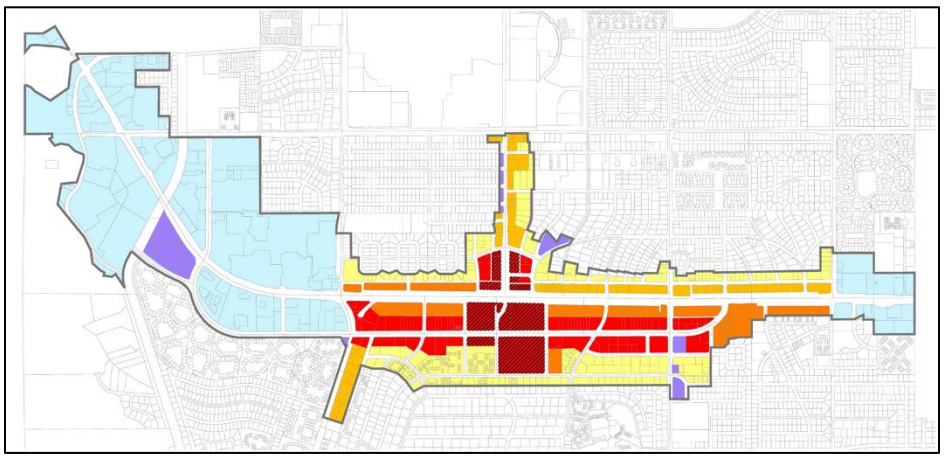
includes a map summarizing the results, and presents goals and policies for managing exposure to excessive noise.

Public Services and Utilities

This element addresses public services and utilities across the City. More specifically, this element includes information regarding water utilities, public buildings and facilities, police and fire protection, schools and libraries, and emergency response.

City Center Area Plan

The City Center Area Plan presents a vision for the future of the greater Highway 111 corridor area, including El Paseo, the San Pablo corridor, and the Civic Center. It provides a vision, a summary of the community input, guiding principles, goals, and policies for transforming the 111 corridor area into Palm Desert's downtown. Implementation actions for the City Center Area Plan are contained within Chapter 12.



City Center Area Plan Development Strategy

Implementation

The General Plan provides a vision for the future of Palm Desert and guidance about how to attain that future. City staff, the City Council, the Planning Commission, and other boards and commissions, as part of their duties to the City, will carry out the goals and policies of the plan. Plan implementation will be achieved through the adoption, implementation and revision of the municipal code, annual budget, capital improvements program, and through on-going decisions about development proposals. Indeed, all City programs, policies and actions must be made consistent with this General Plan to meet state requirements.

To assist with the effort of implementing this General Plan, the final chapter, Implementation, provides a list of actions that the City will undertake to carry out the vision. Each action includes a description, a level of priority, a timeframe for accomplishing the tasks, and the responsible parties for each action. This chapter also includes a list of major physical improvements known at the time of writing and indicators to measure the successful implementation of the General Plan.

Inspirational multi-family housing

Inspirational mixeduse

Housing Element

In addition to the above chapters, the General Plan also includes the State-mandated Housing Element. Since the Housing Element is updated more frequently than the rest of the General Plan, it is contained in a separate volume and is not being updated at this time.

How to Use this General Plan

Each element of the General Plan is organized with the following sections:

- **Intent and Overview** A summary of the scope and purpose of the element.

- **Statutory Requirements** A short explanation of the mandatory state requirements for each element – what must be included in the section to be certified as a legally binding document.

- **Context** A summary of the issues facing the community. The issues serve as background for the goals and policies and are derived from the Existing Conditions Report prepared as part of this General Plan update.

- **Goals and Policies** Each element contains goals and policies responding to the key issues associated with achieving the community's vision, and are intended to provide clear direction in how the City will implement the overall vision of this plan.

Together, the General Plan language creates a hierarchy of goals and policies that will be mandated, encouraged, or allowed by the City over the next 20 years.

Goals and Policies

Each element of this General Plan contains goals and policies. Implementation actions are included in Chapter 12 "Implementation," but are organized by the same topics as each chapter. All of these guide decision-making and are defined as follows:

- **Goals** Overall statement describing the envisioned end state for the community. Goals are broad in both purpose and aim, but are designed specifically to establish directions and outcomes. The following is an example of a goal:

  > Land Use Goal 1: Quality Spaces. A beautiful city with a balance of high quality open spaces and high quality urban areas.

- **Policies** Specific position statements that support the achievement of goals and serve as guides to the City Council, Planning Commission, other City commissions and boards, and City staff when reviewing development proposals and making other decisions. Policies seek to achieve the goals by mandating, encouraging, or permitting certain actions. Certain policies are critical and must be implemented. Thus, compliance with the policy or action is mandatory. Language used to describe this intent includes will, must, require, prohibit, conduct, maintain and implement. Other policies are strongly encouraged by the City, but total implementation may not be possible, thus compliance is not mandatory. Language used to describe this intent

includes should, may, encourage, consider, explore, allow, discourage and promote. The following is an example of a policy in the Palm Desert General Plan:

> Land Use Policy 1.1: Phasing of public facilities. Require new parks, open spaces and public facilities be constructed concurrent with, or prior to, the development of each neighborhood. All required parks, open spaces and public facilities should be constructed before 75 percent of the dwelling units are constructed.

Maps, Diagrams, and Graphics

The General Plan is supported by a variety of maps, diagrams and illustrations, which reinforce the text of each element. Graphics are incorporated into the General Plan to delineate land use and circulation patterns, community focal points, open space and recreation facilities, biological and cultural resources, and areas requiring special consideration or study. Important or significant environmental resource and hazard areas are also mapped, as well as public and quasi-public facilities. These official maps carry equal authority to the goals and policies of the General Plan.

Consistency with the General Plan

Development proposals and infrastructure projects must be analyzed and tested for consistency with the goals, policies, and programs in every applicable element of the General Plan, regardless of whether they are initiated by a developer or the City. On an ongoing basis, the City must assure and maintain consistency of the General Plan with adopted Specific Plans and the City Zoning Ordinance. Similarly, each year, the Capital Inprovements Program shall be reviewed by the Planning Commission to ensure the City's planned infrastructure investments are consistent with this General Plan. This test of General Plan compliance is also a required criterion for determining significant impacts under the provisions of the California Environmental Quality Act.

Interpretation of the General Plan

In the event uncertainty exists regarding the location of boundaries of any land use category, proposed public facility symbol, circulation alignment, or other symbol or line found on the official maps of the General Plan, the following procedures will be used to resolve such uncertainty.

Boundaries shown in the General Plan and on official maps as approximately following the limits of any municipal corporation are to be construed as following these limits. Boundaries shown as following or approximately following section lines, half or quarter section lines shall be construed as following such lines.

Where a land use category applied to a parcel is not mapped to include an adjacent street or alley, the category shall be considered to extend to the centerline of the right of way. Boundaries shown as separated from, parallel, or approximately parallel to any of the features listed above shall be construed to be parallel to such features and at such distances therefrom as are shown on the map. Symbols that indicate appropriate locations for proposed public facilities are not property-specific. Rather, they indicate only the general area within which a specific facility should be established.

Maintenance and Update of the General Plan

The Palm Desert General Plan will be implemented over an extended period of time (20+ years, with a time horizon of 2040). During this time, the long-range planning efforts for Palm Desert will continue using the goals and objectives as a guide. However, a general plan is a living document, and presents the outcomes desired by the community based on their current goals and local conditions. As the city grows and changes, it may become necessary to amend specific policies and implementation actions as economic and demographic conditions change while new ideas about growth and conservation are formed. In fact, State Law encourages annual reviews of implementation actions and recommends that the entire General Plan be thoroughly reviewed every five years to ensure it is still consistent with the community's goals.

Any part of a general plan may be amended to accommodate changing conditions. Property owners, the Planning Commission, the City Council, or City staff may propose amendments. Proposed changes must be reviewed by the Planning Commission and the City Council at public hearings and the potential of environmental impacts must be evaluated in accordance with the California Environmental Quality Act.

Community members, neighborhood groups and local organizations are encouraged to get involved in the on-going planning efforts of the City and to participate in the implementation of the General Plan. By active, thoughtful involvement, residents can be part of the process of shaping and growing Palm Desert to make it an even more active, prosperous and welcoming city than it is today.

Annual Review

California Government Code requires that the planning agency "render an annual report to the legislative body (City Council) on the status of the Plan and the progress in its implementation" (Section 65400(b)). State law further requires that the Housing Element be reviewed and updated at least once every eight (8) years. As part of this review, the City will consider progress in the context of the indicators presented within this General Plan. Similarly, each year, the Capital Improvements Program shall be reviewed by the Planning Commission to ensure the planned infrastructure investments are consistent with this General Plan.

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3. LAND USE & COMMUNITY CHARACTER

Overview

This Element provides a long-term vision, goals and policies for land use and development in Palm Desert over the next 20 to 30 years. Topics covered include land use designations, economic development, natural and built environment connections, higher education, historic preservation, local arts, local employment, resorts and tourism, and walkability.

Example of outdoor seating

Examples of an outdoor plaza and gathering space

Statutory Requirements

California law (Government Code Section 65302(a)) requires that a city's general plan include:

"… a land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry and open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, public buildings and grounds, solid waste disposal facilities and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan."

The required land use element has the broadest scope of the required elements of a general plan, regulating how all land in a city is to be used in the future. To fully reflect the range of physical attributes that are important for Palm Desert's success, this chapter also contains goals and policies to guide urban form and design.

Context

Palm Desert has grown to be a very desirable community with a high quality of life and robust economy. Much of this success is due to the careful planning of its land use and transportation system, realizing a diversity of uses and industries all framed by preserved hillsides and desert open space.

The General Plan area covers 44,533 acres, or 69.9 square miles. The City's corporate boundaries include 17,256 acres, while 27,277 acres, or 42.6 square miles, constitute the City's sphere of influence. Within the city, there are approximately 2,700 acres of undeveloped land, much of which is in the northern portion of the city.

The city currently offers a wide range of housing opportunities, from rental apartments to multi-million dollar estates. Like many California communities, much of Palm Desert's housing was constructed in a suburban context in which value is in part derived from the separation and isolation of neighborhoods from the rest of the city. This trend is most striking when viewing a map of the city's gated communities and has likely contributed to Palm Desert's success at attracting seasonal residents.

During the last General Plan cycle, the City initiated the development of the California State University and University of California campuses, expanding the city's educational opportunities. This move presents great educational, economic, and overall quality of life offerings. However, to fully capitalize on the opportunity, the City will need to make sure it appropriately plans for enough land in the vicinity of the universities to accommodate new students, faculty, and university supportive businesses. Additionally, it will be very important for the City to ensure that all new development in the area is interconnected so as to form a cohesive university area.

Palm Desert has also concluded that the development of the Highway 111 corridor area into a downtown presents an important opportunity for maintaining and improving the City's position as a premier destination for tourists, visitors, and shoppers. The City's strategy is to focus on retail business retention and the redevelopment of underutilized commercial areas in order to protect and grow Palm Desert's market position. The City's strategy also includes transitioning the Highway 111 corridor into a walkable City Center district where visitors and residents alike can employ a "park once" approach. In part, this approach is based on leveraging the success of the walkable "Main Street" form and character of El Paseo. The City is also responding to strong market and demographic trends, driven by the Baby Boomer and Millennial generations, exhibiting strong demand for walkable, connected places over isolated, automobile-oriented places. As such, this General Plan contains strategies that emphasize the connectivity between housing, jobs, and services as well as the City's desire to enhance resident mobility through high quality transit and transit-supportive development. In sum, this strategy aims to create a true downtown, enhancing the city's identity, quality of life, and economic competitiveness.

As the city continues to grow, infill development will be a critical land use strategy. This strategy will allow the city to continue to grow and allow the city to continue to protect and preserve its hillsides and natural environment. These amenities create the striking natural beauty that is at the heart of Palm Desert's identity.

General Plan Designations

The General Plan sets forth land use designations that indicate the purpose and intended use for each parcel within the city. These designations are developed to provide clear, yet flexible, structure that adapts to changing economic conditions and community vision. The land use designations are organized into categories in the tables below.

There are five broad categories of land use designations—residential, mixed use, commercial, industrial, and public uses. Given the City's broad place-making goals and the community's interest in shape the form and character of their city, these broad categories have been grouped into three place types: neighborhoods, centers, and districts. Each land use designation provides direction on use, intensity/density, form, and character.

Examples of a walkable city center

Examples of neighborhood types

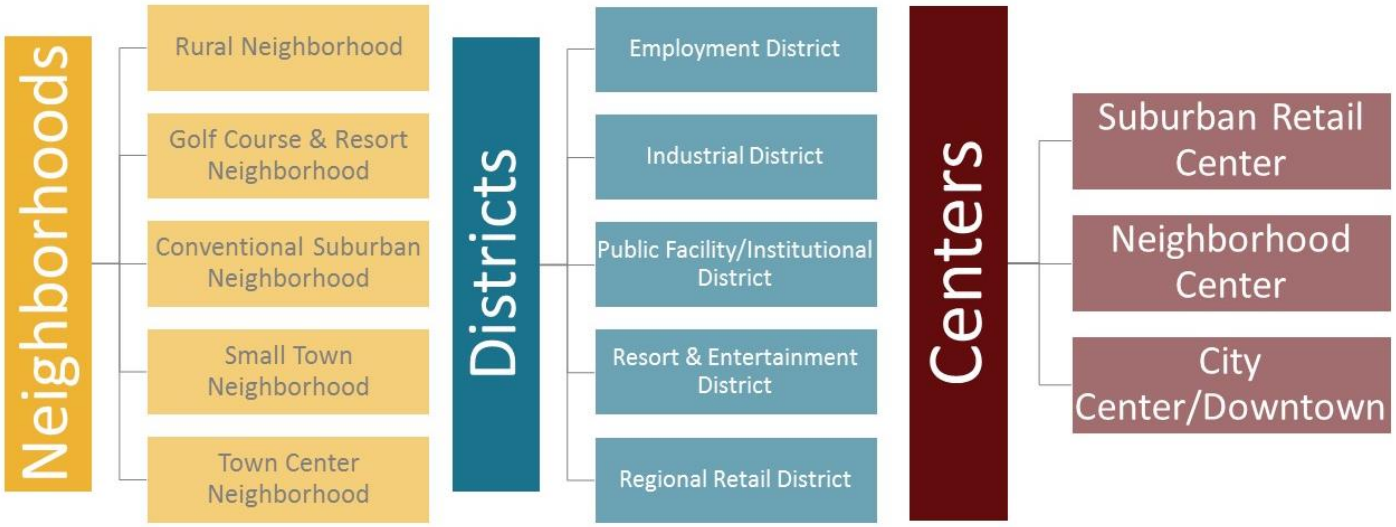
The place type category definitions are as follows:

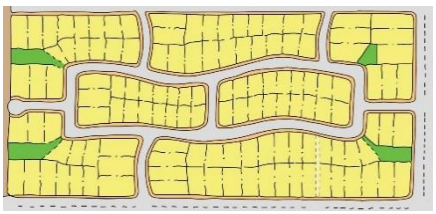
Neighborhoods are the basic building block of great cities and this General Plan identifies a range of neighborhood types. Neighborhoods are developed areas with a balanced mix of human activity with uses including dwellings, workplaces, shops, civic buildings, and parks. The vision of the Plan is to create complete, compact and connected neighborhoods that provide a high quality of life for residents. Neighborhoods are the basic building blocks of a livable Palm Desert. A Palm Desert neighborhood should mix a variety of residential types within a walkable network of green streets and parks, well-connected to parks, schools and neighborhood centers to serve daily shopping needs. Our neighborhoods must provide safe, attractive and comfortable places to live and play. The neighborhood designations presented in the following pages call for the development of such traditional neighborhoods throughout the city.

Districts are areas of the city that are dominated by a single activity that is functionally specialized with supportive uses and are somewhat more automobile-oriented. They differ from Neighborhoods and Centers in that most important physical characteristics are the connectivity through the area and the way the districts adjoin (and potentially impact) adjacent uses. Districts play an important role in a city since they are the primary retail and entertainment areas (Regional Retail and Resort and Entertainment), and provide jobs and economic development opportunities (Employment and Industrial). The Resort District also provides an opportunity for the City to capitalize on the part-time living and hospitality economic sectors.

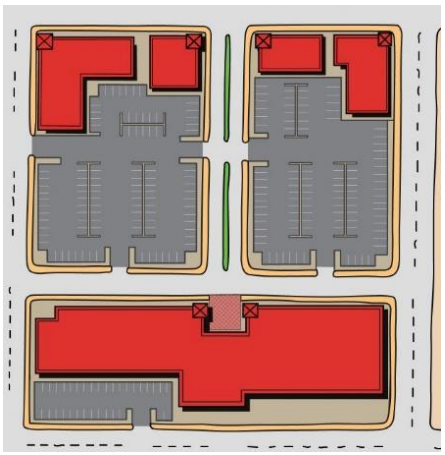
Centers are mixed-use areas with a compact and walkable environment that are generally located on the City's corridors serving as both connectors and transitions between neighborhoods and districts. Some Centers are retail and service commercial oriented and provide concentrations of jobs, civic and cultural uses. Multi-family residences may also be integrated into Centers, often on upper floors of buildings above ground-floor businesses. Centers are the primary places of commerce, neighborhood-serving retail, arts and culture and civic activities. There are a variety of centers ranging from walkable, mixed-use Neighborhood Center to Downtown. Centers are characterized by the urban and walkable character and their mix of uses.

In addition to the required information on allowed land use and intensity of development, the General Plan land use designations provide more detailed information on the built form and character of the uses than is typically found in a general plan. With the exception of the Public and Specific Plan designations (which are described more generally), each designation has policy guidance on:

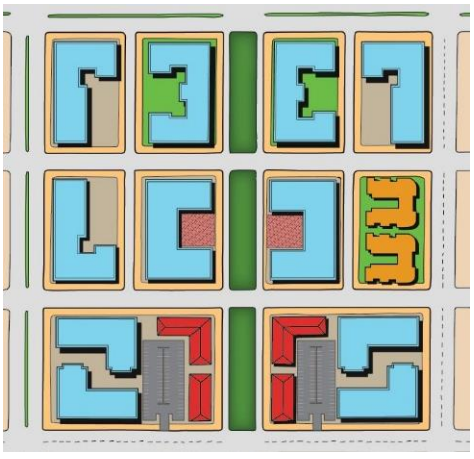




Above: Spanish Walk is an example of a neighborhood within Palm Desert, below: Typical diagram of a neighborhood.



Above: Westfield Mall is an example of a district within Palm Desert, below: Typical diagram of a district

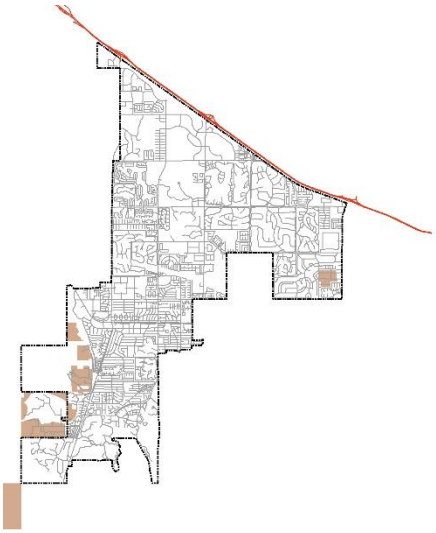


Above: El Paseo is an example of a center within Palm Desert, below: Typical diagram of a center

- **Intent and Purpose.** This describes the overall purpose of the land use designation.
- **Intended Physical Character.** This describes the intended physical form and character that new development will take.
- **Development Intensities.** The intensity of development as measured in dwelling units per acre for residential development and floor area ratio (FAR) for non-residential development.
- **Allowed Uses.** The allowed land uses and their general distribution are summarized on each land use designation sheet.
- **Network and Connectivity.** This includes descriptions and metrics for ensuring a high level of connectivity in the transportation system.
- **Streetscape and General Character.** A description of the roadways desired in each designation is included. This description works in concert with the policies and street types in the Mobility Element.
- **Open Space.** This includes descriptions of the range of parks and open spaces desired. Additional detail on specific park types is provided in a separate table presented in the Environmental Resources Element. (See Table 5-1.)

Allowed Land Use Legend

SF	Single Family Residential	REC	Recreational
MF	Multi-Family Residential	GOV	Governmental
B&B	Bed & Breakfast Inn	IND	Industrial
AG	Agricultural uses	LR	Large Retail
SR	Small Retail	R&D	Research & Development
MH	Mobile Home		



Rural Neighborhood

Intent & Purpose

To conserve nature while providing the lowest intensity and amount of neighborhood development.

Development Intensities

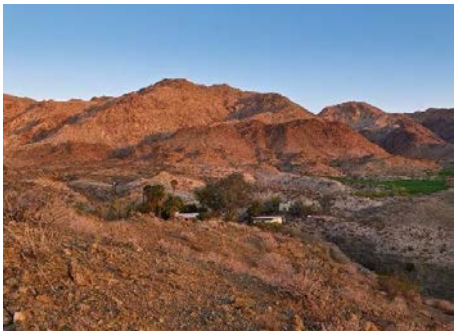
DU/AC: 0.05 to 1.0
Commercial FAR: N/A

Allowed Land Uses

SF B&B AG

Uses are primarily single-family residential. Limited commercial activity may be allowed in the form of focused specialty lodging such as a bed & breakfast inn with minor commercial/retail.

Uses such as guest houses, churches, schools, family day care homes, public facilities, and others which are determined to be compatible with and oriented toward serving the needs of rural, low-density neighborhoods may also be allowed.



Intended Physical Character

Streetscape and Connectivity

Streetscapes are natural, with gutterless shoulders defined by informal tree arrangements and natural street edges. Street alignments are relatively informal with moderate interconnectivity. Some dead end roads may be warranted to preserve existing topography and/or natural environment.

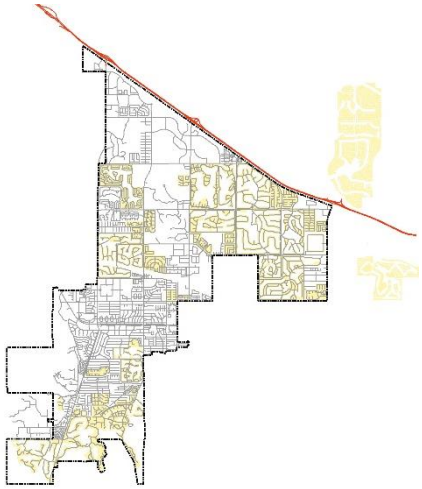
Parks and Open Space

Open space is primarily provided through the natural features being preserved. Residential on-site amenities are welcomed, but not required.

Built Form and Character

Small portions of sites are developed with single-family houses organized around natural areas. Buildings are set back large distances from the natural street edge to provide very large front yards with porches and terraces. Structures are clustered together to leave most of the natural area undisturbed. Open spaces are primarily natural with a single or few clusters of limited numbers of houses. Height of homes are site appropriate (depending on topography and slope).

Golf Course & Resort Neighborhood



Intent & Purpose

To provide lower-intensity neighborhood development that features golf course activity, or similar recreational orientation, and limited commercial uses.

Development Intensities

DU/AC: up to 8.0
Commercial FAR: N/A

Allowed Land Uses

SF MF SR B&B REC

Uses are comprised of a variety of single-family houses and limited multi-family dwellings organized around golf courses and other open space with focused commercial/retail.

Uses such as retail, personal service, care, public facilities, and others which are determined to be compatible with and oriented toward serving the needs of resort-oriented living and recreation may also be allowed.

Intended Physical Character

Streetscape and Connectivity

Streetscapes are suburban and rural with moderate interconnectivity and formal or informal street tree arrangements depending upon the particular street. Ideally, intersection density would not be less than 140 intersections per square mile.

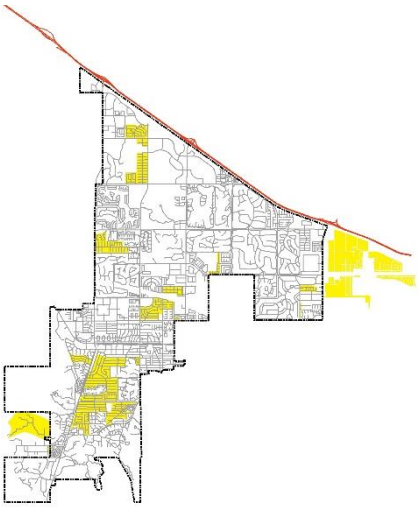
Parks and Open Space

Open space is primarily provided through the golf course(s) or other recreational amenities. In order to provide maximum viewsheds of the golf course(s) for Palm Desert residents, large portions of the golf course(s) are exposed to public view along streets. Other open spaces may be provided throughout the neighborhood including plazas at mixed use areas. Open space preserves some of the natural terrain and features of the desert.

Built Form and Character

Buildings are set back from the sidewalk to provide large front yards with porches and terraces except in mixed-use areas where buildings are near or at the sidewalk to support outdoor dining and easy view of storefronts. Buildings are a variety of single-family houses and small multi-family and small commercial buildings up to 2 stories focused on plazas.

Conventional Suburban Neighborhood



Intent & Purpose

To provide low intensity neighborhood development that features a limited variety of housing choices. Occurs primarily on valley floor away from steep slopes.

Development Intensities

DU/AC: 3.0 to 8.0
Commercial FAR: N/A

Allowed Land Uses

SF MF

Uses are single-family houses and small multi-family dwellings organized along walkable streetscapes with commercial/ retail activity nearby.

Intended Physical Character

Streetscape and Connectivity

Streetscapes are suburban with formal street tree arrangements and have minimal interconnectivity. Intersection density should be no less than 200 per square mile.

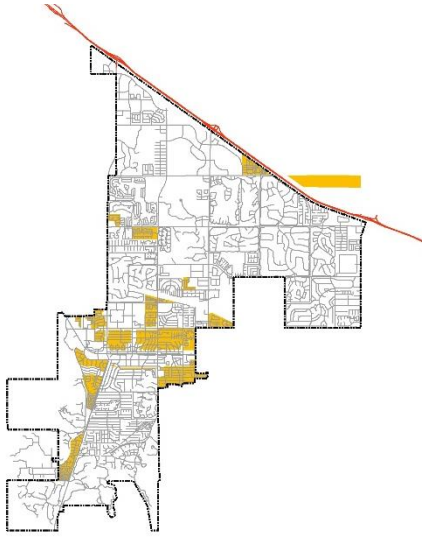
Parks and Open Space

Open space is primarily provided through the generous streetscapes and other open spaces such as parks and fields throughout the neighborhood.

Built Form and Character

Buildings are set back from the sidewalk to provide moderately sized front yards with porches and terraces except in commercial areas where buildings are set back behind parking areas. Buildings are primarily single-story single-family houses. Limited multi-family buildings up to 2 stories are also allowed.

Small Town Neighborhood



Intent & Purpose

To provide moderate intensity neighborhood development that features a variety of housing choices and mixed uses, while preserving or enhancing the existing inventory of 1950's Desert homes.

Development Intensities

DU/AC: 3.0 to 10.0
Commercial FAR: Up to 0.75

Allowed Land Uses

MH SF MF SR GOV R&D

Uses are a variety of single-family houses and small multi-family dwellings organized along walkable streetscapes with limited commercial/retail activity within walking distance. House-scale multi-family is allowed on a limited basis, primarily along corridors.

Uses such as retail, care, public facilities, guest houses, churches, schools, family day care homes, public facilities, and others which are determined to be compatible with and oriented toward serving the needs of neighborhoods may also be allowed and should be focused along corridors.

Intended Physical Character

Streetscape and Connectivity

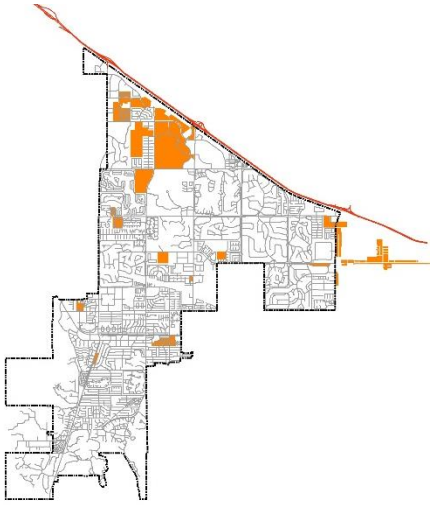
Streetscapes are suburban with formal street tree arrangements and are highly interconnected. Intersection density should be at least 400 per square mile.

Parks and Open Space

Open space is primarily provided through the generous streetscapes and a variety of small, individual open spaces throughout the neighborhood including plazas and open spaces at mixed use areas.

Built Form and Character

Buildings are set back from the sidewalk to provide moderately sized front yards with porches and terraces except in mixed-use areas where buildings are near or at the sidewalk to support outdoor dining and easy view of storefronts. Buildings can be up to 2.5 stories.



Town Center Neighborhood

Intent & Purpose

To provide moderate to higher intensity neighborhood development that features a variety of housing choices, walkable streets, and mixed uses.

Development Intensities

DU/AC: 7.0 to 40
Commercial FAR: 0.5 to 0.75

Allowed Land Uses

Uses are a range of single-family and multi-family residential uses including duplex, triplex, quadruplex, rowhouses, townhouses, courtyard multi-family buildings and small scale multi-family buildings organized along walkable streetscapes with focused commercial/retail activity within walking distance.

Uses such as retail, personal service, care, public facilities, guest houses, churches, schools, family day care homes, public facilities, and others which are determined to be compatible with and oriented toward serving the needs of neighborhoods may also be allowed and should be focused along corridors and main streets.

Intended Physical Character

Streetscape and Connectivity

Streetscapes have an urban character with formal street tree arrangements and are highly interconnected. Mid-block paseos are allowed to provide pedestrian connections from the streets to parking facilities within the blocks. Intersection density should be 400 per square mile.

Parks and Open Space

Open space is primarily provided through the generous streetscapes and variety of open spaces throughout the neighborhood including plaza and other public open spaces in mixed use areas.

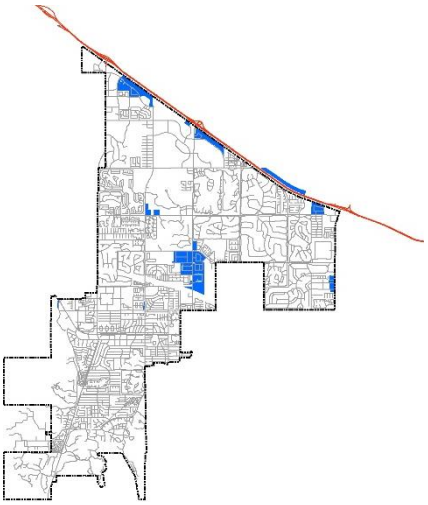
Built Form and Character

Buildings are set back from the sidewalk to provide small to moderate front yards with porches and terraces except in mixed-use areas where buildings are near or at the sidewalk to support outdoor dining and easy view of storefronts. Buildings are a variety of housing choices up to 3 stories and mixed-use buildings up to 3 stories focused at key intersections and/or public open space.

Employment District

Intent & Purpose

To provide a wide variety of office-intensive activity that could include some manufacturing along with research and development opportunities.



Development Intensities

DU/AC: n/a
Commercial FAR: Up to 0.75

Allowed Land Uses

R&D SR MF

A wide variety of office and limited commercial activity along with multi-family dwellings organized along walkable streetscapes. Uses would include professional and medical office, and traditional business park.

Intended Physical Character

Streetscape and Connectivity

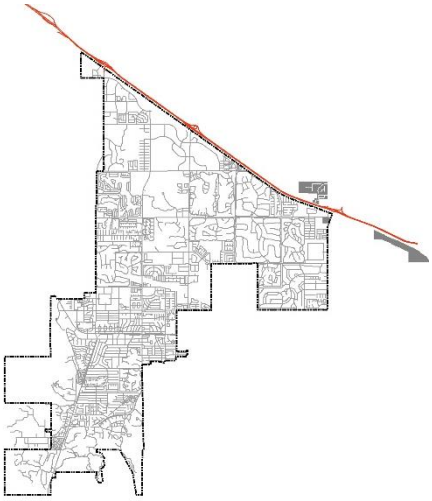
Streetscapes are urban with formal street tree arrangements, on-street parking and are highly interconnected. Larger block sizes are allowed in this district.

Parks and Open Space

Open space is primarily provided through the generous streetscapes and variety of plaza or other open spaces at key gathering areas. Small to moderate sized buildings should be encouraged to consolidate or align shared open spaces. Within larger buildings, open space is provided in the form of courtyards which are shaded by the buildings.

Built Form and Character

Buildings are located near or at the sidewalk to shape the streetscapes and to frame public open space used by employees. In some areas - and particularly in order to attract a large employer - it may be appropriate for several blocks to be joined together as a campus environment with pedestrian-only paths that connect to surrounding streets. Buildings can be up to 3 stories.



Industrial District

Intent & Purpose

To provide a wide variety of industrial activity ranging from light to heavy manufacturing and outdoor assembly including research and development opportunities.

Development Intensities

DU/AC: n/a
Commercial FAR: Up to 0.75

Allowed Land Uses

R&D IND

A wide variety of industrial and limited commercial activity organized on utilitarian industrial streets. Industrial and research & development uses, with support retail and office uses, would be allowed.

Intended Physical Character

Streetscape and Connectivity

Streetscapes are utilitarian with informal street tree arrangements and on-street parking and are interconnected.

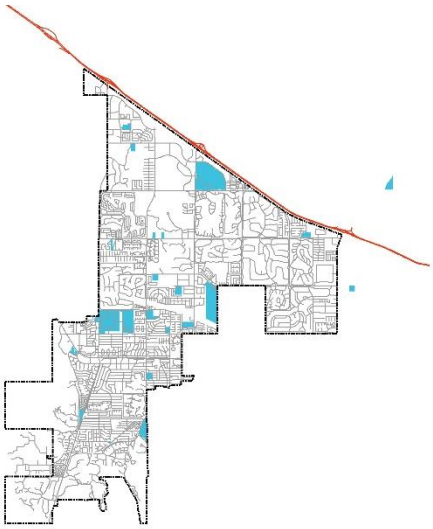
Parks and Open Space

Open space is provided through the planted streetscapes that connect the various parcels.

Built Form and Character

Buildings are near or away from the sidewalk depending upon the type of industrial activity. Utilitarian architecture is appropriate for industrial districts and buildings are single-use industrial or mixed-use buildings up to 2 stories.

Public Facility/Institutional District



Intent & Purpose

To provide for government buildings and school facilities including: civic center, libraries, community centers, senior centers, fire stations, corporate yards, both public and private schools/universities and similar uses.

Development Intensities

DU/AC: n/a
Commercial FAR: Up to 0.5

Allowed Land Uses

GOV

Government buildings and facilities and a wide range of public uses such as public and private schools, higher educational facilities, community centers, and other similar uses.

Intended Physical Character

Streetscape and Connectivity

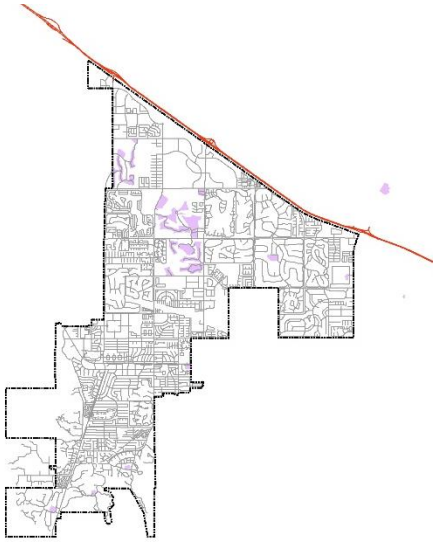
Determined on a case-by-case basis.

Parks and Open Space

Open space is provided on a case-by-case basis. Government buildings are encouraged to provide usable public open space.

Built Form and Character

Determined on a case-by-case basis.



Resort & Entertainment District

Intent & Purpose

To provide for a range of entertainment and resort destination uses that require large amounts of land and that draw visitors to the City such as theme parks, hotels, and sports facilities.

Development Intensities

DU/AC: up to 10.0

Commercial FAR: Maximum of 0.10; exceptions may be made for certain entertainment uses such as theme parks.

Allowed Land Uses

B&B REC SR LR

Lodging, recreation, support retail and commercial services along with specialized entertainment.

Intended Physical Character

Streetscape and Connectivity

Will vary depending upon the core amenities and market niche. Internal residential components should follow the general direction of neighborhoods described herein. Internal pedestrian connectivity should be high. External streets should provide comfortable pedestrian amenities and street trees to shape a continuous public realm. Resorts, due to their reduced vehicular access, should be designed to not unreasonably disrupt the overall connectivity of the City.

Parks and Open Space

Open space is primarily provided through a wide range of types varying from golf courses and sports fields to plazas and mini parks.

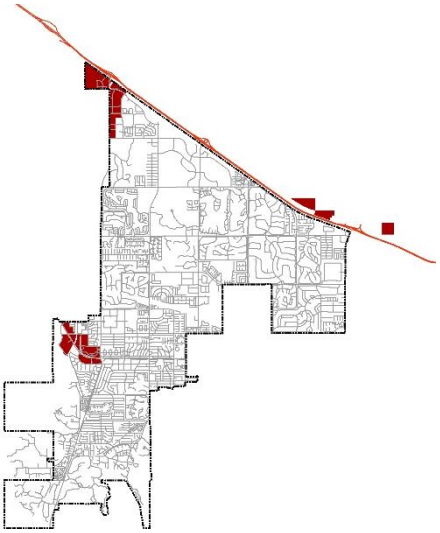
Built Form and Character

Will vary depending upon the core amenities and market niche.

Regional Retail District

Intent & Purpose

To provide large-format retail development along with associated restaurant and commercial service activity. This district is located near major freeway connections and around major intersections.



Development Intensities

DU/AC: 10.0 to 15.0
Commercial FAR: 0.35 to 1.0

Allowed Land Uses

MF SR LR REC B&B

A variety of large-format retail, commercial services, lodging, entertainment, and restaurant activity organized along walkable streetscapes. Multi-family is allowed as a supportive use.

Intended Physical Character

Streetscape and Connectivity

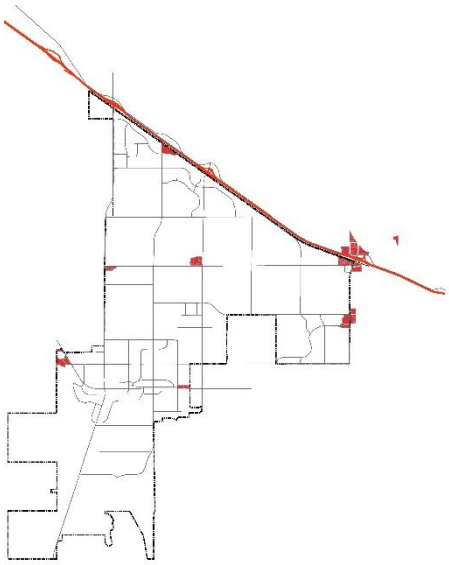
Streetscapes are urban with formal street tree arrangements, on-street parking and are interconnected. In pedestrian-oriented retail environments, larger blocks should be subdivided into smaller "virtual blocks" no longer than 400 or 500 feet.

Parks and Open Space

Open space is primarily provided through the generous streetscapes, though outdoor plazas and green spaces are encouraged.

Built Form and Character

Buildings are entirely near or at the sidewalk to shape the streetscapes or they are partially at the sidewalk to allow for convenient parking while shaping the streetscape. Buildings should have ground-floor shopfronts and are generally attached, with no side yards. Service functions such as loading and trash pickup should occur at the rear. Buildings can be up to 3 stories.



Suburban Retail Center

Intent & Purpose

To provide a concentration of retail businesses--including "big box" and "large format" retailers--in a setting that accommodates the parking requirements of such businesses and balances access by shoppers.

Development Intensities

DU/AC: 10.0 to 15.0 (if housing is included)
Commercial FAR: 0.2 to 1.0

Allowed Land Uses

MF SR LR

Primarily retail and services, sometimes with commercial uses on upper floors, and flexibility of adding housing.

Intended Physical Character

Streetscape and Connectivity

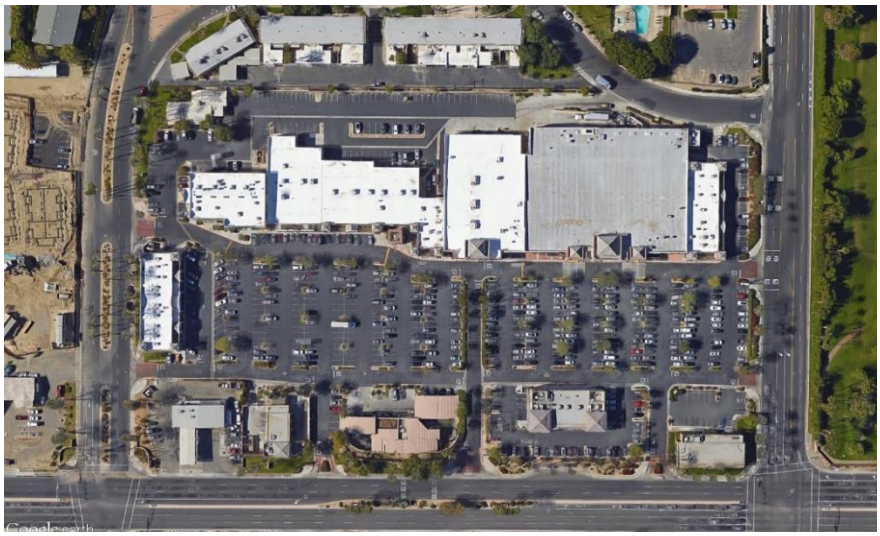
Streetscapes are urban with formal street tree arrangements, on street parking, and are interconnected.

Parks and Open Space

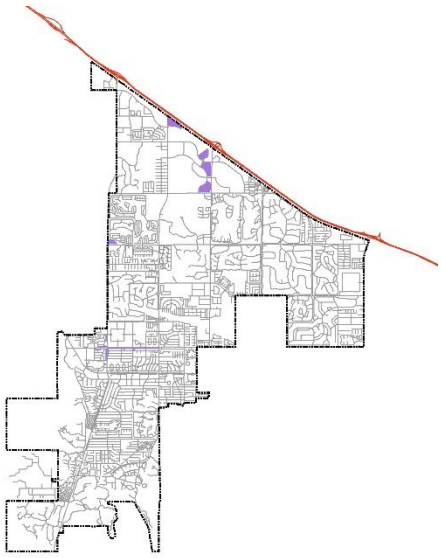
Open space is primarily provided through the generous streetscapes and variety of plaza open spaces at key gathering areas. Open spaces in Suburban Retail Centers should generally be plazas/greens to provide sufficient gathering space for shoppers and visitors. Mini parks may also be appropriate.

Built Form and Character

Single-use commercial or mixed-use buildings up to 3 stories with flexibility of adding housing. Buildings face the street or internal sidewalks with attractive shop fronts.



Neighborhood Center



Intent & Purpose

To provide a concentration of commercial businesses and civic amenities within walking and biking distances of neighborhoods.

Development Intensities

DU/AC: 10.0 to 15.0
Commercial FAR: Up to 0.5

Allowed Land Uses

MF SR LR

Primarily neighborhood-serving retail and services. Allowed uses include retail, professional office, local-oriented uses, including supermarkets, retail stores, theaters, restaurants, professional and medical offices, and specialty retail stores, and flexibility of adding housing. Residential uses are secondary uses found on upper floors of mixed-use buildings and in multi-family buildings at the edge of the center where it transitions to the adjoining neighborhood.

Intended Physical Character

Streetscape and Connectivity

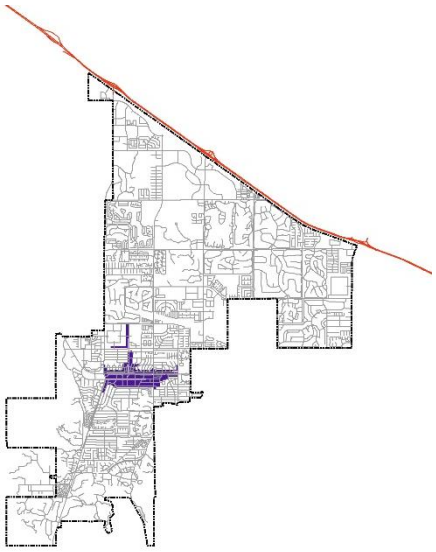
Streetscapes are urban with formal street tree arrangements, on-street parking, and are interconnected. Streets within the center should connect to neighborhood streets to provide convenient access for nearby residents as well as motorists.

Parks and Open Space

Open space is primarily provided through the generous streetscapes and variety of plaza open spaces at key gathering areas.

Built Form and Character

Buildings should be comprised of a variety of mixed-use buildings up to 3 stories with the flexibility of adding housing. Buildings are near or at the sidewalk to shape the streetscape and to frame public open space and streets.



City Center/Downtown

Intent & Purpose

To provide high intensity mixed-use development anchored by civic, cultural, entertainment, retail and dining activity that features a variety of building sizes and housing choices.

Development Intensities

DU/AC: 12.0 to 40
Commercial FAR: Up to 2.5

Allowed Land Uses

MF LR SR GOV B&B

A variety of civic, cultural, entertainment, retail, restaurant, and commercial services activity along with multi-family dwellings organized along walkable streetscapes. Ground floor uses include retail, restaurant, service, and office uses, while upper floors accommodate residential and office uses. Residential uses are prohibited on ground floors.

Intended Physical Character

Streetscape and Connectivity

Streetscapes are urban with formal street tree arrangements, on-street parking and are highly interconnected.

Parks and Open Space

Open space is primarily provided through the generous streetscapes and variety of plaza open spaces at key gathering areas. Within larger mixed-use or multi-family buildings, open space is provided in the form of courtyards which are shaded by the buildings.

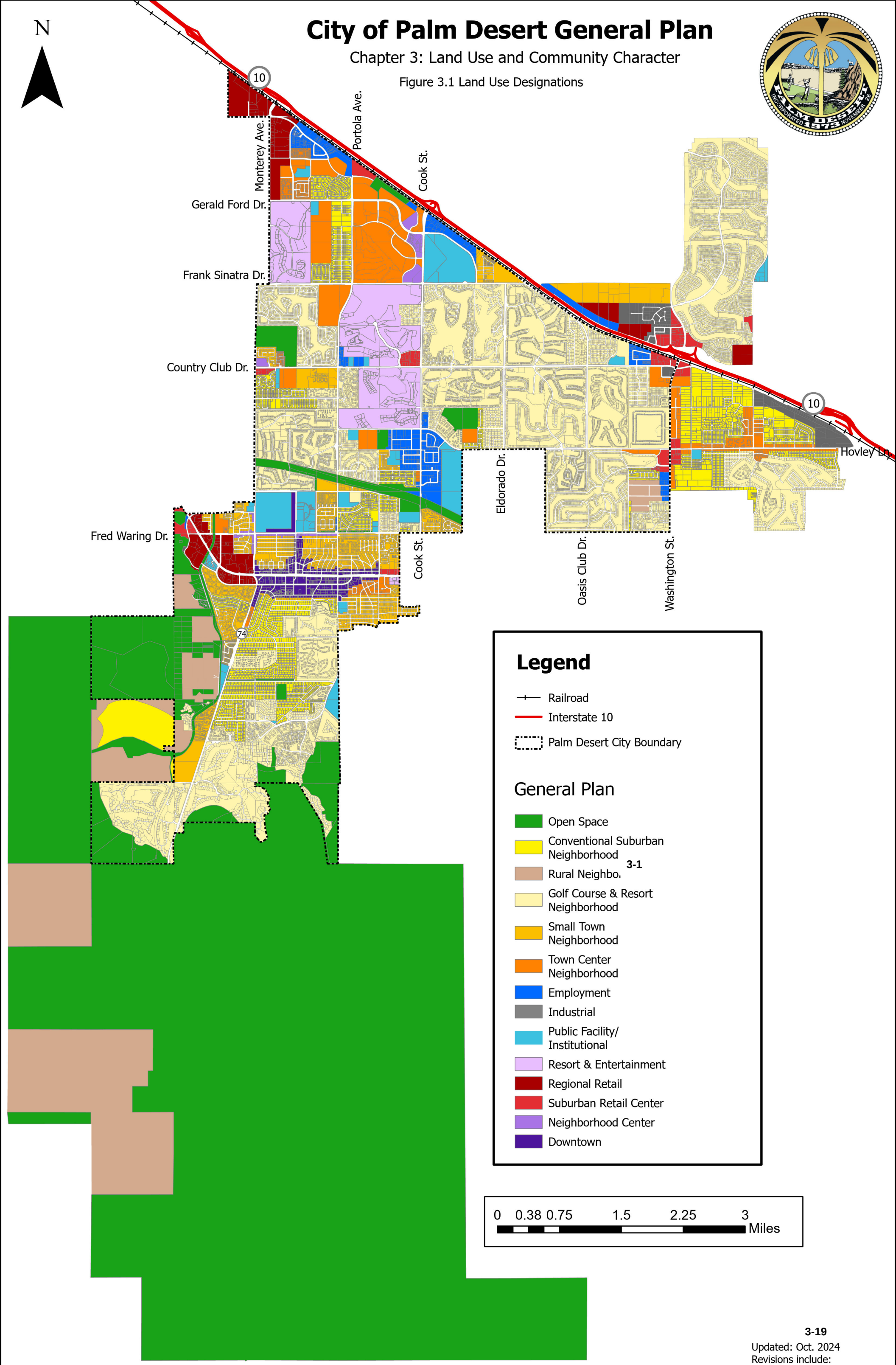
Built Form and Character

Buildings are near or at the sidewalk to shape the commercial streetscapes, support outdoor dining and for easy view of storefronts. Smaller buildings face streets and public gathering spaces. Buildings are typically mixed-use up to 3 stories with taller buildings up to 5 stories focused at key intersections and/or public open space. A variety of housing choices, including lodging, up to 5 stories, are also allowed.

City of Palm Desert General Plan

Chapter 3: Land Use and Community Character

Figure 3.1 Land Use Designations



Updated: Oct. 2024
Revisions include:
Ordinance 1369 (GPA21-0001)

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Goals and Policies

Goal 1. Quality Spaces. A beautiful city with a balance of high quality open spaces and high quality urban areas.

Policies

1.1 **Scale of development.** Require new development along the city's corridors use design techniques to moderate height and use and ensure compatible fit with surrounding development.

1.2 **Open space preservation.** Balance the development of the city with the provision of open space, and especially the hillsides surrounding the City, so as to create both high quality urban areas and high quality open space.

1.3 **Traffic generation.** Balance medium and high intensity/density development with pedestrian-oriented and bicycle friendly design features so as to maximize trip and VMT reduction.

1.4 **Phasing of public facilities.** Require new parks, open spaces and public facilities be constructed concurrent with, or prior to, the development of each Neighborhood. All required parks, open spaces and public facilities should be constructed before 75 percent of the dwelling units are constructed.

1.5 **Hillside Development.** Limit development and grading in areas with slopes greater than 20 percent and limit the density and intensity of development in areas with slopes of between 10 and 19 percent.

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.

Goal 2. Human-Scaled Design. A city designed for people, fostering interaction, activity, and safety.

Policies

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 in accordance with best practices for night sky protection.

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, drinking fountains, 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:

- Requiring that the ground floor frontage be oriented to and accessible from the sidewalk.
- 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;
- Minimizing vehicle intrusions across the sidewalk;
- Allowing for the development of outdoor plazas and dining areas;
- Discouraging new surface parking lots; and
- Locating parking (surface or structured) behind buildings, wherever feasible.
- Address parking on a regional basis to maximize efficiency.

2.10 **Auto-oriented uses.** Consider allowing 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), in places that are clearly automobile oriented, ensuring that such uses 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 automobile operation at the expense of pedestrian and bicycle operation.

2.12 **Destination Accessibility.** Direct the development of new centers, parks, schools, and similar destinations so as to provide all residences within town ¼ mile to at least two amenities.

Goal 3. Neighborhoods. Neighborhoods that provide a variety of housing types, densities, designs and mix of uses and services that support healthy and active lifestyles.

Policies

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:

- Contain short, walkable block lengths.
- Contain a high level of connectivity for pedestrians, bicycles and vehicles where practicable.
- 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 quarter-mile from this focal point.
- Have goods and services within a short walking distance.
- Contain a diversity of housing types, where possible.
- Have homes with entries and windows facing the street.
- Have a grid or modified grid street network (except where topography necessitates another street network layout).
- 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 five acres, require that a diversity of housing types be provided and that these housing types be mixed rather than segregated by unit type.

3.5 **Housing affordability.** Ensure affordable housing is distributed throughout the City to avoid concentrations of poverty and to be accessible to jobs.

3.6 **Senior housing.** Encourage the development of senior housing only in neighborhoods that are accessible to public transit, commercial services and health and community facilities.

3.7 **Walkable neighborhoods.** Require that all new neighborhoods be 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, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

- Provision of sidewalks. Except within designated rural areas, require sidewalks of at least six feet in width on both sides of streets in neighborhoods and prohibit obstructions that would impede use of the sidewalk.
- Block size. Require new neighborhoods to be designed with blocks no longer than 600 to 800 feet. Exceptions can be made if mid-block pedestrian and bicycle connections are provided.

3.8 **Neighborhood intersection density.** Require new neighborhoods to provide high levels of intersection density. Town Center and Small Town Neighborhoods should strive for 400 intersections per square mile. Conventional Suburban Neighborhoods should strive for at least 200 intersections per square mile.

3.9 **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.

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

3.11 **Connections to key destinations.** Require direct pedestrian connections between residential areas and nearby commercial and public/institutional areas.

3.12 **Tree-lined streets.** Require trees on both sides of at least 60 percent 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 50-100 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. Ensuring the appropriate revenue stream to provide long term maintenance.

3.13 **Shaded sidewalks.** Require shade over at least 30 percent 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.

3.14 **Access to daily activities.** Require development patterns such that the majority of residents are within one-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.

3.15 **Access to parks and open spaces.** Require the design of new neighborhoods and, where feasible, retrofit existing neighborhoods, so that 60 percent of dwelling units are within a ¼ mile walking distance of a usable open space such as a tot-lot, neighborhood park, community park or plaza/green.

3.16 **Neighborhood transitions.** Require that new neighborhoods provide appropriate transitions in scale, building type and density between different General Plan designations.

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

3.18 **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. In the case where soundwalls might be acceptable, require pedestrian access points to improve access from the Neighborhoods.

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

3.20 **Neighborhood preservation.** Preserve and enhance the character of existing residential neighborhoods.

3.21 **Infill neighborhoods.** In existing developed areas of the city, encourage development that repairs connectivity, adds destinations, and encourages complete neighborhoods. This can be achieved by increasing intersection density, reducing block size, providing new community amenities and destinations.

3.22 **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.

Goal 4. Districts. A series of unique, destination-oriented districts that provide space for large-format retail, industrial and resort uses in order to increase access to jobs, provide amenities for residents, and enhance the fiscal stability of the City.

Policies

4.1 **Resorts.** Encourage the development of unique resort complexes. Locate resorts in areas of the city where citywide connectivity will not be negatively affected by the design of the project.

4.2 **Resort design and connectivity.** Allow resorts to be designed as isolated and gated developments as long as through traffic and external connectivity occurs at distances of no greater than 1,300 feet. Exceptions to this may be made where external connection is not possible because of steep slopes, or natural or man-made barriers.

4.3 **Regional retail districts.** Facilitate major regional serving commercial centers that provide a mix of uses in a pedestrian oriented format and become vibrant destinations for people to live, work, shop and congregate. Allow a wide variety of uses to locate in Regional Retail Districts including destination retail centers, mixed-use town centers, and hotels, among other uses.

4.4 **Regional retail district design.** Allow for significant flexibility in the design of Regional Retail Districts so long as city-wide and project-level connectivity standards are met, the uses do not adversely affect adjacent uses and accommodations are made for pedestrians, bicycle and transit users. Design internal streets and parking into blocks and require sidewalks along both sides of these streets.

4.5 **Suburban retail design.** Design new suburban retail to be pedestrian-friendly with buildings that front internal streets and public sidewalks and with buildings facing major roadways. No more than 50 percent of the frontage on streets may be parking lots.

4.6 **Industrial compatibility.** Where industrial uses are near existing and planned residential development, require that industrial projects be designed to limit the impact of truck traffic on residential areas.

4.7 **Impact of industrial development.** Require new development within the city's industrial areas be designed for compatibility with surrounding uses to minimize impact and cultivate connectivity with each district.

4.8 **Design of employment districts.** Design Employment Districts to be urban in character with compact buildings sited at or near front lot lines, a high percentage of lot coverage, and building facades and entrances directly addressing the street and with a high degree of transparency. Parking lots and large setbacks shall not dominate the frontage of the Employment Districts.

4.9 **School location and design.** Encourage school districts to size, design and locate schools to better enable students to walk or bicycle to them.

4.10 **Civic identity.** Encourage civic buildings and public gathering places to be designed to provide locations that reinforce community identity and support self-government.

4.11 **Role of civic buildings.** Require that civic buildings be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the City.

Goal 5. Centers. A variety of mixed use, urban centers throughout the city that provide opportunities for shopping, recreation, commerce, employment and arts and culture.

Policies

5.1 **Downtown.** Facilitate the development of the Downtown as a vibrant, active downtown that is the civic and cultural heart of the community.

5.2 **San Pablo.** Prioritize the development of San Pablo Street at 111 into a local-serving, vibrant Main Street environment.

5.3 **Diverse centers.** Encourage the development of local and city-wide centers that address different community needs and market sectors. The centers shall complement and be integrated with surrounding neighborhoods.

5.4 **Access to transit.** Encourage the development of commercial and mixed use centers that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips and allow residents without private vehicles to access services.

5.5 **Changing retail format.** Provide incentives to transform existing, auto-oriented suburban centers into neighborhood destinations by adding a diversity of uses, providing new pedestrian connections to adjacent residential areas, reducing the visual prominence of parking lots, making the centers more pedestrian-friendly and enhance the definition and character of street frontage and associated streetscapes.

5.6 **Neighborhood center design.** Design new neighborhood centers to be walkable and pedestrian-friendly with buildings that front internal streets and public sidewalks and with buildings facing major roadways. No more than 50 percent of the frontage on streets may be parking lots.

Goal 6. Corridors and Connectivity. A network of transportation and open space corridors throughout the city that provides a high level of connectivity for vehicles, bicyclists, and pedestrians.

Policies

6.1 **Citywide connectivity.** Establish and preserve a citywide street network throughout the city where through roads occur approximately every one-quarter mile, except where connections cannot be made because of previous large development projects or physical constraints such as railroads, waterways, steep slopes, limited access roadways and similar natural and man-made barriers.

6.2 **Subarea connectivity.** Ensure a high-level of connectivity in all Neighborhoods, Centers and Districts throughout the city. The connectivity shall be measured as block perimeter and in external connectivity on the perimeter of a new development project.

6.3 **Connections between development projects.** Require the continuation of the street network between adjacent development projects and discourage the use of cul-de-sacs except where necessary because connections cannot be made due to existing development, topographic conditions or limited access to transportation systems.

6.4 **Cook Street.** Facilitate the development of Cook Street into a multimodal street that serves as community amenity, connecting both east and west sides of the street, as well as the north and south ends of the city.

6.5 **Unbundled Parking.** Allow and encourage strategies that unbundle parking, reducing or eliminating requirements for on-site parking.

Goal 7. The Arts. A high quality of life and strong community identity enhanced by rich arts and culture programs.

Policies

7.1 **Performing arts.** Encourage the development of facilities and venues for arts and entertainment.

7.2 **Higher education.** Increase coordinated marketing of arts and cultural events at Palm Desert's higher education institutions.

7.3 **Artists' colony.** Encourage the establishment of an artist's colony near the downtown, supporting live-work studios as a form of mixed-use.

7.4 **Artists live/work studios.** Consider incentives for the inclusion of live/work studio space in new developments.

7.5 **Arts and culture district**. Consider the establishment of an arts and culture district.

7.6 **Arts and culture funding**. Consider innovative funding mechanisms to support funding for arts and culture.

Goal 8. Economic Development. A diverse, growing, and resilient local economy.

Policies

8.1 **Long-term economic development**. Support the development and implementation of long-term economic development strategies that seek to establish and keep new businesses.

8.2 **Regional jobs center.** Encourage economic development strategies, especially those that leverage the College of the Desert, California State University, and University of California, which will expand the number of living-wage paying jobs within the city.

8.3 **Jobs-housing balance.** Strive to improve the jobs-housing balance in the city by actively pursuing new employment generating uses for the city.

8.4 **University housing.** Encourage the development of affordable housing to ensure an adequate supply of dedicated housing for students and university and college faculty.

8.5 **Development Incentives.** Consider incentives for new development that provides a substantial economic benefit to the community such as retail sales taxes, transient occupancy taxes or higher-paying jobs. Prohibit the provision of incentives that outweigh the direct benefits from the use.

8.6 **Joint-use.** Promote joint use of public and private facilities for community use, tourism, conference, convention and cultural uses.

8.7 **Natural environment.** Maintain and enhance the natural environment as critical to the attraction of tourists and ensure that new development does not adversely affect the natural environment as a tourist draw.

8.8 **Recreational amenities.** Strategically utilize City recreational investments to create and enhance development opportunities.

8.9 **Convention/retreat center.** Pursue the development of a regional scale conference center adjacent to the university campuses.

8.10 **Adaptive reuse of golf courses.** Support the conversion of struggling golf courses into new, complementary uses. Changes of use will be considered based on their merits and benefits to the surrounding community and city at large and must demonstrate excellence in design and connectivity. The City will consider uses such as:

- Active recreational space,
- Natural habitat restoration,
- Passive open space and trails,
- Community scale agriculture,

- Neighborhood supportive commercial and service uses,
- High quality neighborhoods.

8.11 **Encourage Volunteerism.** Continue to support and encourage ongoing opportunities for volunteerism in City government and throughout the city.

Goal 9. Fiscal Stability. A fiscally sound and sustainable city.

Policies

9.1 **Fiscal impact assessment.** For all major development projects, including but not limited to specific plans, annexations and changes in General Plan designations for areas over 5 acres in size, require a fiscal impact assessment to determine possible fiscal impact of the development project and use the information to formulate conditions of approval for the project.

9.2 **Efficient growth.** Manage growth in a manner that is fiscally sustainable and protects and/or enhances community value.

9.3 **Diverse tax base.** Guide development and public investments to maintain a fiscally sound city with a sustainable tax base and user fees including property tax, sales tax, transient occupancy tax, utilities user tax and user fees that pay for cost of services.

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4. MOBILITY

Overview

This Element describes the City's goals and policies related to transportation. The transportation system, which includes the city's roadways, bus stops, bicycle lanes, sidewalks, and trails, is a key element of daily life. These transportation facilities allow daily travel for work, shopping, school, and recreational purposes. Businesses depend on the deliveries of goods to serve their customers. The ability of Palm Desert to grow depends on a robust transportation network.

The City envisions an interconnected multi-modal transportation system, offering diverse options such as automobiles, public transit, golf carts, bicycling, and walking. These future transportation facilities are described through exhibits and facility typologies provided below.

This interconnected transportation system is also provided within a larger framework of statutory requirements, State and regional agencies, and adjacent cities whose roadways, bike trails, and sidewalks connect to Palm Desert. The Mobility Element describes policies and approaches to provide the city with the flexibility to interact with these constraints in a way that addresses the needs of residents, employees, and visitors.

Example of a well-defined and protected bicycle lane

Example features of a well-connected transportation network

Statutory Requirements

AB 1358 – Complete Streets Act

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multi-modal perspective. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and people with disabilities. For further clarity, AB 1358 tasks the Governor's Office of Planning and Research with release of guidelines for compliance which are so far undeveloped.

SB 375 – Sustainable Communities and Climate Protection Act

On December 11, 2008, the Air Resources Board (ARB) adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related greenhouse gas (GHG) targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the

Example of a scenic bicycle path

Example of traffic calming measures

state comply with AB 32. SB 375 is implemented by Metropolitan Planning Organizations (MPO's) such as the Southern California Association of Governments (SCAG) through plans called Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS). The RTP/SCS describe a series of measures which the MPO, counties, and cities will undertake to address GHG reduction within the context of regional growth.

SB 743 – General CEQA Reform

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. A key element of this law is the potential elimination or deemphasizing of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of the State. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

As noted, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Some alternative metrics were identified in the law including vehicle miles traveled (VMT) or automobile trip generation rates. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the sole basis for determining CEQA impacts

Context

The transportation system in Palm Desert includes diverse elements including roadway systems, bicycle systems, and golf cart facilities, as well as a public transit system providing both local and regional bus service.

Regional connectivity to the City of Palm Desert is provided by Interstate 10, Highway 111, and California State Route 74. Within Palm Desert, major roadways include Highway 111, Fred Waring Drive, Country Club Drive, Frank Sinatra Drive, Gerald Ford Drive, Dinah Shore Drive, Monterey Avenue, Portola Avenue, Cook Street, and Washington Street. Higher volume roadways within the city include Washington Street, (over 40,000 vehicles per day), Monterey Avenue (over 40,000 vehicles per day), Highway 111 (over 30,000 vehicles per day), and Fred Waring Drive (over 30,000 vehicles per day). The City maintains an extensive network of traffic signals along their roadways.

This existing roadway network is supplemented by fixed route bus lines, which are provided by Sunline Transit currently. Sunline also provides paratransit service to supplement this fixed route service. Current service headways range from 20 minutes to 60 minutes during the weekdays. Less frequent service is provided on nights and weekends.

Connections to these roadway and transit facilities are provided through a network of sidewalks and crosswalks. The pedestrian environment in the city can be grouped into three classifications. First, there are multiple locations where there are high levels of

pedestrian accommodations. One example of this highly amenitized environment is found along on El Paseo which has ample sidewalks, shading, and street furniture. The second level of accommodation occurs on roadways like Monterey Avenue where sidewalks are provided but not buffered from adjacent traffic. There are also roadways which currently lack sidewalks, such as portions of Fred Waring Drive and Highway 111.

The city has a robust network of bicycle and golf cart trails throughout the city, which are configured either as exclusive off-street facilities or through on-street designated lanes.

In its current form, the city's transportation system faces a number of challenges including:

- The predominant mode of travel is the automobile;
- The predominant land use patterns make walking, biking, and transit use challenging; and
- There are moderate levels of vehicle congestion, though this may worsen if through traffic increases or there are areas of significant development intensity in the city.

Future Circulation Network

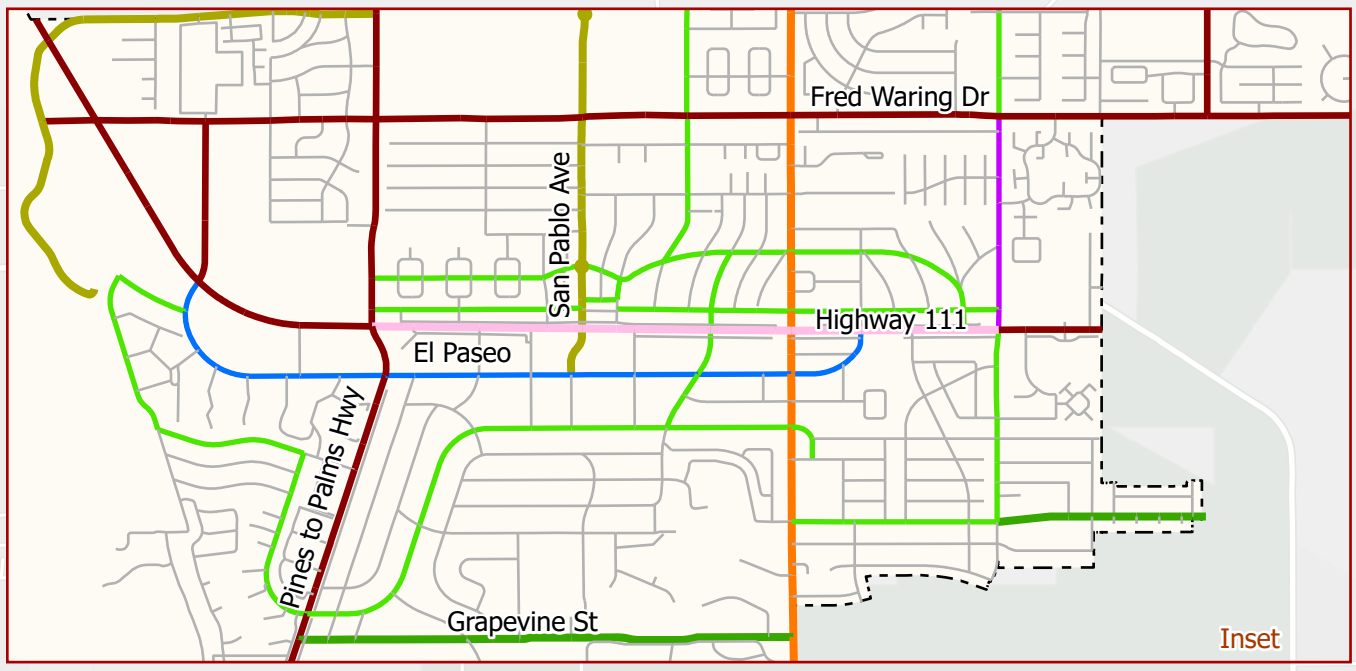
Figure 4.1 documents the proposed roadway network for the city, based on the roadway typologies described below. Figure 4.2 illustrates the proposed bicycle network, and Figure 4.3 proposed golf cart routes, and Figure 4.4 illustrates truck routes through Palm Desert.

Example of well-designed urban streets

City of Palm Desert General Plan

Chapter 4: Mobility

Figure 4.1 Proposed Circulation Network



N

I-10

Monterey Ave

Gerald Ford Dr

Thousand Palms

Rancho Mirage

Portola Ave

Cook St

Frank Sinatra Dr

Tamarisk Row Dr

Country Club Dr

Eldorado Dr

Oasis Club Dr

Washington St

Hovley Ln

Pablo Ave

Fred Waring Dr

HWY 111

Highway 111

El Paseo

Pines to Palms Hwy

Grapevine St

See Inset

Indian Wells

0 0.5 1 2 Miles

- Enhanced Arterial
- Vehicular Oriented Arterial
- Enhanced Secondary Roadway
- Balanced Arterial
- Secondary Street
- Collector Street
- Downtown Collector
- El Paseo
- Local Street
- City Boundary

Updated: Oct 2024
Revisions include:
CC RES 2019-76A

Roadway Typologies

Enhanced Arterials

Enhanced Arterials serve vehicular traffic but also have augmented bicycle and pedestrian facilities. Emphasis is placed on enhanced pedestrian crossings, street trees, and other similar amenities. Speeds are managed through mechanisms such as narrower lanes, shorter blocks, and enhanced landscaping.

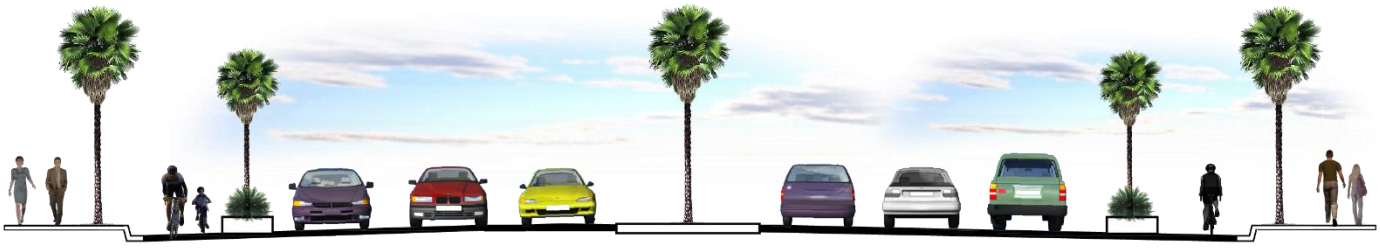
The general cross-section consists of a six-lane divided roadway, including a wide median with trees and landscaping. This facility may provide dedicated left turn lanes as well as a right turn lane where warranted. An Enhanced Arterial is designed to accommodate approximately 45,000 vehicles at Level of Service (LOS) C. A typical cross-section is provided below.

Typical pedestrian facilities found on Enhanced Arterials are wide sidewalks with landscaping and tree shading. Additionally, typical bicycle facilities provided are buffered Bicycle Lanes.

Within Palm Desert, Highway 111, between Monterey Avenue and Deep Canyon Road, is a proposed Enhanced Arterial.

Example of a buffered bicycle lane

Example of a landscaped median



ENHANCED ARTERIAL
(6 LANES, DIVIDED)

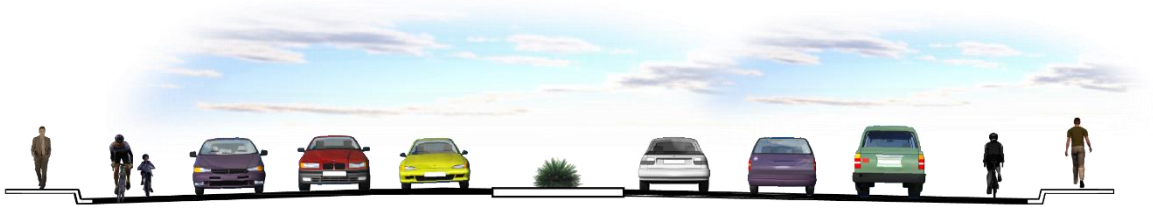
Vehicular Oriented Arterials

Vehicular Oriented 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.

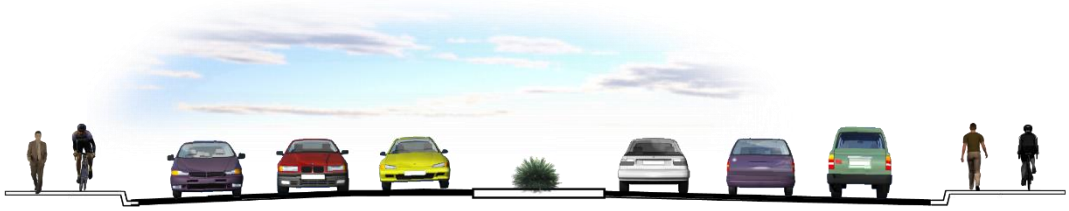
The general cross-section consists of a six-lane divided roadway, including a median with trees and landscaping. This facility may consist of dedicated left turn lanes as well as a right turn lane where warranted. A Vehicular Oriented Arterial is designed to accommodate approximately 45,000 vehicles at Level of Service (LOS) C. Typical cross-sections are provided below.

Typical bicycle facilities found on Vehicular Oriented Arterials are Shared Sidewalks and Bicycle Lanes.

Within Palm Desert, examples of proposed Vehicular Oriented Arterials include (1) Monterey Avenue, (2) Cook Street, (3) Washington Street, (4) Fred Waring Drive, and (5) Highway 111 between the western City boundary and Monterey Avenue and between Deep Canyon Road and the eastern City boundary.



VEHICULAR ORIENTED ARTERIAL
(6 LANES, DIVIDED)
WITH BICYCLE LANES



VEHICULAR ORIENTED ARTERIAL
(6 LANES, DIVIDED)
WITH SHARED SIDEWALKS

Typical bicycle facilities found on Vehicular Oriented Arterials are Shared Sidewalks and Bicycle Lanes.

Cook Street, between Gerald Ford Drive and Frank Sinatra Drive, is designated as a Vehicular Oriented Arterial in this General Plan. It serves vehicles as it provides direct access to/from I-10 as one of only three interchanges within the City (although Portola Road is planned to be a fourth interchange in the future). However, the roadway also bisects the University Area and divides housing and retail from the Cal State campus. Additionally, the current volume on Cook Street (and future volume projections) are more similar to a Balanced Arterial designation rather than a Vehicular Oriented Arterial (e.g. less than 30,000 ADT). As such, Cook Street in this

area needs to have special considerations associated with treatment of the facility and allow the facility to change as land use and vehicle demands change with future development, allowing this short segment of Cook Street to serve as a unifying feature of the Cal State campus and the rest of the University Area rather than a dividing feature. Thus, this General Plan provides guidance on how to manage and configure this segment of Cook Street as an interim condition until such time as all of the roads potential vehicle capacity is necessary. The following approach and metrics have been developed to assist the City in determining when and how the street should change over time:

- The City should maintain sufficient rights-of-way to provide six lanes on Cook Street should it ever be needed;
- In the interim, the City will continue to monitor and study additional access to I-10 (i.e., Portola interchange completion), student population, and bicycle and pedestrian access to the university as triggers for when and whether Cook Street should be treated more like a Balanced Arterial with four travel lanes in each direction;
- To achieve four lanes along the corridor, the City should consider interim improvements that do not jeopardize the ultimate major infrastructure (e.g. curbs, gutter, and drainage facilities) such as paint treatments and movable decorative pots or bollards;
- The City should time the interim Balanced Arterial roadway treatments with new development on Cook Street that is designed and built with an orientation to Cook Street so as to maximize the potential placemaking benefits of an integrated land use and transportation system; and
- The City should monitor Cook Street ADT, as well as overall Citywide demand for I-10 access at all four future interchanges so as to balance the needs of the university and access to I-10.

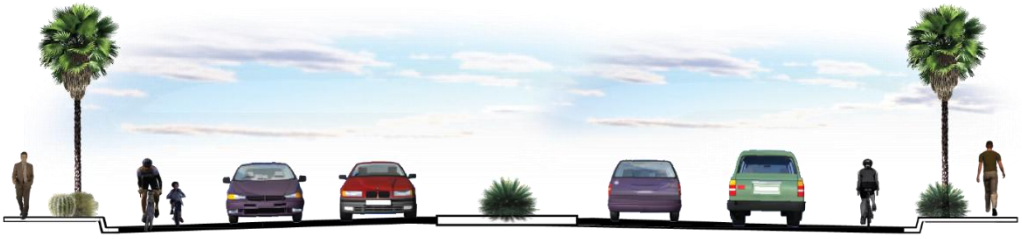
Balanced Arterials

Balanced Arterials strive for a balance between all transportation modalities, including vehicles, bicyclists, and pedestrians. Bicycle and pedestrian facilities are provided, though not at the level of the enhanced arterial.

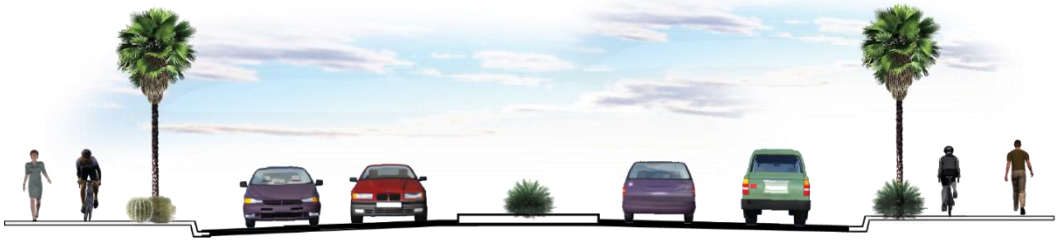
The general cross-section consists of a four-lane divided roadway, including either a median or a two-way left turn lane. This facility may consist of dedicated left turn lanes as well as right turn lanes where warranted. A Balanced Arterial is designed to accommodate approximately 30,000 vehicles at Level of Service (LOS) C. Typical cross-sections are provided below.

Typical pedestrian facilities found on Balanced Arterials are sidewalks with landscaping and tree shading. Typical bicycle facilities are Shared Sidewalks and Bicycle Lanes.

Within Palm Desert, examples of proposed Balanced Arterials include (1) Portola Avenue between Dinah Shore Drive and Haystack Road, (2) Frank Sinatra Drive between Monterey Avenue and Interstate 10, (3) Hovley Lane between Portola Avenue and Washington Street, (4) El Dorado Drive between Frank Sinatra Drive and Hovley Lane, and (5) Gerald Ford Drive between Monterey Avenue and Cook Street.



BALANCED ARTERIAL
(4 LANES, DIVIDED)
WITH BICYCLE LANES



BALANCED ARTERIAL
(4 LANES, DIVIDED)
WITH SHARED SIDEWALKS

Typical pedestrian facilities found on Balanced Arterials are sidewalks with landscaping and tree shading. Typical bicycle facilities are Shared Sidewalks and Bicycle Lanes.

Enhanced Secondary Roadways

Enhanced secondary roadways provide high levels of bicycle and pedestrian amenities, similar to enhanced arterials. Vehicular circulation is accommodated but not emphasized.

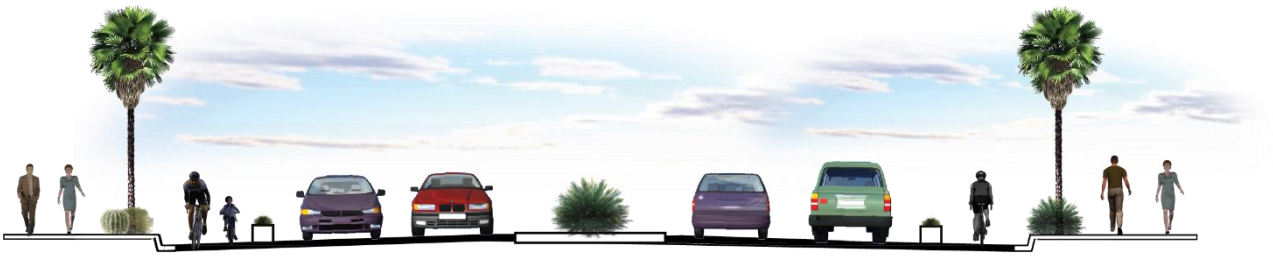
The general cross-section consists of a four-lane divided roadway with a median. This facility may provide dedicated left turn lanes. An Enhanced Secondary Roadway is designed to accommodate approximately 30,000 vehicles at Level of Service (LOS) C. A typical cross-section is provided below.

Typical pedestrian facilities found on Enhanced Secondary Roadways are wide sidewalks with landscaping and tree shading. Additionally, typical bicycle facilities provided are buffered Bicycle Lanes.

Within Palm Desert, examples of proposed Enhanced Secondary Roadways include (1) Gerald Ford Drive, between Cook Street and Frank Sinatra Drive, (2) Magnesia Falls Drive, (3) Parkview Drive, and (4) San Pablo Avenue.

Example of a designated left turn lane with median

Example of a buffered sidewalk



ENHANCED SECONDARY
(4 LANES, DIVIDED)
WITH BICYCLE LANES

Typical pedestrian facilities found on Enhanced Secondary Roadways are wide sidewalks with landscaping and tree shading. Additionally, typical bicycle facilities provided are buffered Bicycle Lanes.

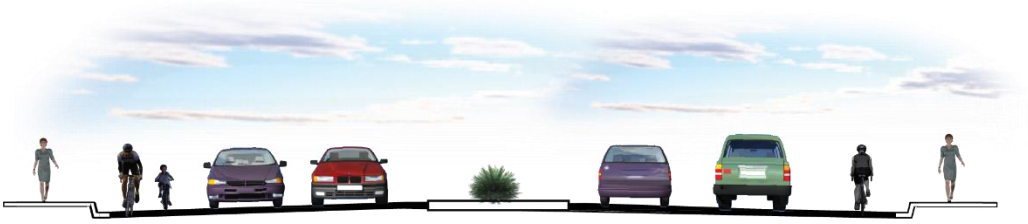
Secondary Streets

Secondary Streets provide a balance between vehicular circulation, property access, and non-automotive modes. Bicycle and pedestrian facilities are provided, but not at the level of the enhanced secondary roadway.

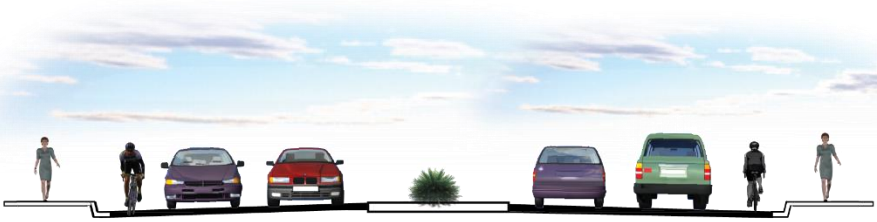
The general cross-section of a Secondary Street consists of a four-lane divided roadway with a median. This facility may provide dedicated left turn lanes. A Secondary Street is designed to accommodate approximately 30,000 vehicles at Level of Service (LOS) C. Typical cross-sections are provided below.

Typical bicycle facilities found on Secondary Streets are Shared Roadways and Bicycle Lanes.

Within Palm Desert, examples of proposed Secondary Streets include (1) Deep Canyon Road between Highway 111 and Fred Waring Drive, (2) Mesa View Drive, (3) Portola Avenue between Mesa View Drive and Haystack Road, and (4) Gateway Drive.



SECONDARY STREET
(4 LANES, DIVIDED)
WITH BICYCLE LANES



SECONDARY STREET
(4 LANES, DIVIDED)
WITH SHARED ROADWAY

Typical bicycle facilities found on Secondary Streets are hared Roadways and Bicycle Lanes.

Downtown Collectors

Downtown Collector streets funnel pedestrian, bicycle, and vehicular traffic to and from neighborhoods to downtown Palm Desert.

The general cross-section of a Downtown Collector street consists of a two-lane undivided roadway. A Collector Street is designed to accommodate approximately 10,000 vehicles at Level of Service (LOS) C. A typical cross-section is provided below.

Typical bicycle facilities provided on Downtown Collector streets are buffered Bicycle Lanes. Additionally, pedestrian facilities include sidewalks with landscaping and enhanced pedestrian-level lighting.

Within Palm Desert, examples of proposed Downtown Collector streets include (1) San Gorgonio Way, (2) De Anza Way, (3) Shadow Mountain Drive, and (4) Deep Canyon Road, between Magnesia Falls Drive and Fred Waring Drive and between Highway 111 and Fairway Drive.

DOWNTOWN COLLECTOR STREET
(2 LANES, UNDIVIDED)
WITH BICYCLE LANES

Typical bicycle facilities of a Downtown Collector street consisting of a two-lane undivided roadway with buffered bicycle lanes.

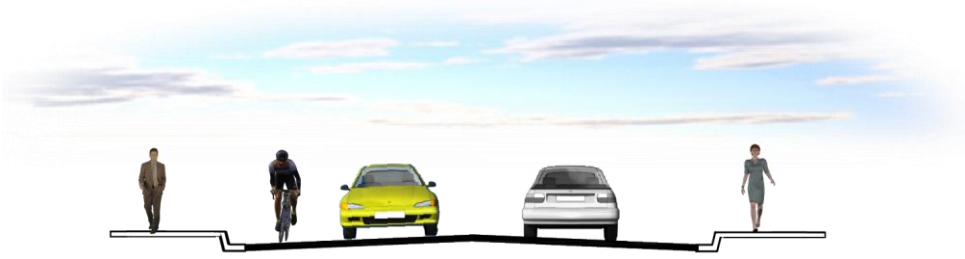
Collector Streets

Collector streets funnel pedestrian, bicycle, and vehicular traffic to Enhanced Arterials, Vehicular Oriented Arterials, Balanced Arterials, Enhanced Secondary Roadways, and Secondary Streets.

The general cross-section of a Collector Street consists of a two-lane undivided roadway. A Collector Street is designed to accommodate approximately 10,000 vehicles at Level of Service (LOS) C. A typical cross-section is provided below.

Typical bicycle facilities provided on Collector Streets are Shared Roadways.

Within Palm Desert, examples of proposed Collector Streets include (1) Grapevine Street, (2) California Drive, (3) Hovley Lane West, between Monterey Avenue and Portola Avenue, (4) College Drive, and (5) Haystack Road.



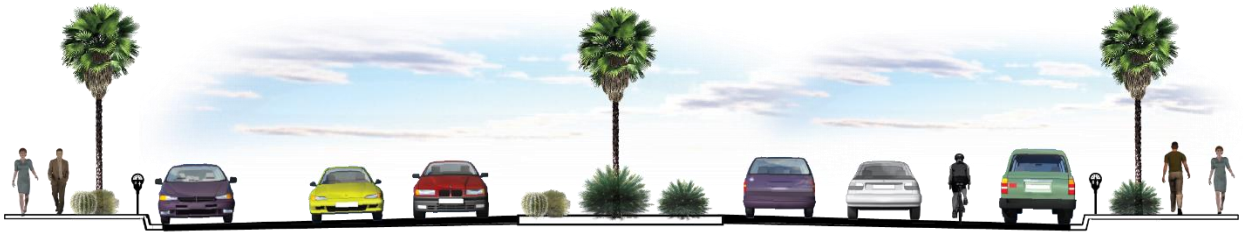
COLLECTOR STREET
(2 LANES, UNDIVIDED)
WITH SHARED ROADWAY

Typical bicycle facilities provided on Collector Streets are Shared Roadways.

El Paseo

El Paseo is a key commercial roadway for the city. This roadway prioritizes property access and includes a very high level of pedestrian amenities.

The cross-section for El Paseo consists of four vehicular travel lanes, two parking lanes, and a wide median with trees and landscaping. Dedicated left turn lanes are provided as well as a right turn lane where warranted. The typical cross-section for El Paseo is provided below. It would also be acceptable and effective to have two lanes, wider sidewalks, and diagonal parking.



EL PASEO
(4 LANES, DIVIDED, WITH PARKING)
WITH SHARED ROADWAY

Typical pedestrian facilities found on El Paseo are wide sidewalks with landscaping and tree shading. Additionally, typical bicycle facilities provided are Shared Roadways.

Figure 4.2 documents the future bicycle and golf cart network within Palm Desert. These routes are for use by bicycles, pedestrians, and slow speed vehicles. Key facility types shown on these maps are described in Table 4-1 below.

Table 4.1 Bike and Golf Cart Typologies

Classification	Description
CV Link	A regional off-street facility for NEV's, bicyclists, and pedestrians. This facility will be overseen and maintained by CVAG.
Class I	These are off-street facilities, which can be shared between golf carts, bicyclists, and pedestrians.
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.
Class III	These are on-street facilities designated through signage that do not provide a separate space.
Class S	These are shared sidewalks that provide facilities for both pedestrians and bicyclists.
CV Link Connectors	These facilities would provide additional connections to the CV Link Facility through signage, crossing treatments, or separate facilities that provide connections from the city to the CV Link Facility.

Figure 4.2 Proposed Bicycle & Golf Cart Network

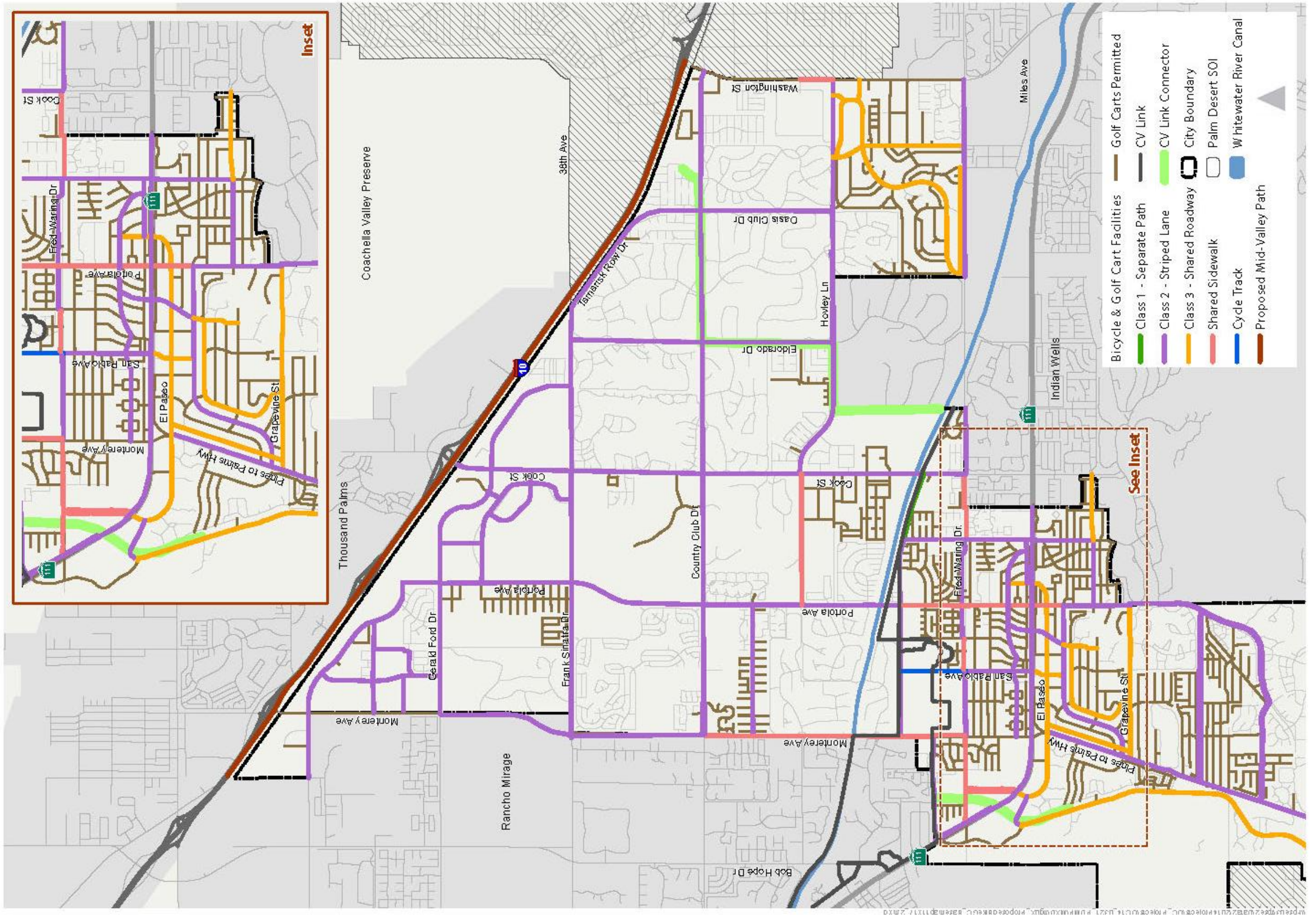
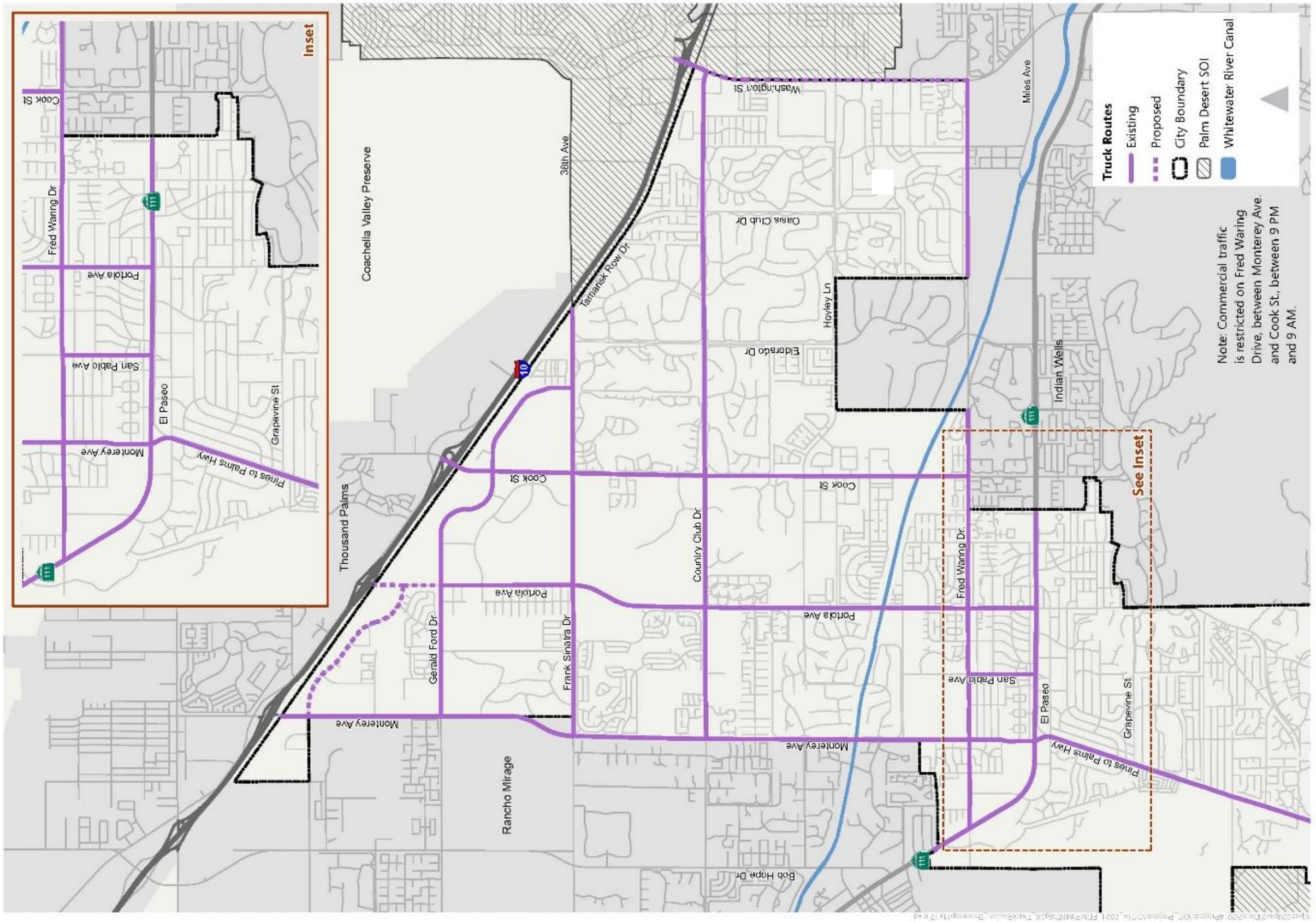


Figure 4.3 Proposed Truck Routes



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Goals and Policies

Goal 1. Livable Streets. A balanced transportation system that accommodates all modes of travel safely and efficiently.

Policies

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.

1.2 **Transportation System Impacts.** Evaluate transportation and development projects in a manner that addresses the impacts of all travel modes on all other travel modes through the best available practices.

1.3 **Facility Service Levels.** Determine appropriate service levels for all modes of transportation and develop guidelines to evaluate impacts to these modes for all related public and private projects.

1.4 **Transportation Improvements.** Consider improvements that add roadway or intersection capacity for vehicles only after considering improvements to other modes of travel.

1.5 **Transportation Network Consistency.** Perform a formal evaluation of any transportation projects to verify consistency with the goals and policies in the General Plan prior to approving funding for those projects.

1.6 **Emergency Vehicle Access.** Evaluate the impacts of transportation network changes on emergency vehicle access and response times.

1.7 **System Efficiency.** Prioritize transportation systems management (TSM) strategies such as signal coordination, signal retiming, and other applicable techniques to limit unnecessary delay and congestion for vehicles.

Goal 2. Parking. An actively managed system of public and private parking facilities that supports future development.

Policies

2.1 **Public Parking Facilities.** Provide new public parking facilities only after applying appropriate techniques to manage parking demand and ensure efficient use of all public and private parking facilities.

2.2 **Parking Management.** Actively manage public parking facilities to ensure that all potential users are benefitting from this civic resource.

2.3 **Parking Cost Effectiveness.** Continue to evaluate supply and demand and implement appropriate strategies to maximize use and cost effectiveness of public parking facilities.

2.4 **Public/Private Partnerships.** Promote the use of joint public and private approaches to parking which might include leasing of private parking lots for short-term or long-term use, using public parking for temporary private functions, or the construction of joint-use facilities.

2.5 **Innovative Parking Approaches.** Allow the use of innovative parking supply and demand strategies such as shared parking, unbundling parking, and other related items within privately owned parking facilities to allow an appropriate level of flexibility for these private land owners.

2.6 **Formal Parking Evaluations.** Perform formal evaluations of parking capacity on a biannual basis to identify areas where parking is under- or over-utilized.

2.7 **Pick-up and Drop-off Zones.** Encourage parking lots to be designed with pick-up and drop-off zones to accommodate the trend towards increased use of autonomous vehicles and shared vehicle services.

Goal 3. Pedestrian Facilities. Integrated pedestrian pathways that connect residences, businesses, and educational and community uses.

Policies

3.1 **Pedestrian Network.** Provide a safe and convenient circulation system for pedestrians that include sidewalks, crosswalks, places 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, expressed community interest in better pedestrian infrastructure, and non-automotive connections such as multi-use trails and transit stops.

3.3 **Roadway Sidewalks.** Where feasible, provide adequate sidewalks along all public roadways.

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

3.5 **Pedestrian Education and Awareness.** Support regional efforts to encourage walking and also to reduce vehicular/pedestrian collisions.

3.6 **Safe Pedestrian Routes to School.** Consider school access as a priority over vehicular movements when any such conflicts occur.

Goal 4. Bicycle Networks. Well-connected bicycle network that facilitates bicycling for commuting, school, shopping, and recreational trips.

Policies

4.1 **Bicycle Networks.** Provide bicycle facilities where shown on Figure 4.2 along all roadways to implement the proposed network of facilities outlined in the General Plan.

4.2 **Prioritized Improvements.** Prioritize and capitalize on opportunities to provide 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.

4.4 **Bicycle Education.** Develop educational programs that educate bicyclists on lawful/responsible riding.

4.5 **Regional Bicycle Safety.** Support regional efforts to educate all travelers on measures to improve safety for bicyclists.

Goal 5. Transit Facilities. An integrated transportation system that supports opportunities to use public and private transit systems.

Policies

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.

5.2 **Bus Stop Location.** Regularly review bus stop locations in conjunction with Sunline Transit to ensure that bus stops reflect current land use and transportation networks.

5.3 **Private Transit.** Encourage the implementation of private transit services in a manner which minimizes negative impacts on public transportation facilities.

5.4 **Senior Transit.** Encourage existing para transit services in the City to provide transit access for seniors and persons with disabilities.

5.5 **Private Development Access to Transit.** Review development proposals to limit impacts on existing or proposed transit facilities.

5.6 **Safe Routes to Transit.** Regularly review transit stop locations to maintain safe access for pedestrians and bicyclists.

Goal 6. Sustainable Transportation. A transportation network that can be built, operated, and maintained within the City's resource limitations.

Policies

6.1 **Fair Share Costs.** Require that new development pay for its fair share of construction costs related to new and/or upgraded infrastructure needed to accommodate the development.

6.2 **Multi-Modal Impacts.** Develop and apply funding mechanisms that require fair share contributions for impacts to all modes of transportation associated with development or redevelopment.

6.3 **Operations and Maintenance Costs.** Evaluate potential changes in Citywide operations and maintenance costs for transportation facilities prior to the construction of any new facilities.

6.4 **Development Contribution to Operations and Maintenance Costs.** Consider funding strategies that require private development to contribute to the ongoing operations and maintenance of transportation infrastructure within the City.

6.5 **Cap-and-Trade Funds.** Take advantage of funds from the State's cap-and-trade program to apply to projects and programs in the City, when possible.

Goal 7. Monitoring. A process to regularly monitor the performance of City transportation facilities.

Policies

7.1 **Ongoing Monitoring.** Regularly monitor the performance of all major transportation facilities within the City including major roadways, pedestrian facilities, bicycle lanes, and transit stops.

7.2 **Safety Review.** Continue to coordinate with law enforcement agencies to identify major accident locations including those affecting vehicles, bicyclists, and pedestrians. Regularly publish reports regarding traffic safety conditions in the city.

Goal 8. Transportation Innovation. A transportation system that leverages emerging technologies to improve mobility for residents, employees, and visitors.

Policies

8.1 **Alternative Fueled City Owned Vehicles.** Encourage the purchase of City vehicles which use fuel sources other than fossil fuels while considering factors such as cost effectiveness, environmental impacts, and the availability of local maintenance.

8.2 **Innovative Vehicle Technologies.** Regularly monitor and evaluate new vehicle technologies such as autonomous and connected vehicles for use by City Staff.

8.3 **Emerging Mobility Strategies.** Encourage the deployment of emerging transportation approaches such as transportation network companies, mobility hubs and comprehensive mobility providers by private vendors.

8.4 **Big Data.** Regularly evaluate new data sources including but not limited to real time traffic and parking information for use by City Staff and residents.

8.5 **Analysis Tools.** Regularly evaluate state of the practice transportation analysis tools and procedures to determine their utility in the analysis of existing and future transportation conditions.

8.6 **Electric Vehicles.** Encourage the use of electric vehicles (EV), including golf carts and Neighborhood Electric Vehicles (NEV) by supporting the use of EVs and encouraging NEV charging stations to be powered with renewable resources.

Goal 9. Regional Coordination. The City transportation system operates as an integral element of the larger regional system.

Policies

9.1 **Regional Vehicular Traffic.** Be mindful of local impacts from regional "through" traffic. Consider but don't prioritize the movement of through vehicles through Palm Desert roadways.

9.2 **Regional Roadways.** Coordinate with Caltrans, RCTC, CVAG, and other agencies on the planning, design, and construction of regional roadways to provide an appropriate level of regional connectivity.

9.3 **Regional Bicycle and Pedestrian Facilities.** Coordinate with CVAG and other agencies on the planning, design, and construction of regional non-motorized routes such as CV Link.

9.4 **Regional Transit.** Collaborate with RCTC, CVAG, and Sunline Transit in the planning, design, and construction of regional transportation facilities, emphasizing the construction of a Metrolink station in Palm Desert.

9.5 **Regional Priorities.** Identify and prioritize desired regional roadway, transit, and non-motorized improvements to focus the City's outreach with agencies such as Caltrans, CVAG, RCTC, and elected officials.

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5. HEALTH & WELLNESS

Overview

The social and physical environment in which we live has significant impact on our overall health and wellness. Factors contributing to our quality of life, health, and wellness include static characteristics, such as genetic makeup, and varying contributors, such as access to healthcare, social status, income, opportunities for quality education, safe employment opportunities, and safe residences.

Healthcare, physical activity, and personal nutrition are direct factors, but social determinants of health go beyond genetic makeup and the healthcare we receive. Factors including social status, income, access to nutritious foods, opportunities for education, and environmental disparities all have the potential to affect community health and wellness.

This Element presents priorities, objectives, and goals for health and wellness improvements throughout the community. It includes goals and policies that address existing community health concerns as well as innovative solutions to ensure city streets, parks, and public spaces are safe and comfortable now and in the future.

This section describes the social and environmental factors that affect overall public health in Palm Desert and the region. Note that many other social and physical factors that relate to health outcomes, such as demographics, school population, parks and open space, etc., are described in other sections of the General Plan Update and its Existing Conditions Report.

Healthy communities promote active lifestyles.

Active parks and open space improve health.

Statutory Requirements

The Health and Wellness element is not a required element of the General Plan.

Context

A broad range of social, economic, and environmental factors all contribute to health including nutritious diets, active lifestyles, clean air and water, education, jobs, and medical care. Cities can create policies that target these areas to address the specific health needs and challenges of a community.

The leading causes of death within Riverside County and the Eastern Riverside sub region, which includes the City of Palm Desert, are heart disease and cancer. Chronic lower respiratory disease, stroke, and Alzheimer's are the third, fourth, and fifth leading causes of death in the County. Approximately 27% of Palm Desert adults aged 20 and older are categorized as obese. In Eastern Riverside County, asthma was cited as one of the top ten reasons for emergency room visits for children 5-11 years-old and 12-14 years-old. Palm Desert's asthma rates are slightly higher than the national average, and slightly lower than the California average. Development that encourages active lifestyles, such as parks, open space, and walkable neighborhoods, are linked with improvements in obesity and heart disease. Similarly, communities that provide greater access to healthy foods can lead to improved diets and reduced rates of obesity, heart disease, and cancer, while improved air quality corresponds with lower incidence of respiratory disease and asthma.

Physical Activity

Outdoor community exercise

Regular physical activity can help control weight, reduce the risk of cardiovascular disease, Type 2 diabetes, and some cancers, strengthen bones and muscles, improve mental health and mood, prevent falls among older adults, and increase chances for a longer life. In a recent CDC study, researchers calculated that limiting the time Americans spend sitting to three hours or fewer each day would increase the life expectancy of the U.S. population by 2 years. Cutting down TV watching to fewer than two hours each day would bump life expectancy up by another 1.4 years . Being overweight can also have far-reaching impacts on lifestyles, negatively affecting self-esteem and mental health. New data also suggests there is a "significant positive relationship between physical activity and academic performance." Sedentary living is especially concerning for our youth as it can lead to shortened life spans. In general, 7th and 9th graders in Desert Sands Unified School District schools were on par with the average Riverside County and California students. However, Abraham Lincoln Elementary reported that 41.1% of the 5th grade students were at risk for Body Composition measurements.

Heathy local food options, such as a farmers market

Healthy Food

Unhealthy eating habits are a primary risk factor for many leading causes of death in California. They also contribute to the number of obese and overweight Americans. Indeed, the relationship between obesity and chronic illness, such as diabetes or heart disease, is also well-established. In the Coachella Valley, 21% of adults aged 20 and older self-report that they have a Body Mass Index (BMI) greater than 30.0 (obese). Excess weight may indicate an unhealthy lifestyle and puts individuals at risk for further health issues.

While it is not our intent to force people to eat healthier, we can create local policies and programs that can improve people's access to healthier food options and help make healthy food options an easier choice. The prevalence of diabetes is clearly associated with unhealthy diets. Diabetes is the seventh leading cause of death in the United States. Since the 1970s, the risk of developing diabetes has increased by over 50 percent for American adults. Specifically, more than 2.3 million people in California had diabetes in 2011-2012 -- a 35% increase over 10 years, which can be directly linked to lack of fitness and sugary diets. Improving access to healthy food can reduce the risk of contracting diabetes for City residents.

Air Quality and Respiratory Health

Excessive automobile use by residents has multiple deleterious impacts on health. Scientific studies have linked ozone and particle pollution to lung cancer, asthma attacks, heart attacks, diabetes, strokes, and early death, as well as increased hospitalizations for breathing problems. Looking at air quality in 545 counties in the U.S. between 2000 and 2007, researchers found that people had approximately four months added to their life expectancy on average due to cleaner air, and people who lived in urban and densely populated counties benefited the most. Asthma affects adults and children in Riverside County, particularly children living in poverty. In Eastern Riverside County, asthma was cited as the one of the top ten reasons for emergency department visits for children 5- to 11-years-old and 12- to 14-years-old. Palm Desert's asthma rates are slightly higher than the national average, and slightly lower than the California average.

Local air quality has a direct impact on respiratory health.

One of the greatest health risks associated with air pollution from particulate matter is living near freeways and "high volume roadways." The prevalence of asthma is a crucial indicator of local air quality. Asthma is one of the leading causes of school absenteeism and can be a life-threatening disease if not properly managed. Research has shown that ozone air pollution may actually cause asthma in otherwise healthy children.

Goals and Policies

Goal 1. Public Park facilities. A network of parks with safe and convenient access and resources for everyone.

Policies

1.1 **Park amenities.** In the design of parks or open spaces, provide paths, running tracks, playgrounds, sport courts, and drinking fountains.

1.2 **Multiple users.** Encourage active play structures and/or passive amenities to be designed to accommodate a range of ages and abilities, especially seniors.

1.3 **Partnerships.** Create partnerships with organizations to sponsor and maintain green spaces and gardens on building sites.

1.4 **Joint-use.** Promote joint use of public and private recreational facilities for community uses.

1.5 **Increase park space.** Require 5 acres of park space for every 1,000 residents, striving to have a park or recreation amenity within ½ mile of most neighborhoods. Provide an increased focus on neighborhood parks, mini parks and neighborhood plazas to serve residents.

1.6 **Design for heat.** Consider extreme heat in the design of parks and playgrounds to facilitate activity in different weather conditions by including shade structures, shade trees, water fountains, splash pads, lighting for night play, and other design features that mitigate heat.

1.7 **Design for safety.** Utilize CPTED design techniques such as providing clear lines of sight, adequate llighting, and wayfinding signs, to ensure parks are safe.

1.8 **New development.** Ensure that new residential developments provide adequate on-site recreational and open space amenities consistent with the values and standards of the community and the needs of new development.

1.9 **Open space trails.** Develop and enhance existing open space and trails that provide City residents and visitors access to undisturbed desert and mountain environments, while preserving these resources, including sensitive plant and animal species, in their natural environments.

1.10 **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 four or more travel lanes. Where possible, parks shall be associated with and connected to the trail network.

1.11 **Parks classification system.** Adopt and utilize the parks classification system identified in Table 5.1 to help guide maintenance and planning work in the city.

Table 5.1: Parks Classification Standards

Park Type	Acre Range	Pop Radius	Distance Radius	General Characteristics
Mini parks	Less than 1 acre to 1.5 acres	Not population radius sensitive	Within walking distance of immediate area	Parks that exist primarily in residential areas or adjacent to light business zones and have features, such as grass, shade, trees, passive areas, green space, shelters, native plant life, playgrounds and play structures. Use is limited to the local neighborhood. They may be realized in "tot-lot" configurations that provide secure recreational space for small children and typically include equipment such as swings, slides, 'monkey bars' and sand boxes, while leaving sufficient room for people to sit and enjoy the space. Mini-parks are intended to serve a population within walking distance or short biking distance.
Plazas/greens	Up to 2 acres	Not population radius sensitive	Close to entertainment and business support areas	Plazas and greens have the widest variety and the most intense activities of all open spaces. Plazas and greens serve as formal or informal community gathering spaces. Plazas are unique to the city and represent a connection to the culture of the community. These park types are often shaped primarily by building frontages. Plazas are shaped primarily by building frontages and are primarily hardscape with occasional landscape in planters or containers. Greens are landscaped open areas located at the center of a community. Features may include gazebos, water features, trees, shade, performance areas, public artwork and other similar features.
Neighborhood parks	About 1.5-15	6 to 10 acres per 1,000 residents	About a 2.5 mile radius in the developed area	Parks provide large unobstructed areas for passive or active recreation throughout neighborhoods. Often contain community gardens and playgrounds and are primarily landscaped. These parks are located in residential areas. They include features such as: grass, trees, restrooms, tot lots, picnic and shade shelters, grills, playground equipment, open fields, informal sports areas, swimming pools and/or neighborhood center.
Community parks	About 10-50 acres	One site per 25,000 residents	About a 5 to 10 mile service radius	Parks located in large areas that are compatible to surrounding uses with features such as: large grass areas, large picnic and shelter areas, restrooms, on-site parking, swimming pool, community center, sports areas/complexes, lights, entertainment areas, special features such as skateboard areas, outdoor theatres, disc golf, BMX, exercise station, ponds and/or water features.
Special use parks	50+ acres	One site per 50,000 to 200,000 residents	About a 25 mile service radius	Parks not located in residential areas. Features might include: large scale sports complex, special events site (such as fairs and festivals), gardens, concessions, trails, natural/open space, lakes, animal uses.
Nature/open space	As resources are available (usually large)	Not population radius sensitive	As natural resource areas are available	Areas generally free from development or developed at low intensity uses that respect natural environmental characteristics and serve as preservation of natural, cultural, archaeological resources, passive outdoor recreation, public safety and health, and shape urban form. In some cases, these open space types may include working lands such as farms, ranches, and mining areas.
Greenways/ trails	As resources are available	Not population radius sensitive	Distance is a function of in and between park options	Greenways and trails may consist of walking, biking, hiking, equestrian, greenway, long distance, off road, rail, canal, and waterway with the purpose to meet passive or active recreation, informal or formal transportation.
Linear parks	Should connect with trails	Not population radius sensitive	Tied to neighborhood entries and park sites	Purpose is to connect parks, entry ways, transportation routes, and unique features. May be concrete, asphalt, or crushed fine, among other options.

1.12 **Economic opportunities.** Utilize parks to maximize new and existing economic development opportunities through recruitment of new entertainment uses and by coordinating park development to support commercial development.

Goal 2. Economic opportunity. A city that attracts and supports new businesses, industries, and living wage jobs.

Policies

2.1 **Lifelong learning and professional development.** Work with the school district, Cal State, and Riverside County Regional Occupational Center/Program to support mentorship, professional development, and continuing education programs, so working adults can expand their skills and embrace lifelong learning.

2.2 **Affordable housing.** Encourage qualified employees to live in Palm Desert through homebuyer and rental assistance and other programs as recommended in the Housing Element.

2.3 **Employee programs.** Encourage employers to adopt healthy employee programs and practices such as healthy work environments, healthy food choices, or health challenges including weight loss, smoking cessation, or physical activity.

Goal 3. Community Agriculture. Private and public community garden space and programs that supply healthy, local, affordable food.

Policies

3.1 **Community gardens.** Encourage community gardens, especially in new affordable housing developments, multifamily developments and schools.

3.2 **Public gardens.** Allow the development of community gardens in parks, public right-of-ways, alleys, parkways, vacant land and utility easements, and encourage edible landscaping.

3.3 **Private gardens.** Allow for gardens on rooftops, residential front and back yards, and indoor spaces.

3.4 **Livestock.** Allow the raising of animals such as bees, chickens, goats, etc. in certain designated, low residential areas.

Goal 4. Heathy food. A city with a variety of accessible and affordable healthy food options.

Policies

4.1 **Healthy food outlets.** Utilize available incentives, grants, and/or programs to encourage small grocery or convenience stores to sell basic healthy fresh food items so as to expand the availability of healthy food within the City.

4.2 **Farmers' markets.** Encourage farmers' markets in a wide variety of formats and venues.

4.3 **Healthy food environments.** Limit fast food retailers' density throughout the city, either by restricting the number of fast food retailers or increasing the number of healthy food retailers.

4.4 **Innovation.** Support the development of food cooperatives as alternative means of increasing access to healthy and fresh foods.

Goal 5. Healthcare and Social Services. Affordable, accessible and high-quality health care and social services for all residents.

5.1 **Health care service levels.** Work with local health care providers to ensure the availability of adequate levels of health care services and facilities and to attract more primary care physicians.

5.2 **Healthcare training and education.** Commensurate with population growth, and responsive to the demographics of the city and the region, work with the UC Riverside School of Medicine to encourage the development of additional research, education and health care services to enhance access to health care training and educational opportunities, urgent care, in-home care and other medical treatment.

5.3 **Innovative health services.** Continue to encourage innovative health services that cater to Palm Desert's unique community and needs.

5.4 **Accessible health and social services facilities.** Ensure health and social services facilities are accessible to residents and well served by transit.

5.5 **Homegrown medical professionals.** Aspire to cultivate "homegrown" medical professionals by supporting programs that create education pipelines to health careers and providing lease assistance, tenant improvements and capital contributions to new practices.

5.6 **Healthcare accessibility.** Consider and plan for individuals with disabilities when locating health services and health-promoting uses, including hospitals and medical centers, schools, grocery stores and markets, and governmental services.

5.7 **Temporary health centers.** Allow and encourage temporary healthcare spaces and events such as mobile clinics, health fairs, church and school clinics.

5.8 **Aging in Place.** Encourage Aging in Place design and policies in new development to ensure safe and easy access for seniors.

Goal 6. Air Quality. A city with clean, healthy air.

Policies

6.1 **Near-source air quality impacts.** Avoid locating new air quality-sensitive uses (schools, child care centers, senior centers, medical facilities, and residences) in proximity to sources of localized air pollution (e.g., Interstate 10, high traffic roads, certain industrial facilities), and vice versa. Where such uses are located within 500 feet of each other, require preparation of a health impact assessment (HIA) or similarly effective health analysis as part of the CEQA environmental review process, to analyze the significance of the health impact on sensitive land uses and incorporate project-specific mitigation measures to reduce potential impacts.

For sensitive land uses that cannot be avoided within 500 feet of sources of localized air pollution, potential design mitigation options include:

- Providing residential units with individual HVAC systems in order to allow adequate ventilation with windows closed;
- Locating air intake systems for heating, ventilation, and air conditioning (HVAC) systems as far away from existing air pollution sources as possible;
- Using HEPA air filters in the HVAC system and developing a maintenance plan to ensure the filtering system is properly maintained; and
- Utilizing only fixed windows next to any existing sources of pollution.
- Using sound walls, berms, and vegetation as physical barriers.
- Notifying new potential home buyers of risks from air pollution.

6.2 **Healthy buildings.** Require new development to meet the State's Green Building Code standards for indoor air quality performance, and promote green building practices that support "healthy buildings," such as low VOC materials, environmental tobacco smoke control, and indoor air quality construction pollution prevention techniques.

6.3 **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 6.1.

Goal 7. Healthy Community Design. Development patterns and urban design comprised of complete, walkable, attractive, family-friendly neighborhoods, districts and corridors that support healthy and active lifestyles.

Policies

7.1 **Physical plan.** Facilitate the construction of a built environment that supports a healthy physical and social environment for new and existing neighborhoods and strengthens community cohesion.

7.2 **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.

7.3 **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.

7.4 **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.

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6. ENVIRONMENTAL RESOURCES

Overview

This element establishes the City's vision, goals, and policies for maintaining and preserving natural resources and open space. The natural environment greatly affects human health, well-being, and livelihood, making it vital to our future. Palm Desert's unique identity is largely due to its desert landscape.

The majority of the city's protected open space is made up of public and private golf courses. As the future of traditional golf courses remains unknown, it is important that the City explore options for rehabilitation while maintaining open space.

The dry, hot, sunny climate in Palm Desert produces opportunities and threats for natural environmental resources. Opportunities for alternative energy production through solar and wind energy are ideal uses of the natural climate, while also jeopardizing water resources. The City seeks to remain at the forefront of sustainability through conservation efforts and limiting impacts on global climate change.

The City will continue to explore new strategies for leading the Coachella Valley in land use and transportation efforts that cultivate a thriving and sustainable low-carbon community.

Santa Rosa/San Jacinto Mountains, located within the Palm Desert southern Sphere of Influence

Coachella Valley Preserve, located in the northern Palm Desert Sphere of Influence

Statutory Requirements

California State law requires all general plans include conservation and open space elements as defined in the Sections §65302(d) and §65302(e). An open space element must contain goals and policies to protect and maintain state natural resources, such as water, soil, air quality, wildlife, minerals, and prevent wasteful resource exploitation and destruction. It must also contain goals and policies for managing open space areas, including undeveloped lands and outdoor recreation areas. This element syndicates requirements and topics of both the conservation and open space element.

Context

Drought, climate change, and development pressure on environmental resources are key issues within the City of Palm Desert. The California Department of Finance estimated growth of 9,262 residents between 2000 and 2014, or 22.5% growth in the

city of Palm Desert. Significant population growth throughout Riverside County has led to increased development pressure in and around the city. Without proper planning, new development can contribute to further depletion of limited water and energy resources, increased air and water pollution, and negative impacts on biological resources. Water resources are a basic and necessary component of inhabitance, and a community's survival may be endangered if water needs cannot be met. As drought continues to plague Southern California, it is vital for Palm Desert officials to develop new policies and programs to conserve and protect the city's water resources. Planning policies that promote conservation, efficiency, environmental protection, can prevent and mitigate these threats. Following are summaries of the important natural resources that need to be taken into consideration as the city experiences new growth and development.

Drought

Water Conservation

Aerial view of Palm Desert golf course green and desert habitat

Credit: New York Times

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, established 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.

Water Resource & Supply

Whitewater River Basin

Palm Desert water supply sources include the Whitewater River, which runs west to east through the center of the city, ultimately flowing into the Salton Sea. All other waterways in the city lie south of the Whitewater River and drain from the Santa Rosa and San Jacinto mountains. Waterways in the City include Palm Valley Stormwater channel, Ramon Creek, Cat Creek, Bruce Creek, Dead Indian Creek, Ebbens Creek, Grapevine Creek, and Carrizo Creek. In 2013, the annual water balance for the West Valley portion of the Whitewater River sub-basin was negative. Imported water may offset groundwater overdraft in a particular year. However, on a long-term basis, diminishing water supplies will continue to be a challenge for Palm Desert.

Groundwater Management

The Coachella Valley Water District provides domestic water services to Palm Desert using wells to extract groundwater from the Whitewater River sub-basin. The Whitewater River sub-basin supply consists of a combination of natural runoff, inflows from adjacent basins, returns from groundwater, recycled water, and imported water use. The supply is supplemented with artificial recharge with imported State Water Project Exchange and the Colorado River water. The natural supply of water to the northwestern part of the Coachella Valley is not keeping pace with the basin outflow due mainly to large consumptive uses created by the resort-recreation economy and

permanent resident population. Much of the irrigation needs are met by annual deliveries of Colorado River water through the Coachella Canal.

Climate Change

Palm Desert has taken positive steps towards mitigating impacts of climate change and strives to remain at the forefront of this issue within Riverside County. Climate change poses a threat to the health and safety of all residents across the region, state and globe. California has adopted the Global Warming Solutions Act of 2006, requiring statewide climate planning—SB 375— which necessitates sustainable land use and transportation patterns at the regional and local level.

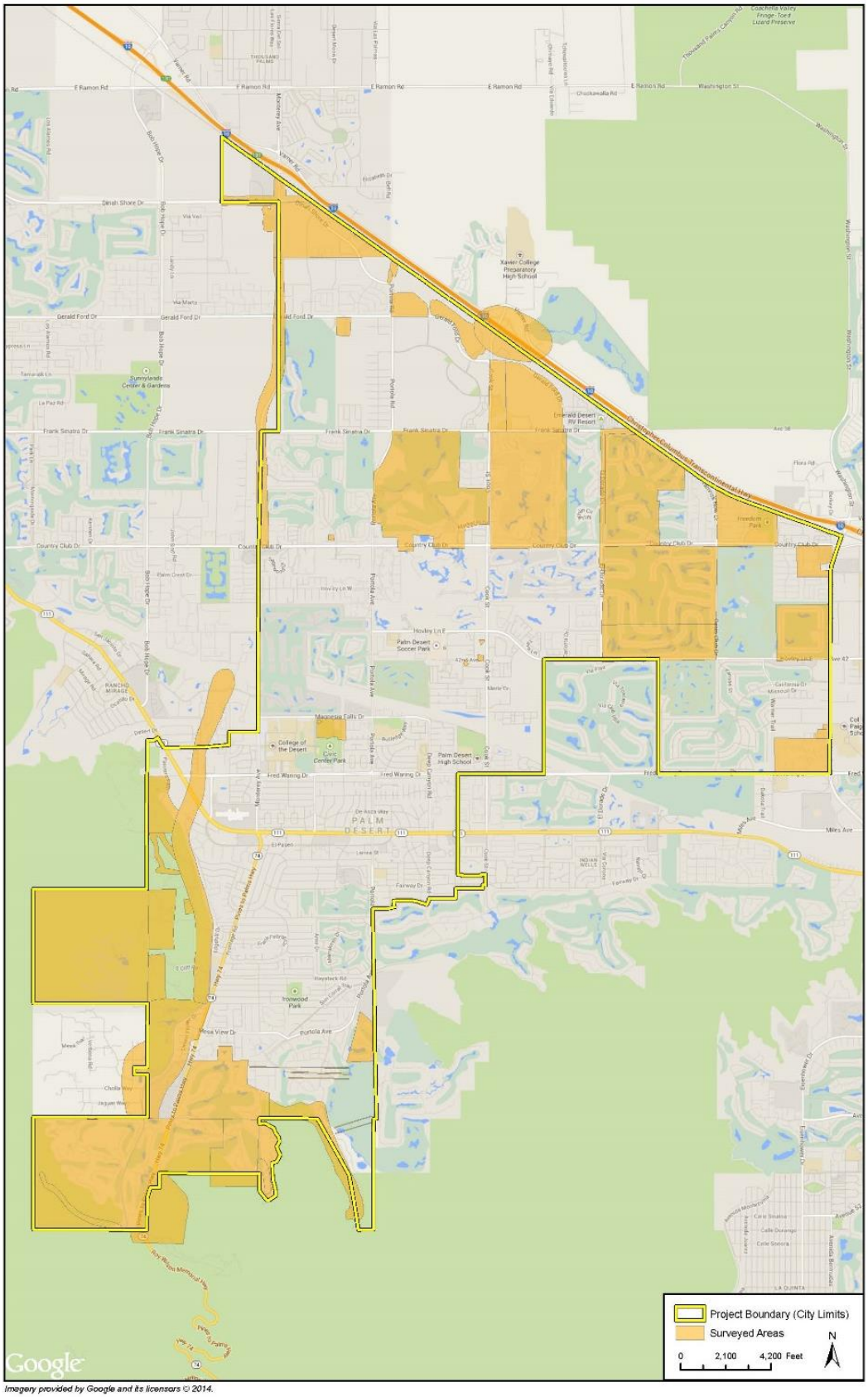
Open Space and Habitat Conservation

The Coachella Valley Multispecies Habitat Conservation Plan (CVMSHCP) protects 240,000 acres of open space covering 27 special-status species of plants and animals. The CVMSHCP strives to safeguard significant habitat linkages and wildlife corridors, while also enhancing infrastructure without environmental conflicts. The City of Palm Desert is the signatory to the CVMSHCP with other participants including Riverside County, Cathedral City, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Springs, Rancho Mirage, the Coachella Valley Water District, Imperial Irrigation District, Coachella Valley Association of Governments, and the California Department of Transportation (Caltrans). Much of the southern sphere of influence (SOI) is part of the CVMSHCP Santa Rosa and San Jacinto Mountains Conservation Area. Several existing state and federal conservation lands are within the planning area.

Palm Desert is sensitive to preserving all biological resources through protective measures and awareness. Using database research from multiple federal, state, and local sources, special species within the City of Palm Desert have been identified. Categorized as candidate, sensitive, or special-status species are those that are at potential risk or actual risk to their persistence in a given area or across their native habitat. Some of these species have been known to occur within the city of Palm Desert, while others have a possible occurrence. California statutes (FGC Section 3503, 4700, 5050, 5515) afford “fully protected” status to species that have been identified as endangered. In Palm Desert this includes 13 protected birds, 8 protected mammals, 5 protected reptiles, and 10 protected fish species. California statutes (FGC Section 3503, 4700, 5050, 5515) afford “fully protected” status to species that have been identified as endangered. Based on data obtained from the California Native Plant Species (CNPS) inventory of Rare and Endangered Plants in California (2014), 10 special-status plant species are known to occur in the Planning Area, while an additional 12 species were determined to have the potential to occur within the city or its Sphere of Influence.

Within the city and Sphere of Influence (SOI) boundary, one habitat, known as the Desert Fan Palm Oasis, was identified in the California Natural Diversity Database (CNDDB) query as a locally sensitive terrestrial natural community. Within the city, this habitat occurs in discrete patches associated with springs or other perennial water sources in the canyons of the Santa Rosa and San Jacinto mountains. The majority of the palm oases are not threatened by development because they either occur in isolated canyons, or are surrounded by protected land.

Figure 6.1 Areas Surveyed for Cultural Resources



Cultural Resources

Palm Desert is located within the Coachella Valley and the broader Colorado Desert region. The region has a rich cultural history. Although Palm Desert is a "new" community, it is part of a region that has been occupied by humans for thousands of years. Archaeological evidence indicates that a large number of settlements and rancherias were established in the Coachella Valley region during the prehistoric period. In more recent history, the region was occupied by a Native American group known as the Cahuilla. Additional details on the history of the region can be found in Cultural Resources Technical Background Report located in Volume II, Existing Conditions Report.

There are a number of known cultural and historical resources located within Palm Desert. However, only one-third of the city has been included in a cultural resource study, leaving at least two-thirds of the city unsurveyed for cultural resources. Areas surveyed for cultural resources are illustrated in Figure 6.1.

The City of Palm Desert Cultural Resources Preservation Committee maintains the Palm Desert Register, a listing of historical landmarks within the city. A total of seven landmarks are located within the city limits (Table 6.1).

Table 6.1 Palm Desert Register Listings

Name	Description	Location
Historical Society of Palm Desert/Palm Desert Fire Station	Ranch Vernacular-style building	72-861 El Paseo
Shadow Mountain Golf Club	First golf course in Palm Desert	73-800 Ironwood
Portola Community Center)	First community library in Palm Desert	45-480 Portola Avenue
Sandpiper Condominiums, Circles 11 & 12	Multi-family residential buildings	El Paseo
Palm Desert Community Church	City of Palm Desert's first community church	45-630 Portola Avenue
Schindler House for Marion Toole	Single-family residence	44-870 Cabrillo Avenue
Randall Henderson House	Single-family residence; Home of Randall Henderson, one of the founders of Palm Desert	74-135 Larrea Street

The City currently reviews development proposals for their potential impacts to archaeologically and historically significant resources and may require additional studies if the potential for damage to resources exists. As future development

proposals are received, they will be evaluated, and the need for site-specific cultural resource assessments will be determined. This section sets forth policies aimed to preserve the city's cultural heritage and help perpetuate it for future generations.

Mineral Resources

The city is categorized as within the Mineral Resources Zone 3 (MRZ-3). This zone includes areas containing known mineral deposits that may qualify as mineral resources, which could be considered a resource. MRZ-3 areas are considered to have a moderate potential for the discovery of economic mineral deposits. Areas within the city may contain mineral deposits that may qualify as mineral resources.

Air Quality

Palm Desert is located within the Salton Sea Air Basin, which includes the central portion of Riverside County and all of Imperial County to the southeast. The climate is typical of a desert regime, with large daily and seasonal fluctuations in temperature and relatively high annual average temperatures. High temperatures frequently exceed 100 degrees Fahrenheit (°F) for the summer months. During the winter, temperatures can drop to near freezing (and below freezing at higher elevations).

The weather of the area is governed by large-scale warming and sinking of air in the semi-permanent subtropical high-pressure center over the Pacific Ocean. The high-pressure ridge blocks most mid-latitude storms, except in the winter when the high-pressure ridge is weakest and farthest south. The coastal mountains prevent the intrusion of the cool, damp air found in California's coastal regions. Throughout the year, average daily relative humidity is low, as are average rainfall values (only three inches per year). Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south.

The flat terrain and strong temperature differentials created by intense heating and cooling patterns produce moderate winds and deep thermal circulation systems. As a result, the general dispersion of local air pollution is greater than in the coastal basins where polluted inversion layers may remain for long periods of time.

The status of the Riverside County portion of the Salton Sea air basin with respect to attainment with the CAAQS (State Standard) and NAAQS (Federal Standard) is summarized in Table 6.2. The Riverside County portion of the Salton Sea Air Basin, in which Palm Desert is located, is a non-attainment area for both the federal and state standards for ozone and PM10. However, it should be noted that maximum ozone concentrations in recent years were below the health advisory level.

Table 6.2 State and Federal Attainment Status for Air Pollutants

Pollutants	State Standards	Federal Standards
Ozone (O^3)	Nonattainment	Nonattainment
Nitrogen Dioxide (NO^2)	Attainment	Unclassified
Carbon Monoxide (CO)	Attainment	Unclassified
Sulfur Dioxide (SO^2)	Attainment	Unclassified
Particulate Matter (PM10)	Nonattainment	Nonattainment
Fine Particulate Matter (PM2.5)	Attainment	Unclassified
Lead	Attainment	Unclassified

Goals and Policies

Goal 1. Water Resources. Protected and readily available water resources for community and environmental use.

Policies

1.1 **Water conservation technologies.** Promote indoor and outdoor water conservation and reuse practices including water recycling, grey water re-use and rainwater harvesting.

1.2 **Landscape design.** Encourage the reduction of landscaping water consumption through plant selection and irrigation technology.

1.3 **Conservation performance targeted to new construction.** Incentivize new construction to exceed the state's Green Building Code for water conservation by an additional 10 percent.

1.4 **Greywater.** Allow the use of greywater and establish criteria and standards to permit its safe and effective use (also known as on-site water recycling).

1.5 **Waterways as amenities.** When considering development applications and infrastructure improvements, treat waterways as amenities, not hazards, and encourage designs that embrace the waterways.

Goal 2. Visual Resources. A city with stunning views of the hillsides and mountains surrounding the Coachella Valley.

Policies

2.1 **View corridor preservation.** Protect and preserve existing, signature views of the hills and mountains from the city.

2.2 **Scenic roadways.** Continue to minimize the impact on views by restricting new billboards along the City's roads and highways. Electronic and animated billboards should be prohibited except in rare and special circumstances.

2.3 **Hillside grading.** Continue to require the preparation of a grading analysis on hillside development to pre-determine where development should occur so as to minimize the impact of new development on views of the city's hillsides.

2.4 **Public facilities.** Plan public facilities, roads, and private development to take advantage of the city's mountain and hillside views, especially as the City Center develops.

2.5 **Dark sky.** Limit light pollution from outdoor sources, especially in rural, hillside and mountain areas, and open spaces, to maintain darkness for night sky viewing.

Goal 3. Passive Open Space. Preserved open space areas that represent significant aesthetic, cultural, environmental, economic and recreational resources for the community.

Policies

3.1 **Open space network.** Require new development to comply with requirements of the CVMSHCP.

3.2 **Grading and vegetation removal.** Limit grading and vegetation removal of new development activities to the minimum extent necessary to reduce erosion and sedimentation.

3.3 **Preservation of natural land features.** Preserve significant natural features and incorporate into all developments. Such features may include ridges, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, important or landmark trees and views.

Goal 4. Plant and Wildlife Habitat Areas. Plant and wildlife habitat areas that are protected, productive, viable natural resources and exist harmoniously with adjacent development.

Policies

4.1 **Buffers from new development.** Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer.

4.2 **Wildlife corridors.** Support the creation of local and regional conservation and preservation easements that protect habitat areas, serve as wildlife corridors and help protect sensitive biological resources.

4.3 **Landscape design.** Continue to encourage new developments to incorporate native vegetation materials into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.

Goal 5. Climate Change. A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.

Policies

5.1 **Municipal operations.** Conduct city operations so as to continually reduce municipal greenhouse gas (GHG) emissions and lead the community in reducing GHG emissions.

5.2 **GHG reductions.** Promote land use and development patterns that reduce the community's dependence on, and length of, automobile trips.

5.3 **Existing GHG emissions.** Work with community members and businesses to support their efforts to reduce greenhouse gas emissions.

5.4 **Monitoring progress.** Monitor and update periodically the city's target to reduce greenhouse gas emissions.

5.5 **GHG Inventory.** Periodically update the City's greenhouse gas inventory.

5.6 **Climate-appropriate building types.** Seek out and promote alternative building types that are more sensitive to the arid environment found in the Coachella Valley. Consider the use of courtyard housing and commercial buildings to provide micro-climates that are usable year round, reducing the need for mechanically cooled spaces and reducing energy consumption.

5.7 **GHG reduction incentives.** Support and incentivize projects that innovatively and aggressively reduce greenhouse gas emissions.

5.8 **Climate change and health.** Acknowledge the on-going and future impacts of climate change and extreme events on Palm Desert's residents, taking action to minimize the effects among vulnerable populations and help implement California's executive order (EO) S-13-08 and the 2009 California Climate Adaptation Strategy.

5.9 **Adaptation strategy.** Proactively develop strategies to reduce the community's vulnerability to climate change impacts.

5.10 **Urban forest.** Protect the city's healthy trees and plant new ones to provide shade, increase carbon sequestration and purify the air.

5.11 **Reduced water supplies.** When reviewing development proposals, consider the possibility of constrained future water supplies and require enhanced water conservation measures.

5.12 **Designing for warming temperatures.** When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

5.13 **Designing for changing precipitation patterns.** When reviewing development proposals, encourage applicants to consider stormwater control strategies and systems for sensitivity to changes in precipitation regimes and consider adjusting those strategies to accommodate future precipitation regimes.

5.14 **Heat island reductions.** Require heat island reduction strategies in new developments such as light-colored paving, permeable paving, right-sized parking requirements, vegetative cover and planting, substantial tree canopy coverage, and south and west side tree planting.

5.15 **Public realm shading.** Strive to improve shading in public spaces, such as bus stops, sidewalks and public parks and plazas, through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies.

5.16 **Reducing GHG emissions.** In consulting with applicants and designing new facilities, prioritize the selection of green building design features that enhance the reduction of greenhouse gas emissions.

5.17 **Efficiency incentives.** Provide incentives for households to improve resource efficiency, such as rebate programs, and giveaways for items such as low-flow showerheads and electrical outlet insulation.

Goal 6. Energy. An energy efficient community that relies primarily on renewable and non-polluting energy sources.

Policies

6.1 **Passive solar design.** Require new buildings to incorporate energy efficient building and site design strategies for the desert environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.

6.2 **Alternative energy.** Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

6.3 **Energy Efficient Buildings.** Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.

6.4 **Community development–subdivisions.** When reviewing applications for new subdivisions, require all residences be oriented along an east-west access, minimizing western sun exposure, to maximize energy efficiency.

6.5 **Renewable energy–open space areas.** Allow the installation of renewable energy systems in areas designated for open space.

6.6 **Publicly funded buildings.** Require energy conservation as the primary strategy to reduce energy demand in new and renovation projects using public funds.

6.7 **Solar access.** Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

6.8 **Use of passive open space.** Allow renewable energy projects in areas zoned for open space, where consistent with other uses and values.

6.9 **Public buildings.** Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.

6.10 **Municipal building energy efficiency.** Strive for high levels of energy efficiency in municipal facilities.

6.11 **Energy-efficient infrastructure.** Whenever possible, use energy-efficient models and technology when replacing or providing new city infrastructure such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

Goal 7. Green Building. Community building stock that demonstrates high environmental performance through green design.

Policies

7.1 **Affordable housing – green design.** Require affordable housing developments to prioritize green building design features that reduce monthly utility costs, enhance occupant health and lower the overall cost of housing.

7.2 **Education.** Continue to provide technical support and information to educate the development community about green building.

7.3 **Reducing GHG emissions.** In consulting with applicants and designing new facilities, prioritize the selection of green building design features that enhance the reduction of greenhouse gas emissions.

7.4 **Heat island reductions.** Require heat island reduction strategies in new developments such as light-colored cool roofs, light-colored paving, permeable paving, right-sized parking requirements, water efficient vegetative cover and planting, substantial tree canopy coverage, south and west side water-efficient tree planting, and shaded asphalt paving.

7.5 **Public realm shading.** Strive to improve shading in public spaces, such as bus stops, sidewalks and public parks and plazas, through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies.

Goal 8. Air Quality. A city with limited sources of air pollution.

Policies

8.1 **Sources of Pollutants.** Minimize the creation of new sources of air pollutants within the city.

8.2 **Land use patterns.** Promote compact, mixed-use, energy efficient and transit-oriented development to reduce air pollutants associated with energy and vehicular use.

8.3 **Single-occupant vehicle trip reductions.** Provide disincentives for single-occupant vehicle trips through parking supply and pricing controls in areas where parking supply is limited and alternative transportation modes are available.

8.4 **Electric vehicles.** Encourage the use of electric vehicles (EV), including golf carts and Neighborhood Electric Vehicles (NEV), by encouraging developments to provide EV and NEV charging stations, street systems, and other infrastructure that support the use of EVs. Similarly, encourage the use of renewable energy sources to power EV plug-in stations.

8.5 **Construction-related emissions.** Require construction activities, including on-site building and the transport of materials, to limit emissions and dust.

8.6 **Traffic congestion.** In the instance where a significant health hazard may be created, consider designs for new intersections to function in a manner that reduces air pollutant emissions from stop and start and idling traffic conditions.

8.7 **Transportation demand management.** Encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting, work-at-home programs, employee education and preferential parking for carpools/vanpools.

8.8 **Transportation management associations.** Encourage commercial, retail and residential developments to create and participate in transportation management associations.

8.9 **Deliveries.** Encourage business owners to schedule deliveries at off-peak traffic periods.

Goal 9. Cultural Resources and Sites. A city with preserved and protected cultural resources that provide the community with significant cultural, scientific, and educational value.

Policies

9.1 **Disturbance of human remains.** In areas where there is a high chance that human remains may be present, the City will require proposed projects to conduct a survey to establish occurrence of human remains, if any. If human remains are discovered on proposed project sites, the project must implement mitigation measures to prevent impacts to human remains in order to receive permit approval.

9.2 **Discovery of human remains.** Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

9.3 **Tribal coordination.** Require notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources.

9.4 **Protected sites.** Require sites with significant cultural resources to be protected.

9.5 **Preservation of historic resources.** Encourage the preservation of historic resources, when practical. When it is not practical to preserve a historic resource in its entirety, the City will require the architectural details and design elements of historic structures to be preserved during renovations and remodels as much as feasible.

9.6 **Paleontological resources.** Require any paleontological artifacts found within the City or its Sphere of Influence to be reported to the City and temporarily loaned to local museums like the Western Science Center for Archaeology and Paleontology in Hemet, CA.

10 **Mitigation and preservation of cultural resources.** Require development to avoid archaeological and paleontological resources, whenever possible. If complete avoidance is not possible, require development to minimize and fully mitigate the impacts to the resource

7. NOISE

Overview

This Element describes the City's goals and policies related to noise. The Noise Element provides a comprehensive program for including noise control in the planning process. It is a tool for local planners to use in achieving and maintaining land uses that are compatible with environmental noise levels. The Noise Element identifies noise-sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing and implementing programs to ensure that Palm Desert residents will be protected from excessive noise intrusion.

Statutory Requirements

California law requires that a general plan include elements (or chapters) specifically addressing noise. This element was prepared to meet these requirements (Government Code Section 65302(f)).The noise element must identify and appraise noise problems in the community from a variety of sources, establish a pattern of land use that minimizes exposure of residents to excessive noise, and include possible solutions to address existing and foreseeable noise problems.

Context

Noise-sensitive land uses, such as housing, schools, senior care facilities, parks, and libraries can be adversely affected by excessive noise.

The predominant noise source in Palm Desert, as in most communities, is motor vehicles. The city's roadway system includes a range of facilities including regional freeways, major highways and other arterials, and collector and local streets. Regional connectivity to the City of Palm Desert is provided by Interstate 10, California State Route 111, and California State Route 74. Within Palm Desert, major roadways include Fred Waring Drive, Country Club Drive, Frank Sinatra Drive, Gerald Ford Drive, Dinah Shore Drive, Monterey Avenue, Portola Avenue, Cook Street, and Washington Street. Higher volume roadways within the city include Washington Street (over 40,000 vehicles per day), Monterey Avenue (over 40,000 vehicles per day), Highway 111 (over 30,000 vehicles per day), and Fred Waring Drive (over 30,000 vehicles per day).

Freight rail service along the Union Pacific Railroad lines located immediately south of and parallel to Interstate 10 are also responsible for generating substantial noise levels

in this area. The Bermuda Dunes Airport is located approximately 1.75 miles east of the current city limits, within Palm Desert's sphere of influence. The Palm Springs International Airport is located approximately eleven miles northwest of Palm Desert. Both airports generate air traffic that can impact the community's noise environment.

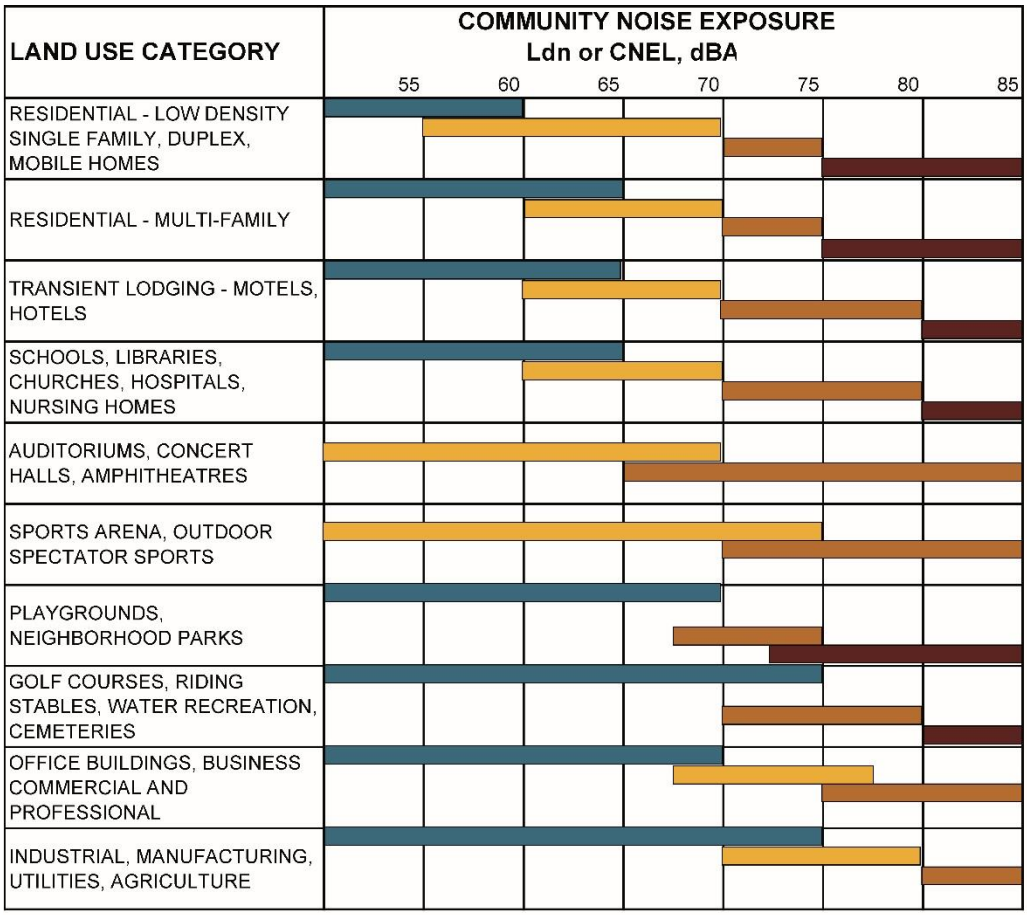
Other noise generators in Palm Desert include industrial operations, construction activities, special event noise, commercial activities that include live music, and lawnmowers and leaf blowers. Noise-sensitive receptors within the planning area include schools, libraries, and senior care facilities.

Community Noise Equivalent Level

Noise is defined as unwanted or undesired sound. The combination of noise from all sources near and far is known as the Ambient Noise Level. A very sudden change in air pressure from the immediate "normal" atmospheric pressure results in airborne sound. For purposes of this discussion, the ambient noise level at a given location is termed "environmental noise." Understanding environmental noise requires some familiarity with the physical description of noise. The important characteristics of sound include its frequency range, its intensity or loudness, and temporal/time-varying aspect. The decibel (dB), A-weighted decibel (dBA) scale, and Community Noise Equivalency Level (CNEL) are all units of measurement used to describe and numerically weight noise levels. The unit of measurement describing the amplitude or strength of sound is the decibel. The Community Noise Equivalent Level (CNEL) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m., and the addition of ten decibels to sound levels at night between 10 p.m. and 7 a.m.

The Noise Compatibility Matrix, shown in Figure 1, defines the level of acceptable noise for different land uses found in the city.

Table 7.1 Noise Compatibility Matrix



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

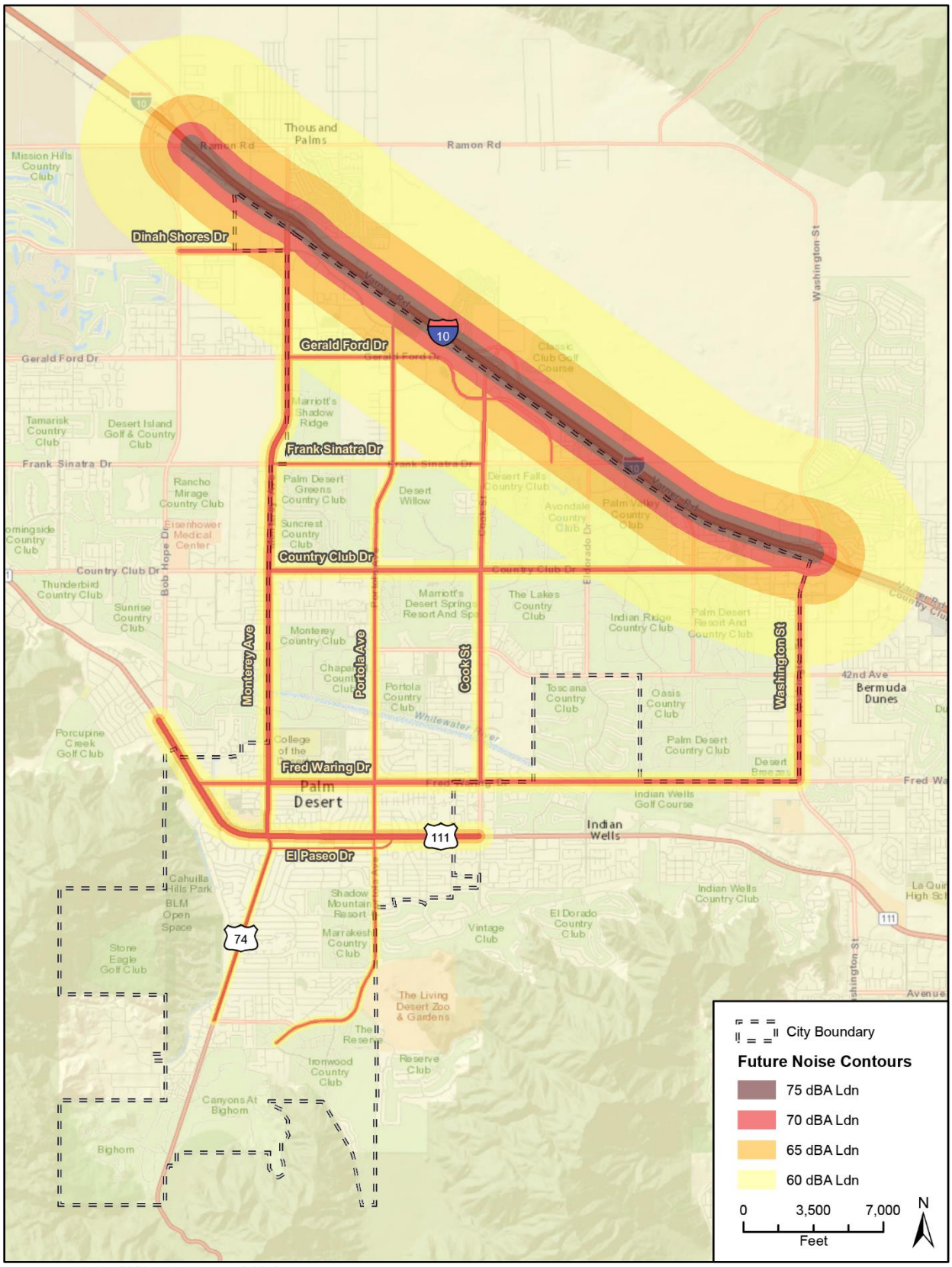
NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Office of Planning and Research, 2003.

Figure 7.1 Future Noise Contours



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Goals and Policies

Goal 1. Land Use Planning and Design. A city where noise compatibility between differing types of land uses is ensured through the land use planning process and design strategies.

1.1 **Noise Compatibility.** Apply the Noise Compatibility Matrix, shown in Figure 7.1, as a guide for planning and development decisions. The City will require projects involving new development or modifications to existing development to implement mitigation measures, where necessary, to reduce noise levels to at least the normally compatible range shown in the City's Noise Compatibility Matrix shown in Figure 7.1. Mitigation measures should focus on architectural features and building design and construction, rather than site design features such as excessive setbacks, berms and sound walls, to maintain compatibility with adjacent and surrounding uses.

1.2 **Noise Buffers.** Require an open space or other noise buffer between new projects that are a source of excessive noise and nearby noise-sensitive receptors.

1.3 **Mixed Use.** Require that mixed-use structures and areas be designed to prevent transfer of noise from commercial uses to residential uses, and ensure a 45 dBA CNEL level or lower for all interior living spaces.

1.4 **County and Regional Plans.** Periodically review County and regional plans for transportation facilities and airport operation, to identify and mitigate potential noise impacts on future development.

1.5 **Airport Land Use Planning.** Ensure that new development in the city complies with all applicable policies contained in the Riverside County General Plan Noise Element relating to airport noise, including those policies requiring compliance with the airport land use noise compatibility criteria contained in the airport land use compatibility plan for Bermuda Dunes Airport, which is located within the City's Sphere of Influence.

1.6 **Land Use and Community Design.** Prioritize the building design and character policies in the Land Use and Community Character Element over those in the Noise Element to ensure that new development meets the design vision of the city. This policy will not apply when noise levels are clearly in the incompatible range as shown in the City's Noise Compatibility Matrix shown in Figure 7.1.

Goal 2. Stationary Sources of Noise. A city with minimal noise from stationary sources.

Policies

2.1 **Noise Ordinance.** Minimize noise conflicts between neighboring properties through enforcement of applicable regulations such as the City's Noise Control Ordinance.

2.2 **Noise Control.** Ensure that noise impacts from stationary sources on noise-sensitive receptors and noise emanating from construction activities, private developments/residences, landscaping activities, night clubs and bars, and special events are minimized.

2.3 **Entertainment Uses.** Ensure that entertainment uses, restaurants, and bars engage in responsible management and operation to control the activities of their patrons on-site and within reasonable and legally justifiable proximity to minimize noise impacts on adjacent residences and other noise-sensitive receptors, and require mitigation as needed for development of entertainment uses near noise-sensitive receptors.

2.4 **Industrial Uses.** Ensure that industrial uses engage in responsible operational practices that minimize noise impacts on adjacent residences and other noise-sensitive receptors, and require mitigation as needed for development of industrial uses near noise-sensitive receptors.

2.5 **Noise Barriers for Industrial/Commercial Sources.** If necessary, and after implementation of measures utilizing architectural features and building design and construction consistent with Policy 1.2, require certain industrial and certain heavy commercial uses to use absorptive types of noise barriers or walls to reduce noise levels generated by these uses. To be considered effective, the noise barrier should provide at least a 5-dBA-CNEL noise reduction.

Goal 3. Mobile Sources of Noise. A city with minimal noise from mobile sources.

Policies

3.1 **Roadway Noise.** Implement the policies listed under Goal 1 to reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range shown in the City's Noise Compatibility Matrix shown in Figure 7.1.

3.2 **Traffic Calming.** Implement traffic calming measures, such as reduced speed limits or roadway design features, to reduce noise levels through reduced vehicle speeds and/or diversion of vehicle traffic where roadway noise exceeds the normally compatible range shown in the City's Noise Compatibility Matrix shown in Figure 7.1.

3.3 **Synchronization of Traffic Lights.** Ensure that all new traffic signals are appropriately timed and synchronized with adjacent lights, even if in neighboring cities, to the extent feasible in order to help promote a

smooth flow of traffic and minimize excessive noise from acceleration and braking. Also periodically assess the timing of existing traffic signals and make any appropriate adjustments.

3.4 **Railway Noise.** Ensure that noise from rail lines is taken into account during the land use planning and site development processes.

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8. SAFETY

Overview

The City of Palm Desert strives to maintain a high level of safety and to respect the natural setting of the community, while meeting the needs of residents, a thriving economy, and critical government functions. This element identifies priority public safety issues in Palm Desert and addresses potential hazards to people and property. Issues in this element include both natural and human-caused hazards. Goals, policies and actions in the Safety Element seek to enhance the safety of the community and foster long-term resilience to potential hazards.

Palm Desert is known for high quality emergency services

Statutory Requirements

California law (Government Code Section 65302(a)) requires that a city's general plan include:

"a safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence… and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes …peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."

As required by state law, the Safety Element identifies forces of nature and events resulting from human action that have the potential to cause harm to life and property in the city. Identifying the source of such threats allows decision-makers to take preemptory action to minimize the damage, particularly as it relates to new development projects. In addition to State-mandated components, the Safety Element builds on the previous General Plan to emphasize the importance of police services and personal safety. This element presents existing conditions relative to public safety in Palm Desert and is organized to address the following six priority safety issues required by state law and identified by the City's (2017) Local Hazard Mitigation Plan:

- Seismic and geologic hazards
- Flooding
- Extreme weather
- Fire

- Emergency preparedness
- Human-caused and other hazards

The Safety Element is consistent with and supports the other General Plan elements. The elements of the General Plan that most closely correlate to the Safety Element are the Land Use and Community Character Element, Public Utilities Element, Mobility Element, Housing Element, and Environmental Resources Element. While the Safety Element has a less direct relationship with the remaining General Plan elements, each element is important and collectively supports a comprehensive framework for Palm Desert's future.

Context

Protecting community well-being and health remains a high priority for Palm Desert

The Safety Element addresses a broad range of issues and hazards that affect the community and residents of Palm Desert. Hazards and strategies from the Local Hazard Mitigation Plan (LHMP)[1], Multi-Jurisdictional Hazard Mitigation Plan (MJHMP)[2], Riverside County Unit Fire Plan, and Emergency Operations Plan (EOP) provide a foundation for policy development in this element. The Safety Element also reflects technical information on the extent and scope of hazards, as described in the City of Palm Desert Existing Conditions Report (2015). Relevant sections in the report include Section 7 (Geology and Soils), Section 8 (Hazards and Hazardous Materials), Section 9 (Hydrology and Water Quality), and Section 15 (Public Services, Utilities, and Recreation). These sections provide technical information on hazards, in addition to context regarding the local, state and federal regulatory framework.

Related Plans

The Safety Element supports and integrates several key plans that identify the City's approach to assess and reduce risks from hazards. In addition to local plans and ordinances, several state and federal policies and programs shape the City's approach to hazard mitigation.

Two key local plans present programs and implementation strategies to assess and respond to hazards. The Local Hazard Mitigation Plan (LHMP) analyzes potential hazards in Palm Desert. Included in the LHMP is a comprehensive risk assessment that meets the requirements of the Disaster Mitigation Act (DMA) of 2000. The DMA requires local governments to prepare plans that identify hazards and risks in a community and to create appropriate mitigation. Additionally, the City maintains an Emergency Operations Plan (EOP) as a framework for implementation of the California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). The EOP facilitates multi-agency and multi-jurisdictional coordination for emergency operations across the region and state.

The City of Palm Desert is also a participant in the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) (Riverside County 2018). The County LHMP identifies the hazards, reviews and assesses past disaster occurrences, estimates the probability of future occurrences, and sets goals to

[1] 2017 Local Hazard Mitigation Plan, prepared by Eric Cadden, City of Palm Desert, 5/1/2017 https://www.cityofpalmdesert.org/our-city/departments/risk-management/emergency-services-/disaster-preparedness/local-hazard-mitigation-plan

[2] County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018 https://www.rivcoemd.org/LHMP

mitigate, reduce or eliminate long-term risk to people and property from natural and man-made hazards in the county and participating jurisdictions, including Palm Desert.

As a contract city that receives fire services from Riverside County, which contracts with the California Department of Forestry and Fire Protection (Cal FIRE). The City's fire response and preparedness planning is contained in the Riverside County Fire Department Strategic Plan[3] prepared by the County and Cal FIRE. This plan outlines the activities necessary to reduce total government costs and citizen losses from wildland fires. A key component of this protection of assets at risk through focused pre-fire management prescriptions and increasing initial attack success. In addition, the City has adopted the California Fire Code with some adoptions within Chapter 15.26[4] of the Palm Desert Municipal Code. The adoptions within this Chapter are associated with local climatic, geologic, and topographical conditions within the City.

Natural Hazards

Seismic and Geologic Hazards

Palm Desert is in a region bordered by mountain ranges on three sides. According to the state mapping of fault zones, pursuant to the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (Public Resources Code Sections 2621–2630), the city and the sphere of influence (SOI) are not located in an active fault zone. Nonetheless, the area is bordered by three active faults. The closest fault to the community is the San Andreas Fault, located approximately four miles to the north. Other nearby faults include the San Jacinto Fault, located approximately 10 miles to the southwest, and the Elsinore Fault, located approximately 30 miles to the southwest. Figure 8.1 presents fault lines near Palm Desert and the sphere of influence.

The San Andreas Fault located in close proximity to Palm Desert

Terrain and steep slopes within Palm Desert

Fault rupture is a primary seismic hazard that describes the sudden release of energy which results from the sliding of one part of the earth's crust past another. An earthquake, or ground shaking, is another type of primary seismic hazard. Thousands of earthquakes occur frequently in Southern California each year, although most do not cause significant damage or affect communities. The most recent earthquake in the Coachella Valley occurred on October 16, 1999, and registered as a magnitude (M) of 7.1. Relatively negligible damage was reported from the earthquake because of the epicenter's remote location. Six major seismic events (magnitude 5.9 or greater) have been recorded in the Coachella Valley region in the past 100 years, with none occurring in Palm Desert (SCEC 2014).

Although no active faults run through the community, Palm Desert's soils and geologic characteristics result in other potential secondary seismic hazards. Due to a combination of steep slopes, unstable terrain, and proximity to earthquake faults, the southwestern portions of the city and the SOI are susceptible to landslide risks ranging from moderate to very high. Areas susceptible to landslide are shown in Figure 8.2. Susceptible areas include those identified in the Land Use and Community

[3] California Department of Forestry and Fire Protection, Riverside County Fire Department Strategic Plan 2009-2029, http://rvcfire.org/stationsAndFunctions/AdminSppt/StrategicPlanning/Documents/StrategicPlan2009.pdf

[4] Palm Desert Municipal Code, http://www.qcode.us/codes/palmdesert/view.php?topic=0&frames=off

Character Element for development of new buildings and structures. As of 2015, no recent landslides had been reported in Palm Desert or the SOI.

Local soil and fault characteristics also result in the potential for liquefaction. Liquefaction is the loss of soil strength caused by a sudden increase in pore water pressure during shaking and is one of the most destructive secondary effects of seismic shaking. The California Geological Survey does not identify liquefaction-susceptible areas for Palm Desert. However, the Riverside County Land Information System (Riverside County 2014) identifies that the majority of the city and the entire northern portion of the SOI are susceptible to moderate liquefaction potential.

Figure 8.1 Faults and Fault Zones in Palm Desert

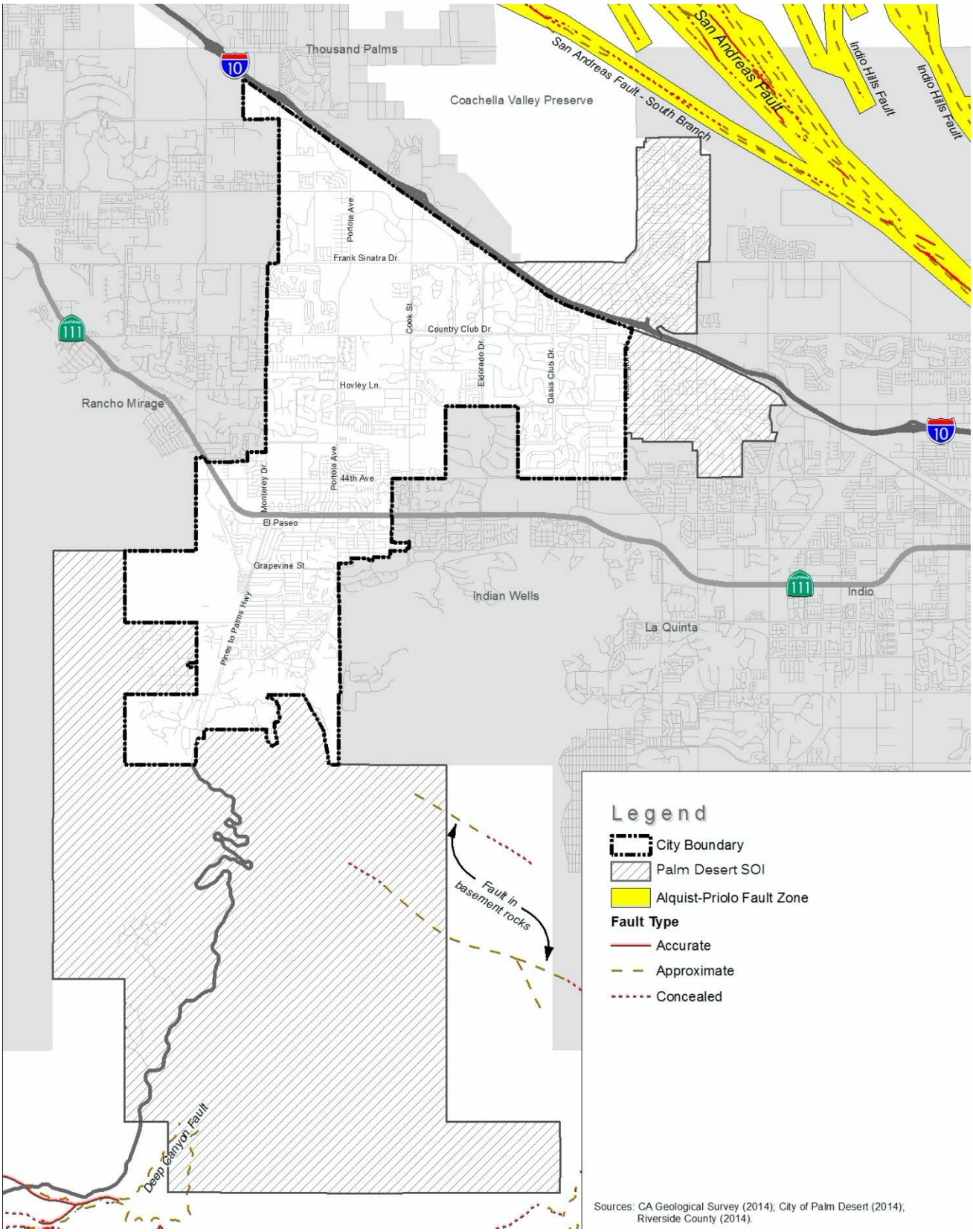
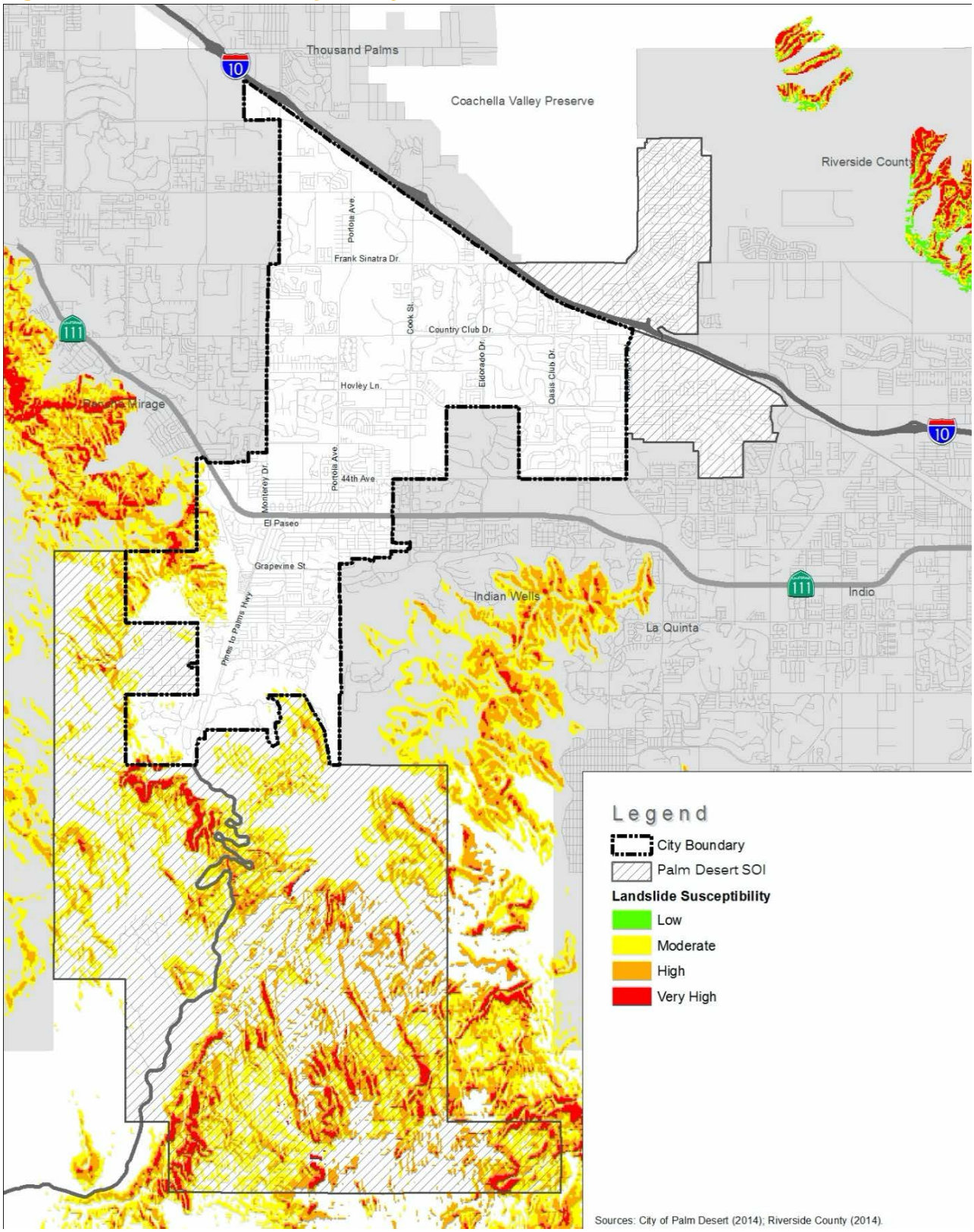


Figure 8.2 Landslide Susceptibility



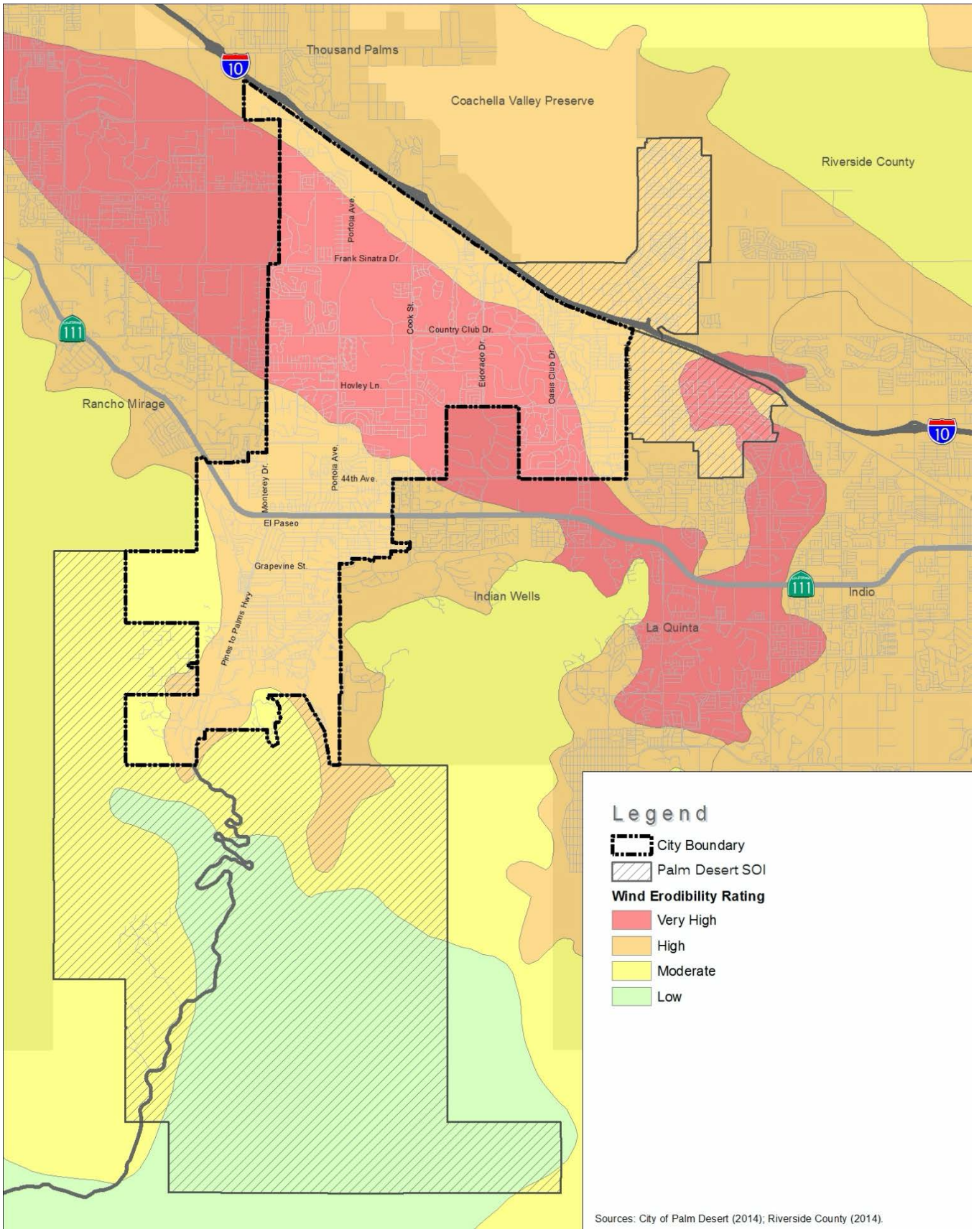
Wind Erosion

Erosion is a normal geologic process whereby earth materials are loosened, worn away, decomposed, or dissolved and are removed from one place and transported to another. The City of Palm Desert and the SOI face exposure to potential erosion hazards due to wind. The geologic orientation of the hills and mountain ranges throughout the community provide little resistance to air flow down the Coachella Valley, resulting in increased rates of erosion. For example, the narrow San Gorgonio Pass actually accelerates the wind speed and further increases erosion rates.

Other factors in the community exacerbate the potential for wind-blown sand hazards. Local bedrock is characterized by granite and metamorphic rock types, which are easily transported by the wind. Wind-blown hazards also follow slope and floodplains. Due to sparse desert vegetation, little groundcover exists to hold materials in place (County of Riverside 2000).

As shown in Figure 8.3, the greatest areas of potential wind-blown hazards are located alongside the sand dunes on Highway I-10 and the Whitewater River.

Figure 8.3 Wind Erosion Hazard



Flooding

Flooding hazards in Palm Desert can result from stormwater flows and flash runoff from the Indio Hills and the foothills of the San Jacinto and San Bernardino Mountains. The threat of localized flash flooding is especially high during summer storms due to the high intensity and shorter duration of rainfall.

Palm Desert has a history of flood events. Recent regional occurrences include the Riverside County floods in 1998 that resulted in reported damage of over $12 million. Locally, smaller flood incidents have also occurred in Palm Desert. Previous local events in Palm Desert include flash floods that occurred in 1998, in addition to flooding from Tropical Storms Kathleen and Doreen in 1976 and 1977 that caused extensive flood damage throughout the city (Riverside County 2012, City of Palm Desert 2017). In 2015, the Palm Desert Country Club neighborhood in the City experienced temporary flooding from an isolated high wind/storm event, with damages mainly from high winds and falling trees. Nonetheless, reported damages from these flood events in Palm Desert are low and far less extensive than the reported damages from the countywide floods of 1998.

Areas of Palm Desert and the SOI are subject to inundation from flooding. The Federal Emergency Management Agency's (FEMA's) Digital Flood Insurance Rate Map (2017) identifies the following flood hazard zones:

Zone A/AE/AO—100-year floodplain, designating a 1 percent or greater chance of flooding in a given year, with base flood elevations undetermined, determined, or 1-3 feet average depth and

Zone X—500-year floodplain, designating a 0.2 percent or greater chance of flooding in a given year; areas of average depths of less than 1 feet or with drainage areas less than 1 square miles; and areas protected by levees from 1 percent annual chance flood.

North of Interstate 10, the majority of the northern portion of the SOI is within the 100- or 500-year flood zone. Additional 100- and 500-year flood zones are present throughout the southern City along the Whitewater River and its tributaries such as the Palm Valley System. The majority of the community south of the Whitewater River, however, are areas with reduced risk due to levee or not within any flood hazard zones. Figure 8.4 depicts the flood hazard zones in the City and SOI.

Existing development in the 100-year flood zones are mainly located between Interstate 10 and Washington Street in the northern SOI. Part of the Palm Springs RV Resort and some commercial uses are located in the 100-year flood plain. There are existing residential and commercial development within the 500-year flood zones. The majority of Sun City Palm Desert, a retirement community in the northern SOI, are located in the 500-year flood zone. Several commercial plazas and single-family residences near Highway 111 in the western City are also located in the 500-year flood zone.

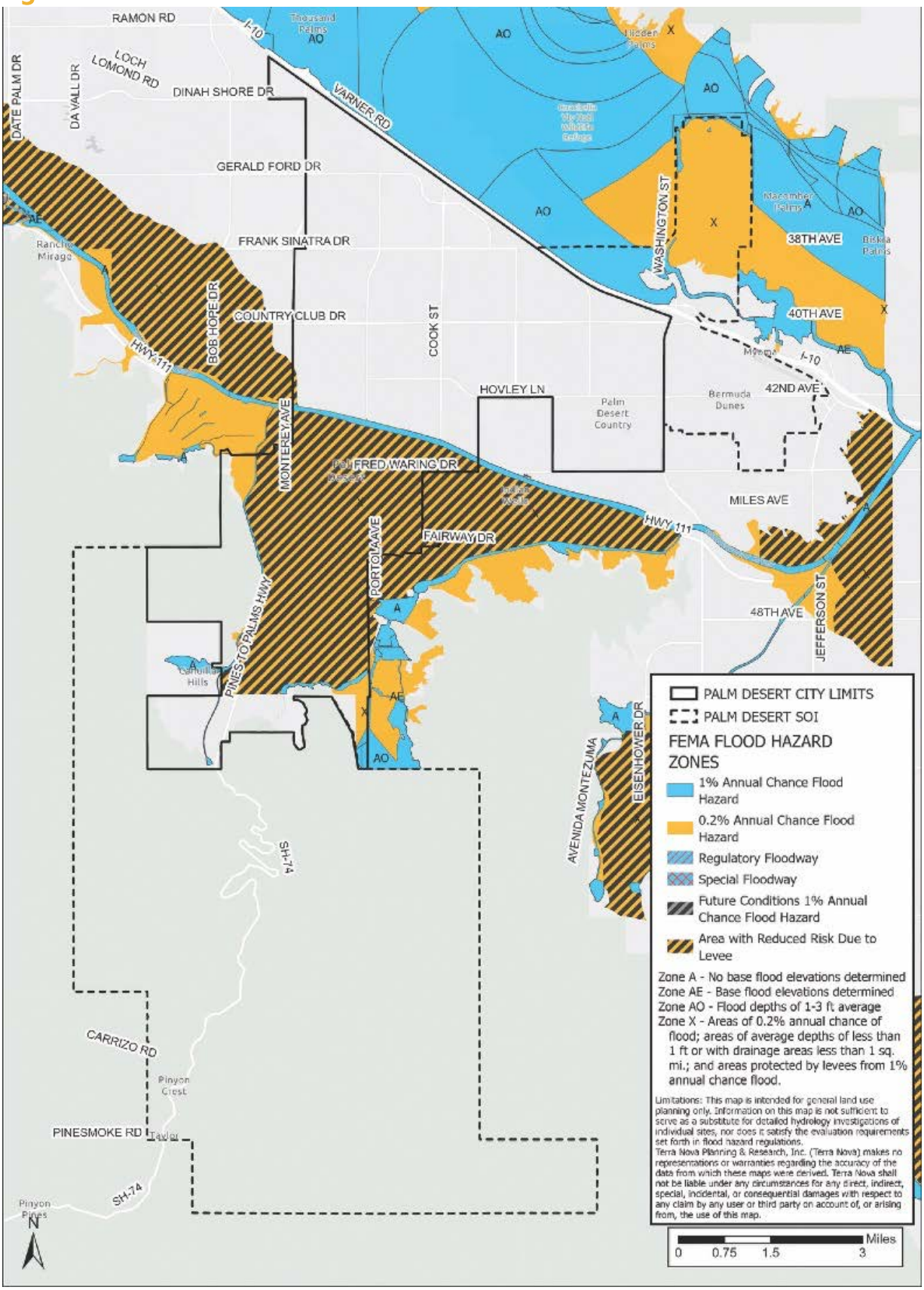
Applications for development in Special Flood Hazard Areas (SFHAs) are subject to Palm Desert Municipal Code Title 28, Flood Damage Prevention. Title 28 defines SFHAs as an area in the floodplain subject to a one percent or greater chance of flooding in any given year, which corresponds to Zone A/AE/AO in figure 8.4. This title requires an applicant to obtain a development permit before construction or other development begins in any area of special flood hazard. Chapter 28.10 sets

provisions for flood hazard reduction, including standards of construction, for utilities, subdivisions, manufactured homes and recreational vehicles.

While areas of community flood exposure are indicated by designated flood zones, other areas of Palm Desert are also susceptible to other types of localized flood risks. Stormwater runoff or the failure of infrastructure can result in additional flood events, both within and outside of designated flood zones. Stormwater drainage in Palm Desert is approaching the end of its useful life. Existing stormwater infrastructure throughout the Coachella Valley is more than 100 years old, requiring replacement to control groundwater levels and safely facilitate percolation of stormwater. As the community continues to urbanize, the need for improved stormwater infrastructure will increase.

The possibility of dam failure poses additional potential flood hazards to Palm Desert. Although no dams or reservoirs are located in the community or SOI, the city is within the potential inundation area of the Wide Canyon Flood Control Dam. While the city is not expected to be impacted directly by a seiche, or wave, from the dam, Palm Desert is subject to potential flood hazards if the dam were to fail. Constructed in 1968 and located in Fun Valley, the dam has the potential to inundate not just Palm Desert but also other portions of the Coachella Valley.

Figure 8.4 FEMA Flood Zones



Fire

Palm Desert and the SOI are exposed to fire-related hazards from two potential sources: wildfires and fires that occur in urban settings. Fire hazards are highest in areas of the community near the wildland-urban interface (WUI). The WUI refers to areas where development abuts areas of wilderness or landscapes with higher fuel loads.

Although Palm Desert does not have record of any reported fire incidents, the Riverside County LHMP indicates that from 2001 to 2017, at least 88 large fires (300 acres or greater in size) were reported in the county.

Figure 8-5 presents the fire hazard severity zones in the City of Palm Desert and SOI. The California Department of Forestry and Fire Protection (Cal Fire) classified fire hazard severity zones based on fuel load, terrain, weather, and other relevant factors. The mapping also involved an extensive local review process, including by the Riverside County Fire Department based on an assessment of vegetation, slope, fire history, weather patterns, and the effects of flames, heat and flying fire embers.

Collectively, areas designated in the fire hazard severity zones on Figure 8.5 face the highest risk of wildfires. Areas of local and state responsibility in these fire hazard severity zones are shown in Figure 8.5. All areas of the community in Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) are located in the southern areas of the city and the SOI, with very limited VHFHSZ and HFHSZ in SRAs along the city's urban edge (Cal Fire 2020). Within the city limits, the VHFHSZ overlaps minimally with some single-family residences on Canyon View Drive and Desert Vista Drive; however, there is no developable land in the VHFHSZ as it contains marginal hillside area behind single family residences and does not have any development potential. The small area of HFHSZ within the city limits covers undeveloped desert land and an aboveground water tank and has no development potential. Currently, the main evacuation route in the area is via Canyon View Drive, which will lead to Portola Avenue and Highway 74. A secondary evacuation route is available at the eastern end of Ridge View Way, via an access road along the eastern boundary of the Ironwood Country Club, to continue north or east into the roadway network. These areas that encroach into SRA/VHFHSZ within the city meet the minimum standard of two emergency evacuation routes as established in Government Code Section 65302.g. In the SOI, some single-family homes in Cahuilla Hills west of Highway 74 are located within the VHFHSZ, and some are limited to one local street leading to Highway 74 as an evacuation route.

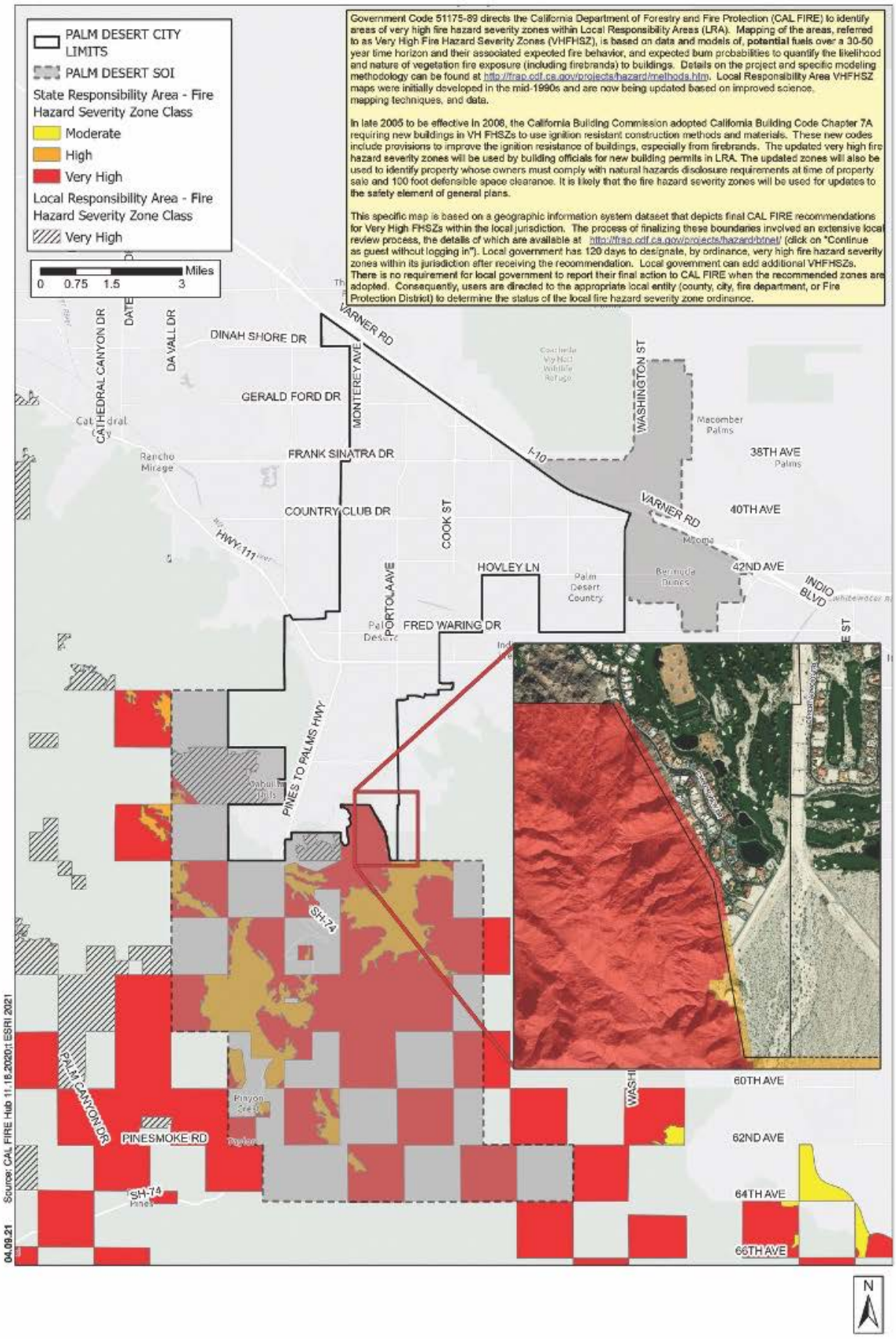
As urbanization expands south of Highway 111 in the southern portion of the SOI, the community will face heightened exposure to areas vulnerable to wildfire hazards. Increased infill and nonresidential development in the city can also increase the probability of urban fires due to increased potential for hazardous materials accidents, arson or other hazard events.

Five federal agencies are responsible for wildland fire management—U.S. Forest Service, the Bureau of Indian Affairs, Bureau of Land Management, Fish and Wildlife Service, and National Park Service. Both state and local codes regulate the abatement of fire-related hazards. The California Health and Safety Code includes requirements for local jurisdictions to adopt and enforce the Uniform Building Code, including fire-related construction methods and exterior design measures. Special standards apply to structures in the state's designated fire hazard severity zones.

California Government Code Section 51182 further requires maintenance of defensible space of 100 feet from each side of a structure.

The City of Palm Desert has incorporated state requirements with adoption of the 2019 edition of the California Building Standards Code, including the California Fire Code by reference in Municipal Code Title 15, Building and Construction. The state's fire hazard severity zones shown in Figure 8.5 are incorporated and established in Palm Desert Municipal Code Section 15.26.010, supporting the City's ability to enforce state standards applicable to areas of higher risk.

Figure 8.5 Fire Hazard Severity Zones



Extreme Heat

The climate in Palm Desert is hot and arid. Exposure to extreme heat or extended periods of high temperatures results in a variety of health effects, including increased heat-related mortality (Chestnut et al. 1998; Medina-Ramon et al. 2006).

Because of a changing climate, Palm Desert is anticipated to experience increasing levels of heat. By 2100, the Riverside County region is anticipated to experience an increase ranging from 4.3°F to 8.7°F (Scripps Institution of Oceanography 2018). Similarly, Palm Desert is anticipated to experience an increase in the number of days when temperature exceeds 112.1°F, the local threshold for extreme heat. While Palm Desert's historic number of extreme heat days through 2011 was four occurrences per year, by 2050 the number of extreme heat days could increase to 56 per year, on an average of 21 to 25 (Scripps Institution of Oceanography 2009 & 2018). Increased heat, when combined with drought and high winds, can exacerbate wildfire risk in and around Palm Desert.

Climate Change Impacts and Adaptation

As described in Chapter 6 Environmental Resources and above, climate change can have widespread impacts at different levels on the community. Climate change impacts temperature, precipitation and other natural processes, thus potentially affecting natural hazards including wildfire, flood, and extreme weather.

Similar to the state trend, the projections show little variation in total annual precipitation in Palm Desert throughout this century. Palm Desert had an average annual rainfall of 3.8 inches during 1961 to 1990, which is almost 79 percent less than the average in California. Average rainfall in Palm Desert is predicted to increase up to 0.1 inches, with a 0.051 inches to 0.099 inches increase in maximum one-day precipitation throughout the century. These projected changes in precipitation are not expected to have a significant impact on Palm Desert compared to the current conditions. However, the maximum length of dry spell (days with precipitation < 1 mm) is projected to increase by 8 to 13 days in mid-century (2035-2064), which can further drought and related hazards including wildfire.

Human-Caused and Other Hazards

Hazardous Materials

A hazardous material is any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or local implementing agency has a reasonable basis to believe would be injurious to the health and safety of persons or would be harmful to the environment if released.

While Palm Desert has nonresidential land uses, it has very few generators of hazardous or toxic materials. Potential uses associated with possible hazardous materials production may include commercial, quasi-industrial or medical operations. The city and SOI have one abandoned hazardous waste site that is designated by the US Environmental Protection Agency (EPA) as a Superfund site (EPA 2014). The site, Enfield Chemical, is located at 77539 Enfield Court, just south of

I-10 in Palm Desert. Although listed as a Superfund site, this site is not on the EPA National Priority List for cleanup, and only requires site cleanup and material removal.

The potential for exposure to potentially hazardous materials in Palm Desert results primarily from the transport of hazardous materials. As of 2015, one registered transporter of hazardous materials is located in the community. In addition, major transportation corridors such as I-10 may be used to transport hazardous materials; accidents could result in release of hazardous materials. Major natural gas transmission lines provide another potential source of hazardous materials exposure. As of 2012, transmission lines for natural gas run parallel approximately two miles north of I-10 and transmission lines for hazardous liquid are located along the I-10 corridor (PHMSA 2012).

The City jointly participated with Riverside County and other jurisdictions to adopt the Riverside County Hazardous Waste Management Plan. The plan supports the safe management of hazardous materials and waste products with identification of types of wastes and programs to manage them.

Airport Operations Hazards

Hazards from airports can result from accidents during takeoff and landing. Airports can also pose issues associated with land use incompatibilities. Bermuda Dunes Airport is the closest airport to the city and is located within the SOI. This privately owned public use airport encompasses over 90 acres. For the 12-month period ending April 30, 2014, the airport had approximately 27,000 aircraft flights at an average of 74 per day.

Terrorism and Civil Disturbances

Numerous targets and locations for potential terrorist and civil disturbances are present throughout California and Riverside County. Areas that may serve as targets include government facilities, schools, religious institutions, gathering places (for example, shopping centers, entertainment venues), medical clinics, utility infrastructure, transportation infrastructure, water storage facilities, locations of high-profile individuals, and financial institutions. Palm Desert contains potential target locations such as these and is regionally located near others. The Riverside County Emergency Management Office is actively involved with planning for terrorism and other human-caused events. Due to the sensitive nature of these threats, they are not addressed in extensive detail in this public document.

Critical Facilities

Critical facilities provide essential community functions that the City has prioritized as meriting additional attention for emergency preparation. These can include both public and private assets. Critical facilities identified in the City's LHMP include City Hall, local fire stations, the Sheriff's Station, the Palm Desert Corporation Yard, local schools, the waste water treatment plant, and the Joslyn Center.

Emergency Preparedness and Coordination

The City of Palm Desert actively prepares to safeguard the community from the numerous potential hazards that could occur. The City undertakes several emergency preparedness activities, establishing procedures and responsibilities for

emergency response. Land use rules and service providers also play a role in achieving readiness for hazards and emergencies. Additionally, the City is supported by several other external entities to provide response services.

Emergency Preparation

The City of Palm Desert has established a framework for emergency preparation and response. Key preparation tasks and tools are outlined below, including an overview of roles identified in the EOP.

Emergency Operations Center

The City's Desert Emergency Operations Center (EOC) is the central management entity responsible for directing and coordinating the various City departments and other agencies in their emergency response activities. The EOC also serves as the physical location from which information and resources are coordinated. The City's Emergency Operations Plan establishes City Hall as the primary EOC, with an alternate center located at the City Corporation Yard. The EOP provides guidance for activation and deactivation of an Emergency Operations Center, including an action plan for the EOC in event of an emergency.

Emergency Notification Program

The City of Palm Desert is a member of Riverside County's Emergency Alert System (EAS). The EAS is a statewide network of commercial broadcasting stations and interconnecting facilities authorized by the Federal Communications Commission (FCC) to operate during national disasters or emergencies. The EAS provides immediate warnings for hazards such as flash floods, child abductions, or needs for evacuation.

Emergency Services – Peak-Load Water Supplies

The availability of water greatly affects the City's ability to effectively respond to any occurrences of fire. Water services in the Coachella Valley come from the Coachella Valley Water District (CVWD). The CVWD provides domestic water services to Palm Desert using wells to extract groundwater from the Whitewater River subbasin. The groundwater supply consists of a combination of natural runoff, inflows from adjacent basins, returns from groundwater, recycled water, and imported water use. Drinking water is met primarily from groundwater sources, while irrigation water is supplied primarily from recycled wastewater and imported water.

Annual demand for groundwater has exceeded the ability of the subbasin to recharge, resulting in overdraft conditions. The CVWD, recognizing the need for other sources of water to reduce demand on groundwater, initiated water reclamation in 1967 and currently operates six water reclamation plants (WRPs) in the valley. Recycled water from two of these facilities has served golf course and greenbelt irrigation in the Palm Desert area for many years, reducing demand on the groundwater basin. A third facility (WRP 7), located north of Indio, began providing recycled water for golf course and greenbelt irrigation in Palm Desert in 1997.

The CVWD continues to expand recycled water services to golf courses and other nonpotable needs to reduce peak-load supply. Typically, demand is highest during summer months because of water needs for landscaping. Demand for recycled water exceeds the CVWD's current supply and would require additional infrastructure for recycled water connections. The district has plans to expand pipeline connections to the Mid-Valley Pipeline (MVP) recycled water system, with the potential to connect

at least 10 additional golf courses. Completion of the MVP project would further reduce demands on groundwater and enhance the City's ability to meet peak-load water supplies during an emergency.

Emergency Access and Response

Evacuation Routes

Key evacuation routes in the city consist primarily of the north–south connections between Palm Desert and I-10 and Highway 111, including Monterey Avenue, Portola Avenue (following the planned construction of the interchange), Cook Street, and Washington Street. Both Monterey Avenue and Washington Street provide all-weather bridges to the highways. Cook Street and Portola Avenue also provide connections across the Whitewater River.

Coordination with Riverside County will be critical to support connections to unincorporated SOI areas. Areas of the SOI north of Interstate 10 have higher potential for isolation in case of a hazard. In the southern SOI, areas along State Route 74 such as Royal Carrizo could face similar challenges of isolation in case of a hazardous event.

A process to identify evacuation routes appropriate to given hazards is established in the City's EOP. City departments are responsible for development of department-specific Standard Operating Procedures and Response Plans with evacuation routes, with varied priorities based on hazard.

Emergency Access – Roadway Widths

To ensure the community is accessible to emergency response personnel, the City establishes minimum roadway widths and access requirements. Section 26.40.040 of the Palm Desert Municipal Code establishes minimum roadway widths for subdivision development. Minimum widths range from 24 to 106 feet, with standards that vary based on street parking characteristics. To date, roadway widths or parked vehicles have not hindered emergency response access.

Emergency Services Agencies and Organizations

The City's Risk Management Department coordinates and manages Palm Desert's emergency services and providers. The City's Risk Manager serves as the community's emergency manager. Fire protection, first response emergency medical services, and natural disaster preparedness services in Palm Desert are provided by the Riverside County Fire Department (RCFD), in cooperation with the California Department of Forestry and Fire Protection (Cal Fire). As of 2015, Palm Desert had a total Fire Department staffing of 44 positions.

Emergency Dispatch Services

Regional communications and dispatch services are provided by the RCFD, which serves approximately 1,360,000 residents in an area spanning 7,200 square miles. RCFD is an all risk, full-service fire department with three fire stations located strategically throughout the City of Palm Desert to provide highly effective protection: Station 71 serving North Palm Desert at 73995 Country Club Drive, Station 33 serving Central Palm Desert at 44400 Town Center Way, and Station 67 serving South Palm Desert at 73200 Mesa View Drive. The city participates in a regional cooperative agreement and benefits from resources responding from other nearby stations, ensuring that peak loads and major incidents are handled promptly.

In 2013, the RCFD responded to 133,536 total incidents and 8,172 calls for service in Palm Desert. The average en-route-to-on-scene response time was 3.6 minutes, with 86.2 percent of call response under 5 minutes. There are no service gaps in the city. All areas within the city, including those in SRAs/VHFHSZ, receive adequate emergency services.

Flood Services

Countywide, flood control services are provided by the Riverside County Flood Control and Water Conservation District. The district has the responsibility of protecting people, property and watersheds in the county from flood damage. District tasks include regulation of drainage and development in the floodplain, the construction of channels and flood facilities, and flood warning and early detection.

Both the Coachella Valley Water District and the Riverside County Flood Control and Water Conservation District are responsible for the management of regional drainage within and in the vicinity of Palm Desert, including rivers, major streams and their tributaries, and areas of significant sheet flooding. The City participates in stormwater management related to the National Pollutant Discharge Elimination System (NPDES). For purposes of NPDES permits, the City serves as a co-permittee with the County of Riverside, CVWD, Riverside County Flood Control and Water Conservation District, and municipalities in the Whitewater River subbasin.

Police Services

The Riverside County Sheriff's Department provides contract services in Palm Desert and the SOI as the Palm Desert Police Department (PDPD). Services include general law enforcement and police protection services. As of early 2015, the PDPD operated with 81 staff members.

Regional Services and Coordination

The City of Palm Desert participates in regional forums to monitor and coordinate emergency preparation tasks. The City participates in the Coachella Valley Emergency Managers Association, in addition to the Coachella Valley Association of Governments' (CVAG) Public Safety Group. Both forums provide an opportunity to identify and prepare regional evacuation routes and other key emergency response tasks.

In coordination with the RCFD Office of Emergency Services, the City of Palm Desert also plans for extreme heat conditions. Together with the County, the City operates two local cooling stations during extreme heat occurrences: the Joslyn Center located at 73750 Catalina Way, and the Palm Desert Community Center located at 43900 San Pablo Avenue. These cooling centers offer a safe, air-conditioned space in times of extreme heat.

Goals and Policies

Goal 1. Leadership. City leadership that promotes collaboration within the region that sustains maximum resilience to emergencies and disasters.

Policies

1.1 **Hazards Information.** Establish and maintain a database containing maps and other information that identifies and describes the community's hazards.

1.2 **Local Hazard Mitigation Plan.** Maintain and regularly update the City's Local Hazard Mitigation Plan (LHMP) as an integrated component of the General Plan, in coordination with Riverside County and other participating jurisdictions, to maintain eligibility for maximum grant funding.

1.3 **Hazards Education.** Consult with agencies and partners to provide public education materials on safe locations and evacuation routes in case of emergency or hazardous event.

1.4 **Critical Facilities.** Prepare existing critical facilities for resilience to hazards and develop new facilities outside of hazard-prone areas.

1.5 **Emergency Plans and Processes.** Consult with the Coachella Valley Emergency Managers Association and CVAG to maintain and update the City's Emergency Operations Plan, and maintain SEMS compliant disaster preparedness plans for evacuation and supply routes, communications networks, and critical facilities' capabilities.

1.6 **Utility Reliability.** Coordinate with providers and agencies including the CVWD and Southern California Edison for access to reliable utilities and water supply to minimize potential impacts of hazards and emergencies to pipelines and infrastructure.

1.7 **Citizen Preparedness.** Continue to promote citizen-based disaster preparedness and emergency response through Riverside County's Community Emergency Response Team (CERT) training and certifications.

Goal 2. Geologic hazards. A built environment that minimizes risks from seismic and geologic hazards, including hazards due to wind erosion.

Policies

2.1 **Seismic Standards.** Consider exceeding minimum seismic safety standards for critical facilities that ensure building function and support continuity of critical services and emergency response after a seismic event.

2.2 **Structural Stability.** Maintain development code standards to prohibit siting of new septic tanks, seepage pits, drainage facilities, and heavily irrigated areas away from structure foundations to reduce potential soil collapse.

2.3 **Seismic Retrofits to the Existing Building Stock.** Create a phased program for seismic retrofits to existing public and private unreinforced buildings to meet current requirements.

2.4 **Wind Hazards.** Support integrated land management for site design and improvements that protect the natural and built environment, including both public and private structures, from hazardous wind events.

Goal 3. Flood hazards. A community where flooding and inundation hazards are contained within areas reserved for open space.

Policies

3.1 **Flood Risk in New Development.** Require all new development to minimize flood risk with siting and design measures, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and minimization of structures located in floodplains.

3.2 **Flood Infrastructure.** Require new development to contribute to funding regional flood control infrastructure improvements.

3.3 **Stormwater Management.** Monitor, update, and enforce stormwater management plans in coordination with regional agencies, utilities, and other jurisdictions.

3.4 **Open Space for Flood Control.** Prioritize open space or uses that serve recreational purposes as a preferred land use within areas of high flood risk.

3.5 **Dam Failure.** Disseminate information on dam inundation areas subject to potential risks of flooding in the event of dam failure or seismic hazard, including preparation for seiche events, which can be caused by seismic events and consist of the occurrence

of a standing wave that oscillates in a body of water, such as a dam.

3.6 **Special Flood Hazard Areas.** Locate new essential public facilities out of the Special Flood Hazard Areas (SFHAs) as identified in Municipal Code Title 28. Assess the conditions of existing utilities, roads, and other structures within the SFHAs, and implement risk reduction measures, where necessary.

Goal 4. Fire hazards. Existing and future development is protected from wildfire hazards, with decreased frequency and intensity of wildfire incidents despite increased density and urbanization within the community.

Policies

4.1 **Fire Preparation.** Maintain optimal fire readiness and response service in coordination with Riverside County and other agencies. Review inter-jurisdictional fire response agreements and ensure that the agreements and firefighting resources, including water supply, can meet current and future needs, including increased demand from new development and changing fire regimes.

4.2 **Fire Hazard Severity Zones.** Adopt and implement fire mitigation standards for areas designated as High and Very High Fire Hazard Severity Zones per CalFire, including safe access for emergency response vehicles, visible street signs, and water supplies for structural fire suppression.

4.3 **Brush Clearance.** Require new development and homeowners associations to maintain brush clearance criteria that meets 120% of the current state requirement for fire hazard severity zones in the city.

4.4 **Inventory of Structures for Fire Risk.** Prepare an inventory of all structures and ownership information for structures in each fire hazard severity zone in the city and the SOI.

4.5 **Fire Education.** Disseminate information on fire risks and minimum standards, including guidance for new development in the wildland-urban interface and fire hazard severity zones.

4.6 **Future Emergency Service Needs.** Require new developments and homeowners associations along the wildland urban interface to house the proper equipment and infrastructure to respond to wildland fire incidents.

4.7 **Open Space Preservation.** Consult with neighboring jurisdictions, private property owners, and other agencies to identify resource management activities that can both enhance open space areas and reduce wildland fire.

4.8 **New Essential Public Facilities.** When planning new essential public facilities for the SOI, avoid locations within any state responsibility area or very high fire hazard severity zone. If not possible, mandate construction methods or other measures to ensure minimal damage to the facilities.

4.9 **Existing development in Fire Hazard Zones.** Direct the Planning Department Code Compliance Division to identify and track properties that are not in conformance with contemporary fire safe standards adopted by the City, especially of road standards and vegetative hazard. Reach out to these property owners during redevelopment or other permitting processes to work out a mitigation plan to achieve conformance.

4.10 **Redevelopment in Fire Hazard Zones.** Require all redevelopment in Very High Fire Hazard Severity Zones (VHFHSZ) to comply with the latest California Building Standards Code (Title 24), including the California Fire Code (Part 9). Coordinate with the Fire Department on evaluation of rebuilding after a large fire and require implementation of fire safe design and additional measures where necessary.

4.11 **Long Term Fire Hazard Reduction.** Coordinate with the Fire Department and consult with private property owners, homeowner associations and other organizations to identify roadside fuel reduction plan, otherwise provide for the long-term maintenance of defensible space clearances around structures, and include fire breaks in the VHFHSZ where appropriate.

Goal 5. Extreme weather. Improved quality of life for residents, workers, and visitors during extreme heat events.

Policies

5.1 **Extreme Heat Vulnerabilities.** Analyze and address groups with vulnerabilities to extreme heat, including youth, the elderly, nursing homes, or communities with older structures that lack adequate air conditioning.

5.2 **Education on Extreme Heat.** Educate visitors and residents on the risks of extreme heat using brochures, public service announcements, and other methods.

5.3 **Backup energy sources.** Obtain and install backup power equipment for critical public facilities to ensure they are functional during a power failure that might result from extreme weather.

5.4 **Below ground utilities.** Provide information and education to encourage private stakeholders with formation of assessment districts that would finance and replace overhead electric lines with subsurface lines that will not be affected by fallen trees and branches during windstorms.

5.5 **Tree trimming.** Support utility companies in their enforcement of the national guidelines on tree trimming and vegetation management

around electric transmission and communication lines to prevent or reduce the potential for felled branches or trees to cause power outages and disrupted communications.

5.6 **Wind barriers.** Encourage the preservation and establishment of additional wind barriers in the form of hedges and tree lines to reduce the effects of dust and sand.

Goal 6. Human-caused hazards and hazardous materials. A safe community with minimal risk from hazardous materials and human-caused hazards.

Policies

6.1 **Site Remediation.** Encourage and facilitate the adequate and timely cleanup of existing and future contaminated sites and the compatibility of future land uses.

6.2 **Airport Hazards.** Upon annexation of areas within the Bermuda Dunes Airport Land Use Compatibility Plan Area, adopt and implement airport compatibility zones for protection of people and property.

6.3 **Airport compatibility.** Require new development in the vicinity of Bermuda Dunes Airport to conform to the County's airport land use and safety plans. Notwithstanding the allowable land use intensities and densities set forth by the Land Use and Community Character Element, there may be more restrictive density and intensity limitations on land use and development parameters, as set forth by the Airport Land Use and Compatibility Plan. Additionally, per the Airport Land Use Plan, there may be additional limits, restrictions, and requirements, such as aviation easements, height limits, occupancy limits, and deed restrictions, required of new developments within the vicinity of the airport.

6.4 **Wildlife Hazards Study.** New developments proposing golf course or significant open space and/or water features shall prepare a wildlife hazard study if the site is within the Airport Influence Area.

6.5 Airport Land Use Commission Review. Before the adoption or amendment of this General Plan, any specific plan, the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of the airport land use compatibility plan, refer proposed actions for review, determination and processing by the Riverside County Airport Land Use Commission as provided by the Airport Land Use Law. Notify the Airport Land Use Commission office and send a Request for Agency Comments for all new projects, and projects proposing

added floor area or change in building occupancy type located within the Bermuda Dunes Airport Influence Area.

6.6 **Federal Aviation Administration Review.** Projects that require an FAA notice and review will be conditioned accordingly by the City to obtain an FAA Determination of No Hazard to Air Navigation prior to issuance of any building permits.

6.7 **Residential Development near airport.** New residential development within Airport Compatibility Zone D shall have a net density of at least five dwelling units per acre. New dwelling units should not be permitted as secondary uses of the Urban Employment Center General Plan Designation within Airport Compatibility Zone C.

6.8 **Nonresidential Development near airport.** The land use intensity of nonresidential structures within Airport Compatibility Zones B1, C, and D shall be limited as set forth by Table 2A of the Airport Land Use Compatibility Plan.

6.9 **Hospitals near airport.** Prohibit hospitals within Airport Compatibility Zones B1 and C and discouraged in Airport Compatibility Zone D.

6.10 **Stadiums and gathering spaces.** Major spectator-oriented sports stadiums, amphitheaters, concert halls shall be discouraged beneath principal flight tracks.

6.11 **Regional coordination.** Promote coordinated long-range planning between the City, airport authorities, businesses and the public to meet the region's aviation needs.

6.12 **Railroad Safety.** When considering development adjacent to the railroad right-of-way, work to minimize potential safety issues and land use conflicts associated with railroad adjacency.

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9. PUBLIC UTILITIES & SERVICES

Overview

This Element establishes the City's long-term goals and policies for producing, managing, and maintaining its infrastructure systems and public utilities. The City of Palm Desert has a history of abundant and high quality public services and utilities. Maintaining appropriate levels of public services and utilities is critical as the city expands and develops the University Area and Downtown One Eleven Corridor. City facilities and public services sustain and support the long-term health and well-being of the community. They require regular maintenance and expansion to meet the demands of a growing population and to improve their environmental performance. The Public Utilities Element provides background research, goals, and policies to guide the provision of public utilities and services to support existing and new development in Palm Desert.

Renewable energy in Palm Desert

Statutory Requirements

State law requires all general plans to include a conservation element which addresses the "conservation, development and utilization of natural resources" (California Government Code §65302(d)). Natural resources identified by statute include water, forests, soils, wildlife, minerals, and other resources. This chapter addresses the conservation of natural resources through goals and policies targeting stormwater management, energy conservation and utilities, and recycling and solid waste. This chapter also addresses other topics related to infrastructure, public facilities, and public services. The Circulation Element includes additional content related to transportation and street infrastructure.

Context

Infrastructure and utility decisions have widespread impact on housing, development, investment patterns, and quality of life. As Palm Desert expands, so does the need for additional buildings to accommodate City personnel and infrastructure to provide capacity for everything from educational services to wastewater management. It is imperative to coordinate the timing of new development with infrastructure and public utility capacity, so demands are adequately met. Also, providing reliable

Palm Desert Sheriff Station

Pam Desert Aquatic Center

revenue sources to support the costly maintenance and replacement required for aging infrastructure is of high importance.

Services and opportunities should be available and accessible to everyone in the community. At the same time, employment and economic benefits associated with building and maintaining infrastructure should be shared. The means for collecting revenues to fund infrastructure improvements should be determined and applied in ways that are fair and do not disproportionately burden those with lower incomes. New development should not have a negative impact on existing residents and should contribute to City resources so the current level of services can be maintained.

Policies supporting well-maintained infrastructure, utilities, and sufficient police and fire services are essential for achieving broader development objectives and for supporting the future envisioned by the residents of Palm Desert. The Infrastructure and Public Services Element addresses the changing public service and infrastructure needs and provides for their logical and timely expansion to keep pace with growth.

Emergency Response

Fire protection, emergency medical services, and natural disaster preparedness services in Palm Desert are provided by the Riverside County Fire Department (RCFD). The Palm Desert Office of the Fire Marshal provides services aimed at reducing the risk of fire and public injury.

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 SOI.

Schools

Public education services and facilities are provided to Palm Desert by the Desert Sands Unified School District (DSUSD) and Palm Springs Unified School District. The DSUSD operates four elementary schools, one middle school, and one high school in the city and SOI. 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 Palm Desert city limits. In addition, Palm Desert is home to four colleges and universities that provide a variety of vocational and advanced education opportunities.

Energy

Southern California Edison (SCE) provides electricity to most of Palm Desert, except for a small portion of the city south of Interstate 10. 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.

The Southern California Gas Company (SoCalGas) is one of California's investor owned utilities regulated by the California Public Utilities Commission. SoCalGas is the primary provider of natural gas to the Southern California region and provides service

to properties within the City of Palm Desert and Sphere of Influence. Existing facilities and distribution lines are located throughout the City and remain available to business and property-owners.

The Imperial Irrigation District (IID) is a non-profit, community-owned utility district that serves customers in Imperial County and parts of Riverside and San Diego counties. The IID provides electric services to a limited portion of the city and to Bermuda Dunes and the portion of the SOI north of the I-10. IID facilities in the city and SOI include 230 kv, 161 kv, and 92 kv transmission lines, as well as 34.5 kv and 12 kv distribution lines. The IID operates several substations, all outside of the city and SOI north of Interstate 10. The IID obtains its power from a combination of hydroelectric, diesel, thermal, and geothermal generation sources.

Climate Adaptation and Sustainability

Climate change is a threat to the health and safety of Palm Desert residents, as well as those in other parts of the region, state, and globe. Concerned about the impact of climate change, California has adopted a wide variety of legislation and policies aimed at reducing the state's greenhouse gas emissions. These include the California Global Warming Solutions Act of 2006 (AB 32), which requires state-wide climate planning; SB 375, which requires and encourages sustainable land use and transportation patterns at the regional and local level; and various actions by the state attorney general's office.

In 2010, Palm Desert City Council approved the City's Environmental Sustainability Plan and Greenhouse Gas Inventory and formed a citizen's sustainability committee to act as an advisory and consulting board regarding the management and conservation of Palm Desert natural resources. The Citizen's Sustainability Committee is a conglomerate of industry professionals that reviews proposals, offers feedback, and helps develop appropriate policies that help meet the City's goals. The six resource areas covered include the built environment, energy management, materials management, regional air quality, transportation resources, and water management.

Water Supply and Usage

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.

Coachella Valley Water District

Groundwater Demand and Conservation

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 subbasins to the west.

Desert water supply is strained by heavy pumping

Wastewater and Sewage

Wastewater and sewage collection and treatment services are also provided by the CVWD. The only outlets for groundwater in the Coachella Valley are through subsurface outflow under the Salton Sea or through collection in drains and transport to the Salton Sea via the Coachella Valley Storm Channel (CVSC). There are five stormwater channels in the city: Whitewater River Stormwater Channel, and its tributaries: Dead Indian Creek, the Deep Canyon Channel, the Palm Valley System, and the East Magnesia Channel.

Goals and Policies

Goal 1. Stormwater. Stormwater management system that leads to clean water, basin recharge and increased water retention.

Policies

1.1 **Stormwater infrastructure for new development.** Require development projects pay for their share of new stormwater infrastructure or improvements necessitated by that development (regional shallow groundwater).

1.2 **On-site stormwater retention and infiltration.** Whenever possible, stormwater shall be infiltrated, evapotranspirated, reused or treated on-site in other ways that improve stormwater quality and reduce flows into the storm drain system.

1.3 **Groundwater infiltration.** Encourage the use of above-ground and natural stormwater facilities in new development and redevelopment, such as vegetated swales and permeable paving .

1.4 **Stormwater re-use and recycling.** Encourage innovative ways of capturing and reusing stormwater for non-drinking purposes to reduce the use of potable drinking water.

1.5 **Recycled water.** Work with the CVWD to encourage existing golf courses to connect to its recycled water system.

1.6 **Collaborative stormwater management.** Encourage collaborative, integrated stormwater management between multiple property owners and sites.

1.7 **Low impact development.** Require the use of low-impact development strategies to minimize urban run-off, increase site infiltration, manage stormwater and recharge groundwater supplies.

1.8 **Green infrastructure in public rights-of-way.** Encourage green streets with in-street bio-retention and other forms of stormwater retention and infiltration in streets and public rights-of-way.

1.9 **Regional and local collaboration.** Collaborate with Thousand Palms, Rancho Mirage, Cahuilla Hills, Bermuda Dunes, and agencies in the watershed to reduce and remove contaminants from stormwater runoff.

1.10 **Stormwater in urban context.** Development projects shall incorporate stormwater management into landscaping, except in downtown designations where catch basins shall be prohibited.

1.11 **Water quality detention basins.** 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.

1.12 **Retention Basins.** Encourage storm water retention basins, especially in the City Center Area, to be underground in future development so as to achieve the most efficient use of land and compact development and promote the urban character goals of the General Plan.

1.13 **Soil erosion.** Require the prevention of water-born soil erosion from sites, especially those undergoing grading and mining activities.

Goal 2. Sewer. Sewer management and facility operations that allow for adequate disposal within the community.

Policies

2.1 **Sewer system maintenance.** Work with the Coachella Valley Water District to ensure sewers are operational and in good working order.

2.2 **Sewer infrastructure for new development.** Require development projects to pay for their share of new sewer infrastructure or improvements necessitated by that development.

2.3 **Sewer connections.** In the event that a sewer line exists in the right-of-way where a lateral line connection is required to serve a lot, require a sewer connection at the time the lot is developed.

Goal 3. Water Supply. Ensure a sustainable, clean, long-term water supply.

Policies

3.1 **Agency coordination.** Coordinate on an ongoing basis with the Coachella Valley Water District, and other agencies responsible for supplying water to the region.

3.2 **Water Supply.** Provide a clean, reliable citywide water supply sufficient to serve existing and planned development.

3.3 **Water infrastructure.** Maintain existing water infrastructure to protect the supply, quality, and delivery of potable water.

3.4 **Water infrastructure for new development.** Require development projects to pay for their share of new water infrastructure or improvements necessitated by that project.

3.5 **Recycled Water.** Expanded use of recycled water in existing and new development.

3.6 **Citywide water conservation and efficiency.** Encourage and promote community water conservation and efficiency efforts, including indoor and outdoor efforts that exceed CalGreen requirements.

3.7 **Priority infrastructure improvements.** Prioritize water infrastructure improvements in areas with failing, insufficient or end of useful life infrastructure.

Goal 4. Near zero waste. A highly efficient community that produces very little solid waste.

Policies

4.1 **Provide waste and recycling services.** Provide solid waste, recycling, and green waste services to the community at a reasonable rate.

4.2 **Zero waste government operations.** Strive for zero waste government operations, modeling best practices in solid waste management and recycling for the rest of the community.

4.3 **Waste reduction.** Seek to continually reduce Palm Desert's rate of waste disposal per capita, and to increase the diversion rate of recycling and green waste.

4.4 **Recycled building material.** Encourage the use of recycled building and infrastructure materials in new public and private development.

4.5 **Paper waste reduction.** Reduce paper waste and encourage the use of recycled paper in City operations.

4.6 **Community coordination.** Confer and coordinate with utility and civic services providers in planning, designing and siting of distribution and supporting facilities to assure the timely expansion of facilities in a manner that minimizes environmental impacts and disturbance of existing improvements.

Goal 5. Telecommunications and Utilities. A city with high quality telecommunications services and utilities.

Policies

5.1 **Plan for Fiber.** During construction of streets, pathways, etc., and when feasible, conduit for future fiber optic cable shall be installed.

5.2 **Quality telecommunication services.** Support the creation of a broadband service throughout Palm Desert.

5.3 **Telecommunication services.** Power and other transmission towers, cellular communication towers, and other viewshed intrusions shall be designed and sited to minimize environmental and visual impacts and environmental hazards.

5.4 **Unobtrusive utility lines.** Utility lines on streets and roadways shall be designed, sited, and retrofitted to assure minimal environmental and visual impacts and environmental hazards.

5.5 **Community Utility Undergrounding.** Continue assistance in formation of assessment districts to facilitate complete community undergrounding of all utility distribution lines.

Goal 6. Education. A city with world-class educational opportunities.

Policies

6.1 **Future demand.** Cooperate and coordinate with the Desert Sands and Palm Springs Unified School Districts and state agencies in identifying potential school sites needed to meet future demand, as well as the planning, site acquisition and development of educational facilities in the city.

6.2 **Higher education.** Support and encourage well planned, higher educational facilities in Palm Desert including satellite university campuses and vocational training schools in medical research and technology, particularly in the Cook Street “education corridor.”

6.3 **Library space.** Ensure adequate library space, services, books and other resources are available to residents and students.

6.4 **Health services.** Plan and encourage health care facilities and clinics located in close proximity to schools and public facilities.

6.5 **Quality early education.** Collaborate with the Desert Sands and Palm Springs Unified School Districts and local private schools to maximize educational quality.

6.6 **Prioritize higher education.** Support new University endeavors within Palm Desert including the University of-California Riverside and San Bernardino, College of the Desert, and Brandman University.

Goal 7. Emergency Services. Continue to provide excellent emergency services to the community.

Policies

7.1 **Quality of service.** Provide courteous, responsive, and efficient police and fire services.

7.2 **Review of new development.** Work with the Riverside County Sherriff's Department and the Riverside County Fire Department to review and modify development proposals to incorporate defensible space, Crime Prevention Through Environmental Design (CPTED), and other public safety design concepts into new development.

7.3 **Serving new growth.** Expand police and fire service coverage in conjunction with new growth to ensure quality of service does not diminish.

7.4 **Water pressure.** Ensure that sufficient water service and pressure is available throughout the city for use in firefighting.

7.5 **Recycled water for fire Suppression.** Consult with the CVWD to support efforts to expand reclaimed water supply from municipal wastewater for fire suppression needs.

7.6 **Increasing fire hazards.** Encourage Cal Fire and Riverside County Fire Department to explore the trends of increasing fire hazards associated with the drought and increasing temperatures and to develop new fire hazard mitigation strategies.

7.7 **Emergency Preparedness.** Work with Riverside County Fire Department, the Riverside County Sherriff's Department and the Palm Desert Police Department, along with residents to ensure that sufficient emergency plans and resources are established and known by all stakeholders.

7.8 **Fire and emergency services.** Continue to coordinate with Riverside County Fire Department to ensure continued excellent fire and emergency services.

7.9 **Police services.** Work with all available resources to ensure continued excellent and cost effective police services in Palm Desert.

10. CITY CENTER AREA PLAN

Intent & Overview

The City Center Area Plan is an in-depth plan aimed at establishing a true city center within Palm Desert by creating a framework, design objectives and implementation techniques for future development.

Vision

Palm Desert's 111 Corridor will be systematically transformed from its current outmoded highway strip character into an attractive, comfortable, and walkable boulevard through the heart of Palm Desert's expanded mixed-use downtown district, with a character and quality compatible with El Paseo. City-initiated access, parking and urban design improvements will support private reinvestment in mixed-use infill development that will evolve what is already a fine regional shopping destination into a livelier, more diverse, 18-hour mixed-use district. Over time, a San Pablo streetscape transformation project and new development along the San Pablo Corridor will connect the El Paseo/111 downtown district to the Civic Center at Fred Waring to create a unified City Center -- the nucleus for commercial, civic and cultural life in Palm Desert.

Aerial view of the 111 Area facing north

Process

Introduction

Purpose & Plan Making Process

The desire to develop a plan for Palm Desert's City Center emerged from the City's recent Strategic Planning efforts, Envision Palm Desert. Through the Strategic Plan, the community specifically expressed interest in "Creating a mixed-use city core integrating shopping, dining, lodging, and housing" and "revitalizing the Highway 111 corridor through land use and travel corridor evolution and visual improvement" among several other goals related to arts and culture, economic development, energy and sustainability, land use, housing and open space, parks and recreation, public safety and emergency services, tourism and marketing, and transportation.

As Palm Desert initiated an update to the General Plan, the desire to create a strategy for catalyzing the transformation of the City Center was identified. Rather than a separate Specific Plan or Vision Plan, the City determined that the City Center Area Plan should serve as a subset of the Palm Desert General Plan to avoid conflicting policy or repetition.

Public Engagement

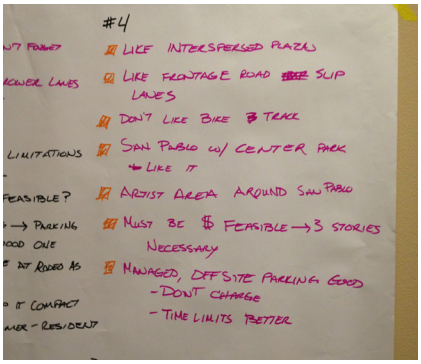
Throughout the plan development process, the community was invited to participate and share their ideas for the future of the City Center Area at workshops held on three different occasions:

October 2014 – Approximately 40 community members gathered for the first of three workshops to kick off the project and share ideas, issues, concerns, and opportunities for the future City Center Area.

December 2014 - The second workshop had approximately 30 participants, and served as an opportunity to check in with the community and present preliminary design ideas and concepts based on previous input and direction from the community during the October workshop.

March 2015 - The final workshop focused on presenting a refined set of design ideas and concepts based to the 35 community members in attendance, prior to developing policies and an implementation plan.

Palm Desert community workshop



Individual notes from workshop #3

Area Context

The City Center Area is centrally and strategically located in the heart of the Palm Desert community, and the larger Coachella Valley region. As illustrated in Figure 1.2, the City Center is located at the crossroads of Highway 111, and Highway 74, making the area ideally suited to meet local, regional, and tourist commercial and entertainment purposes. The City Center Area boundaries extend the full length of the City, from east to west along Highway 111, roughly to the south by Shadow Mountain Drive, and to the north by Alessandro Drive. The City Center Area also extends up San Pablo Avenue to connect the "downtown" to Civic Center Park and related civic and cultural venues.

Existing Conditions

History & Development Patterns

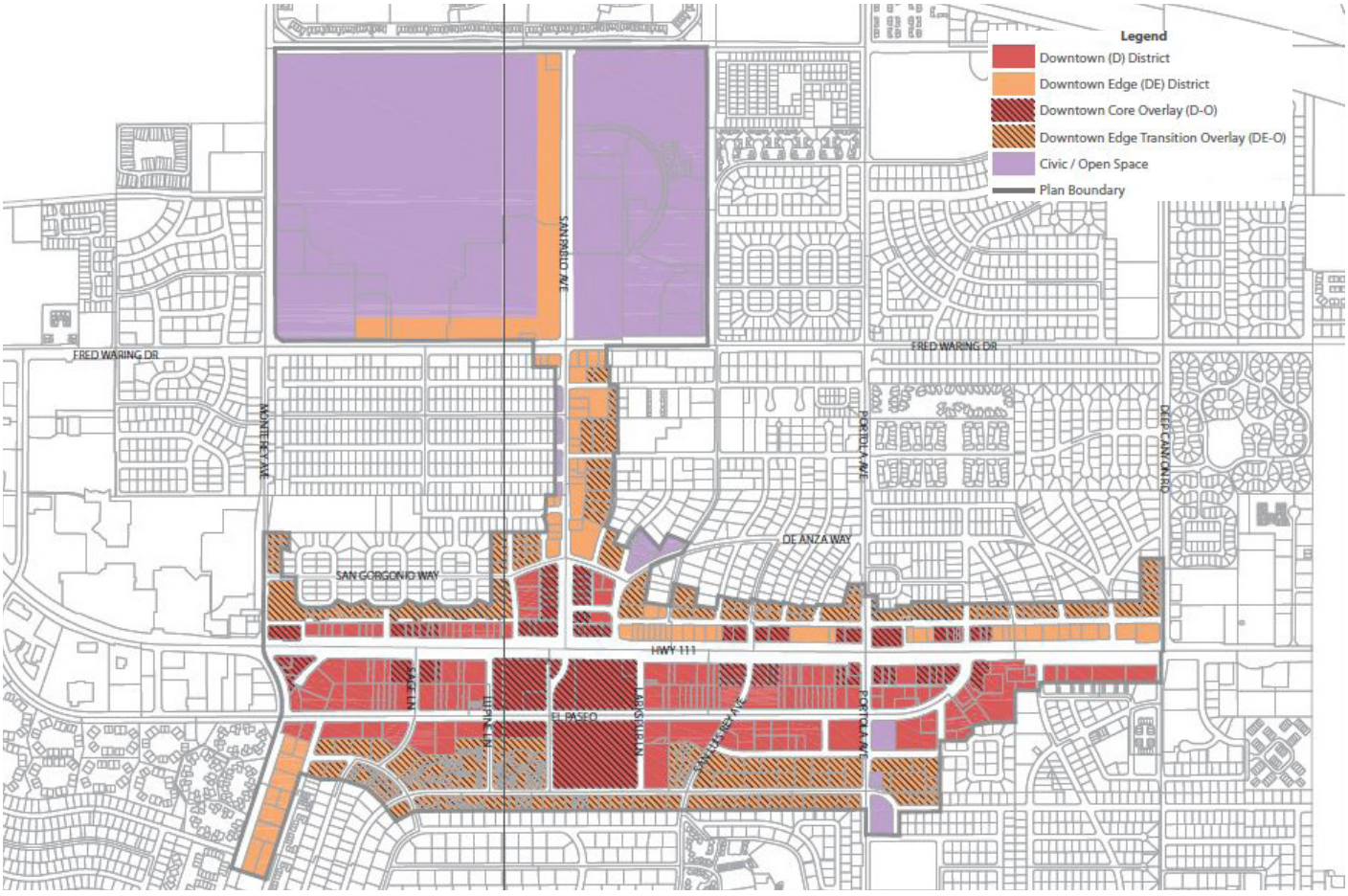
The City Center includes much of the area where Palm Desert began back in the 1940s. The historic city center has a traditional urban structure of interconnected streets, buildings that face and are accessed from the street, on-street parking and parking located within the centers of the blocks.

Historic development began along the north side of Highway 111 in the 1940s and 1950s, and shifted south toward El Paseo during the 1960s and 1970s, and west of Monterey toward the Westfield shopping mall.

Building Character

The existing character of the City Center Area can typically be divided into two types of places: west of Monterey Avenue, where the existing development pattern is automobile-oriented with very large blocks, no on-street parking, and the primary buildings are separated from the street by large surface parking lots, and east of Monterey Avenue, where development includes smaller blocks, more connecting streets, buildings located close to and facing the street, and many streets with on-street parking for convenient customer and visitor access.

East of Monterey Avenue, 111 is dominated by small footprint retail, restaurant, and office buildings that typically face and are accessed from frontage roads. Most buildings are located at or near the front property line and provide a pedestrian-friendly face with street-facing windows, shopfronts, and entries. Many buildings also have entrances at the rear of the building, providing access to rear parking lots.



City Center Area Plan boundary

Street Network & Mobility

The City Center Area contains a variety of streets, each of which plays a different role in the street circulation network. Within the City Center Area, there are primary arterials (Hwy 111, Hwy 74, Fred Waring Dr, El Paseo, Monterey Ave, San Pablo Ave, Portola Ave, Deep Canyon Rd), and a series of collector/neighborhood streets, non-through streets, private drives, and service alleys.

Existing bicycle facilities within and providing access to the City Center are comprised primarily of Class II Bike Routes – where the bike (and golf cart) lane is striped within the paved area of the roadway – and Class III Bike routes – where bikes share the curbside vehicular travel lane with motor vehicles.

Sunline Transit is the main bus transit service provider in Palm Desert and serves the City Center Area with five different transit routes: Line 32 provides north-south service between 111 and Palm Springs through Palm Desert along Monterey Avenue and Bob Hope Drive; Line 53 provides service along much of 111 to areas north via Cook Street and Portola Avenue; Line 54 provides east-west service between Palm Desert and Indio along Fred Waring Drive; Line 111 provides east-west service along One Eleven between Downtown Palm Springs and Indio; and Commuter Link 220 provides commuter service between Palm Desert and Riverside.

Existing San Pablo frontage road

Property Ownership

Most of the parcels within the Plan Area are privately owned, although there are a few City-owned parcels (on Portola Avenue, Shadow Mountain Drive, Town Center Way, and Monterey Avenue). The City owns the site where the Palm Springs Art Museum in Palm Desert is located. There are also a number of vacant parcels scattered throughout and near the Plan Area, a few of which are also owned by the City.

Existing Highway 111 frontage road

Parking

Parking is provided both in surface parking lots and on the street. West of Monterey Avenue, large surface lots are located between the principal buildings and the street. East of Monterey Avenue, parking lots are mostly located at the center of the block, in President's Plaza, which results in the more pedestrian-and bicycle-friendly streets that are needed for a successful downtown environment. West of Monterey Avenue, on-street parking is absent. East of Monterey Avenue, on-street parking is provided along frontage roads, along both sides of El Paseo, as well as along some of the smaller streets. Most parking lots are privately owned, although about half of the parking spaces between 111 and El Paseo are City-owned, public parking lots, or have a public parking easements.

Vision

This section provides a long-term vision for land use and development in the City Center Area of Palm Desert over the next 20 to 30 years. This section articulates the vision for the City Center area and identifies the key concepts needed to transform the City Center and achieve the vision.

President's Plaza parking

Area Vision

The City Center is the economic and cultural activity center of the city and the Coachella Valley. It is intended to be the most intensely developed area of Palm Desert. The area is anchored by City Hall, the College of the Desert campus, and the shopping district of El Paseo. The City Center is oriented around a formal arrangement of streets that respects the original pattern of Palm Desert organized around a multi-way boulevard. This area of the City will be comprised of a variety of uses, including retail, institutional, public, tourist accommodations, office, and residential. The future City Center will exhibit town-scale buildings and development patterns: taller buildings at key intersections and gateways, compact development, a lively street scape, a pedestrian orientation, and strong neighborhood connectivity. Key strategies for this transformation will center around:

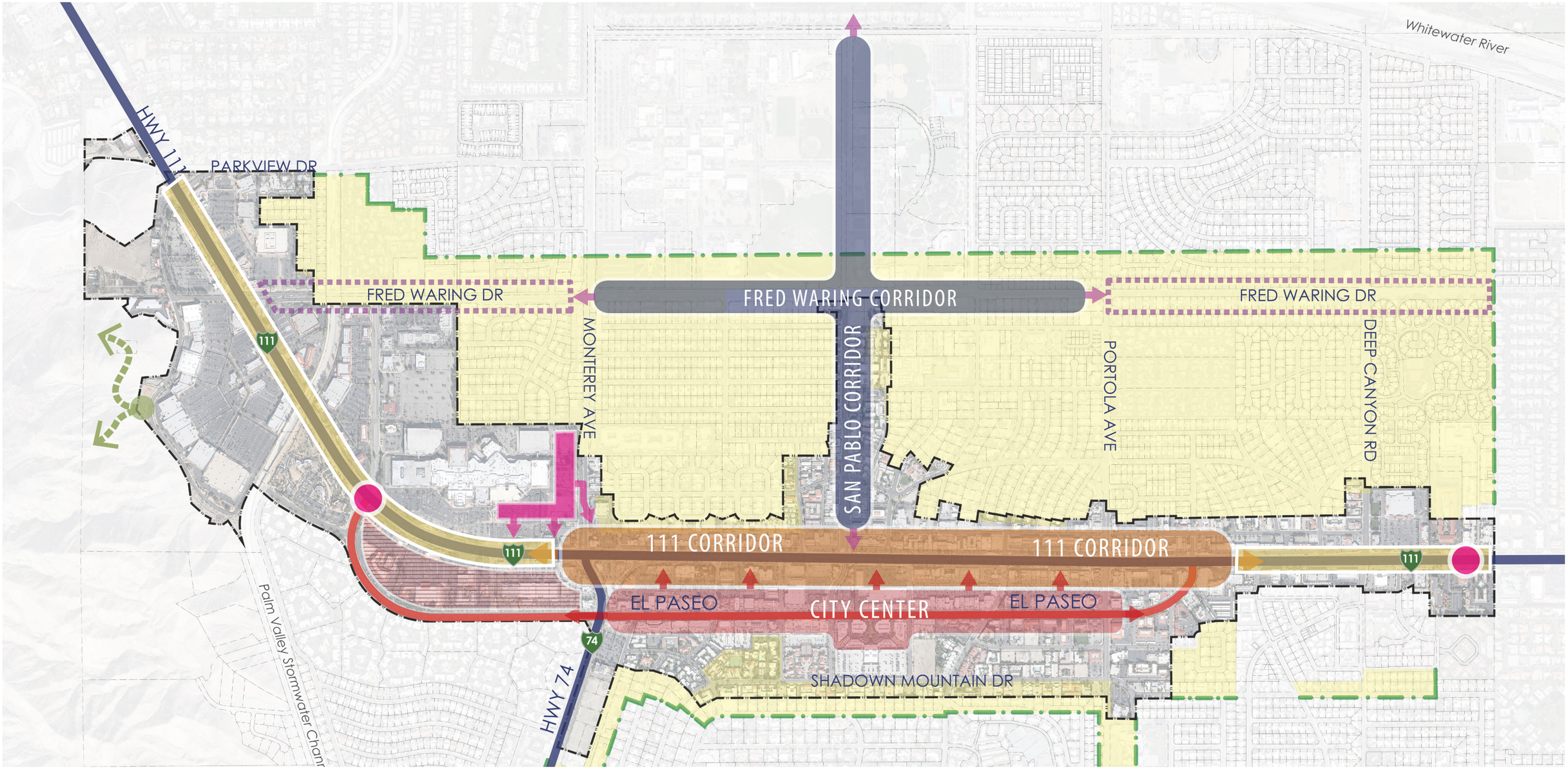
Access Improvements: These will simplify automobile access and improve circulation, moderate traffic to speeds that are more consistent with a comfortable City Center environment, and greatly improve pedestrian and bicyclist safety and comfort.

Landscape and Urban Design Improvements: New landscaping, street furnishing, wayfinding and public art will transform streetscapes and public open spaces of the City Center into a place of unique and unrivaled comfort and beauty.

Parking Improvements: Parking improvements will organize and improve public parking facilities – including on-street parking, shared parking lots, and future parking structures – as a managed system that ensures adequate and efficiently utilized parking as the City Center evolves, diversifies and intensifies over time. Management strategies, such as time limits on parking, will be employed when they can defer need for capital investment or cost effectively increse parking efficiency.

The City Center will be a walkable, mixed-use, amenity-rich place that serves the retail, civic, recreational, and entertainment needs of Palm Desert and the Coachella Valley region.

Figure 10.1 City Center Design Framework



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Design Objectives

Access

Primary access to the City Center area is provided by Highway 111. In its current form, it encourages driving speeds that are higher than recommended for a pedestrian-oriented City Center environment. Secondly, the pattern of access in and out of the frontage roads lining 111 is confusing and inconvenient. Finally, pedestrian and bicycle facilities are inadequate for a mixed-use City Center that aspires to be world class. Key strategies for correcting these deficiencies include:

A. Improving the pedestrian environment:

Every element of the proposed public improvements are intended to make it safer and more comfortable for people of all ages and abilities to inhabit the public spaces of the City Center. Key elements of this improvement include:

1. Wider sidewalks, most buffered from moving traffic by curbside parking, street trees, and other street furnishings, and shaded by trees and buildings
2. Wider and better marked crosswalks;
3. Shorter walking routes, facilitated by new pases through the existing very large blocks; and
4. Allowing the construction of buildings up to 3, 4 and 5 stories in key locations, as defined in the new zoning regulations.

Prioritize alternative transportation modes throughout the city

B. Making access safer for all users:

Access from 111 to the frontage roads will be reoriented to provide direct entry and exit from 111 in the manner of a traditional boulevard, as described on pgs. 154 and 155.

C. Improving bicycle access:

A safer and more comfortable bicycling environment will be provided through the following strategies:

1. Providing new buffered Class II or Class IV protected bike lanes on 111;
2. Introducing new Class II bike lanes on other streets; and,
3. Reducing vehicular speeds on other streets to allow bicycle traffic to safely mix with vehicular traffic.

Example of shared access

D. Moderate Vehicle Speeds:

Wide streets and wide travel lanes invariably increase vehicular speeds. Wide streets that are flanked by low buildings and are absent of strong vertical elements, such as dense rows of street trees, lack the spatial definition and sense of enclosure that not only tempers driving speeds, but also creates a sense of place. Strategies for addressing these issues include:

1. Re-striping 111 to provide the same number of travel lanes at reduced widths and adding buffered bike lanes and reconfigured parking in the resulting excess pavement adjacent to the curb;
2. Managing traffic congestion and speeds with synchronized traffic signals so vehicles driving at the posted speed can efficiently pass from one green light to the next;
3. Planting new double rows of palm trees on both sides of 111 and in the median, as described on pgs. 154-177.

Landscape and Urban Design Improvements

The streetscape improvements described on pgs. 154 and 155 integrate the envisioned access improvements with a range of improvements to the spatial definition, aesthetic appearance, and pedestrian comfort of the City Center's public realm, including:

1. Frontage Roads. Introducing new streetscape along the building side of the frontage roads;
2. San Pablo and other cross streets; and
3. Gateways

These improvements will enhance the economic value of City Center businesses, offering increased pedestrian-oriented development, public safety, and passive gathering and open spaces throughout the corridor.

Parking Improvements

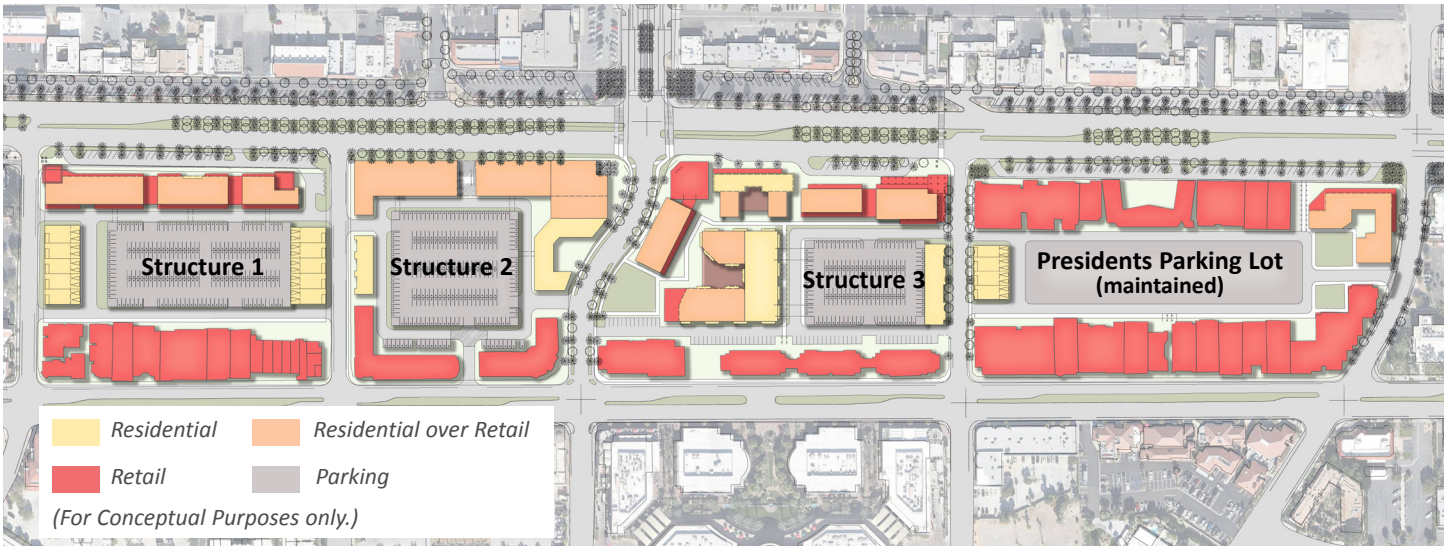
Managing Parking as a District-wide Resource

Example of a new downtown parking structure for the 111 area

Within downtowns, parking can make or break both the economics of new development, as well as create a town center feel. Managing the parking within the City Center as a single, cohesive system can enable quality development and further enable the achievement of the City's vision of a people-oriented City Center. In part, new quality development can be better facilitated by shared parking structures because the per-space costs are typically lower than individual, site specific parking structures. If new projects have the option of utilizing the shared district parking supply, a true City Center development pattern – rather than a patchwork of buildings and parking lots – can be achieved. Strategies for achieving a district-wide parking system include:

1. Adopting and maintaining a district-wide plan for expanding the parking supply in an orderly fashion prior to major new development occurring;
2. Implementing a shared parking strategy that allows new private development to take advantage of offsite parking facilities;
3. Constructing new parking structures as catalytic investments;
4. Maintaining the Presidents' Plaza parking areas, as well as organized, clean, safe and comfortable facilities to attract new investment along 111; and
5. Operating the parking supply like a public utility, where supply is managed, so that premium spaces are turned over more quickly and available for customers.

Figure 10.2 Parking Integrated with Future Development (Conceptual Plan Only)



*For more details on parking systems, see **Centralized Parking Strategy**, pg. 190.*

Corridor Plan Overview & Scope

Project Scope & Focus Areas

The primary focus area is approximately 1-mile of the 111 corridor that traverses the center of Palm Desert. The corridor is bordered by Portola Avenue on the east and Highway 74 on the west, and it is crossed by seven north-south streets (listed east to west): Portola Avenue, San Luis Rey Avenue, Larkspur Lane, San Pablo Avenue, Las Palmas Avenue, Lupine Lane, Sage Lane, San Marcos Avenue, and Highway 74. The intersections of these streets with 111 will be important locations to implement new urban design standards as they span the length of the 111 corridor. They will be primary nodes for vehicular traffic, parking, pedestrian and bicycle circulation, retail and commercial uses, opportunities for future development, and open spaces. In addition, numerous frontage roads run parallel with 111, serving existing retail and commercial found along 111 itself and El Paseo, a major high-end shopping district one block to the south.

A second focus area is along San Pablo Avenue, extending north from El Paseo. San Pablo Avenue presents many opportunities related to streetscape renovations and traffic calming that will bolster connections to the larger community and Civic Center. In particular, San Pablo Avenue will feature a future roundabout at its intersections with San Gorgonio Way. This will allow the City and future developers to introduce and incorporate active and passive open spaces such as the existing community gardens and other public frontages.

A third focus area lies within San Alessandro Drive, one block north of 111. Currently, San Alessandro has a number of vacant lots that will be linked and transformed into a “Woonerf” District, a walkable flexible-use arts district pioneered to integrate live-work developments with the surrounding community and bolster cultural institutions and businesses.

Implementation Overview

Implementing the Plan

Transforming the City Center will be achieved as follows:

1. I I I Frontage Road Median Improvements the entry points providing access to the frontage roads are relocated from the side streets to 111. In addition, the Class I cycle tracks and landscape - including palm trees within the median between 111 and the frontage roads - are introduced.

- Depending on funding, this project can occur along the entire length of 111 within the City Center or only along certain blocks. If only certain blocks are improved, the first blocks to be improved should be those at and near the intersection of 111 and San Pablo Avenue.
- In addition, if funding is available, the 111 re-striping, center median landscape, new frontage road access points, cycle track, and landscaping and trees between the cycle track and the frontage road could all be introduced all at once, either block by block or for the entire length within the City Center.

2. Intersection landscaping

- Intersection landscaping can be introduced as a standalone project or along with the 111 Frontage Road Median Improvements (#2) or the Gateway Monument Signage (#6).

3. Frontage Road Improvements

Frontage road improvements consist of two portions: Reconfiguration of the frontage road pavement area, including reconfiguring the parking orientation, narrowing the travel lanes to make room for wider sidewalks, and introducing street trees between parking spaces. Improving streetscape along the sidewalks next to frontage road facing buildings. These improvements can occur concurrently or separately. These improvements could happen block by block as each block redevelops incrementally over time.

4. Traffic Signal Synchronization

- Concurrent with the re-striping project, traffic signals should be re-synchronized at the very least for the length of 111 within the City Center, but ideally along the entire length of 111 within the City. Like the 111 re-striping, this can also be phased over time: first the length of 111 within the City Center; then, the segments between the City Center and the City's boundaries.

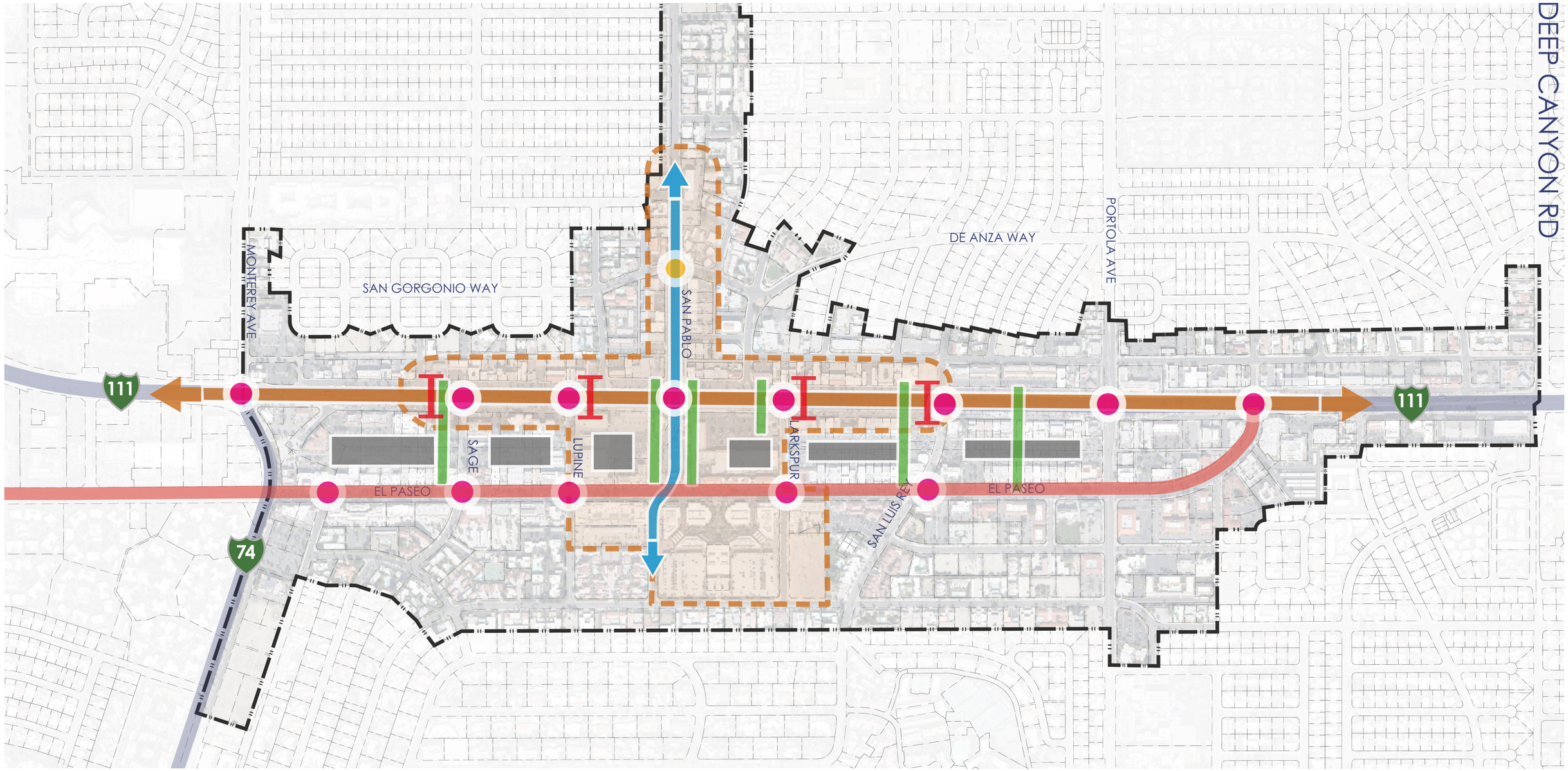
5. I I I Lane Striping and Median Landscape and Class II Buffered Bike Lane

- First, 111 is re-striped with 10-foot wide lanes and new landscaping is introduced in the center median. In addition, Class II buffered bicycle lanes demarcated by paint are introduced on both sides of 111 - bicycle lanes may be converted to Class IV cycle tracks as detailed below in the 111 Frontage Road Median Improvements (#2).
- Depending on funding, this project can occur along the entire length of 111 within the City Center or only along select blocks. If only select blocks are improved, the first blocks to be improved should be those at and near the intersection of 111 and San Pablo Avenue.

6. Gateway Monuments Signage

- Gateway monuments can be introduced as a standalone project or along with other projects such as the 111 Lane Striping (#1), 111 Frontage Road median improvements (#2), or the Intersection landscaping (#5), or mid-block Crossings (#7).

Figure 10.3 Corridor Framework & Key Nodes



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7. Mid-Block Crossings

- Mid-Block Crossings can be introduced as a standalone project or along with other projects such as the 111 Lane Striping (#1), 111/Frontage Road median improvements (#2), the Intersection landscaping (#4), or the Gateway Monument Signage.

Phasing from the Center

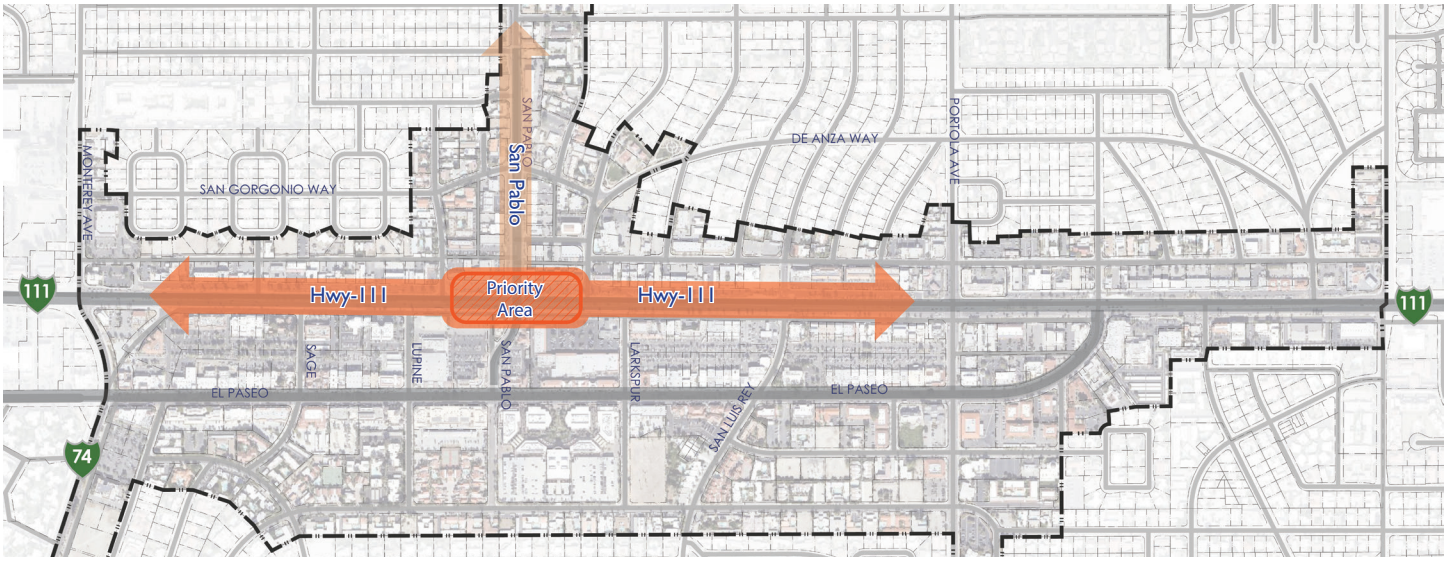
1. 111's transformation starts at the intersection of 111 and San Pablo Avenue and then over time expands eastward and westward along 111 and northward along San Pablo Avenue.
2. The frontage roads are transformed and reconfigured with reconfigured parking and street streets –starting at and near the intersection of 111 and San Pablo – and expanding outwards from there. Other projects – such as gateway monuments and signage, crosswalks, and gateway landscape – are introduced over time and once Palm Desert's City Center is established.
3. Finally, 111 is re-striped with narrower lanes and a Class II buffered bike lane and new landscaping, including stately rows of palm trees, is introduced in the center median. Then, the median between 111 and the frontage roads is reconfigured and renovated with new frontage road access from 111 rather than from the side streets, a new Class I cycle track separated from 111 by landscaping, and new landscaping, including rows of palm trees.

Implementing the Design Standards

The standards and alternatives herein are intended to provide the City, civil engineers, developers, architects and other design-related professionals with a clear vision and quantifiable standards to implement all new projects within the Palm Desert 111 Corridor. All design standards contained in the Manual are collectively prioritized for phasing according to their location and general aesthetic importance, influence over future economic development opportunities, vehicular-bicycle-pedestrian circulation, public safety, and ease of implementation.

All proposed designs and/or modifications to the Implementation Manual, including improvements to issues of access, landscape and urban design, and parking should be followed whenever possible and must meet the baseline standards of the Palm Desert Municipal Code and the approval of City staff and engineering.

Figure 10.4 Phasing Diagram



Streetscape & Public Realm Overview

111 Corridor

Proposed in the 1930s amid growth along the Southern Pacific Railroad, Highway 111 extends 130.2 miles to serve as a regional connector for many desert communities, including Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, and Indio.

Today, 111 is the first visual impression of Palm Desert for many people arriving in or passing through the city. A central goal of the 111 Corridor Plan is to systematically evolve the physical design and functional characteristics of 111 from an early 20th Century desert highway to a 21st Century City Center Boulevard. The transformed 111 Corridor will provide an aesthetically cohesive, practically connected, safe and welcoming city center that emphasizes pedestrian activity and community life, balanced with and not dominated by high-speed automobile traffic. The 111 Corridor will become the city's primary gateway as an iconic arrival point and a major hub for civic and commercial life and future developments in the Coachella Valley. In addition to 111 itself, the Corridor is supported by the following key districts and streetscape categories:

Downtown District: Most properties within the Plan Area - see exbihit to right - are zoned Downtown District, enabling mixed-use development fronting 111, El Paseo, and cross sreets. The center blocks near San Pablo Street - and at some other cross street nodes - are designate for more intense development with a Downtown Core Overlay, and prioritized for early phases of 111 improvements to catalyze change. Certain areas along the north edge of the Plan are designated as Downtown Edge, to provide for appropriate scale transitions to adjoining single-family neighborhoods. Refer to the City Center Zoning Standards for more information.

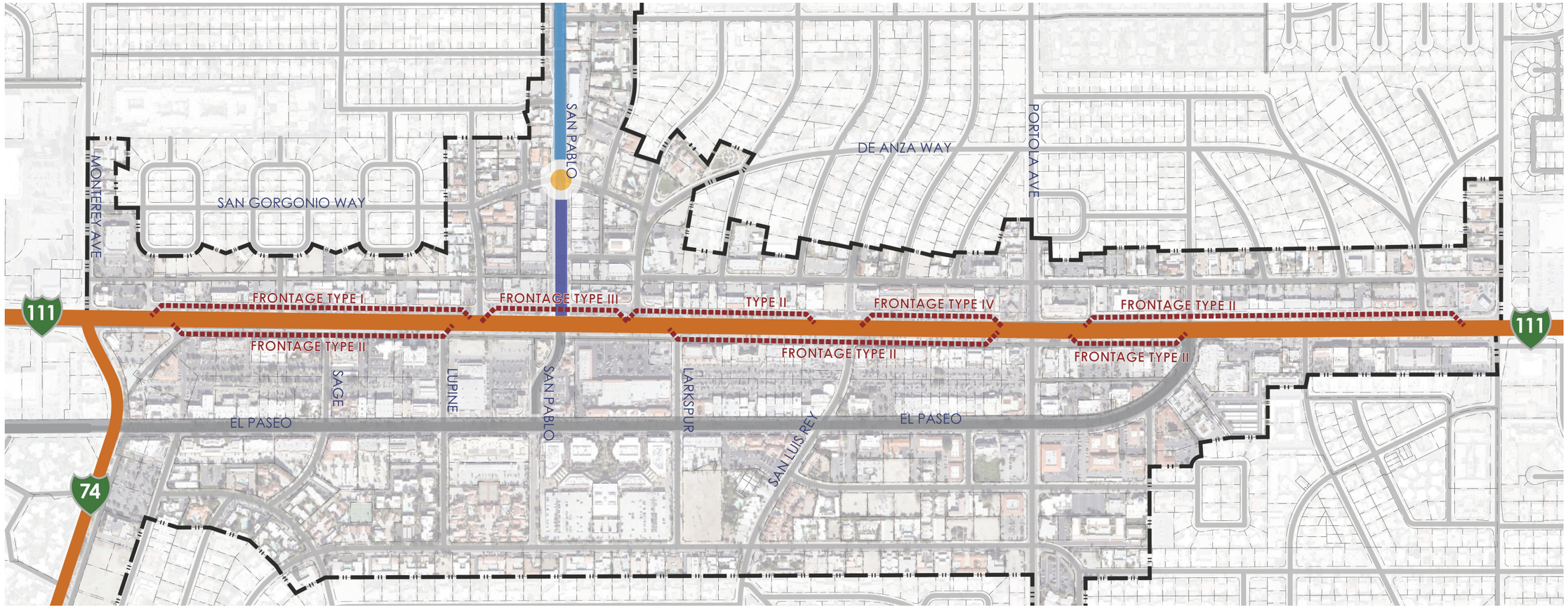
111 Boulevard Improvements: As presented in some detail on the following pages, frontage roads of various designs currently line the north and south frontages of 111, and improvements are intended to improve vehicular circulation and pedestrian and bicyclist comfort and safety, and transform the design character of the street to that of an important downtown boulevard. A series of future "side access lane" configurations and designs is presented, as models for the evolution of the existing frontage roads. A table is provided, recommending which side access lane configurations should be applied to , to which the existing along with a table recommending which future configurations are best targeted to each the several existing conditions.

Note that in the same way that the mixed-use zoning allows flexiblity in the location of ground floor commercial and residential uses, the side access lane types offer some options best suited to ground floor retail and restaurant frontages and some more suitable for residential use. The City will coordinate with property owners and developers on a block by block basis to determine which side access lane configuration will be applied.

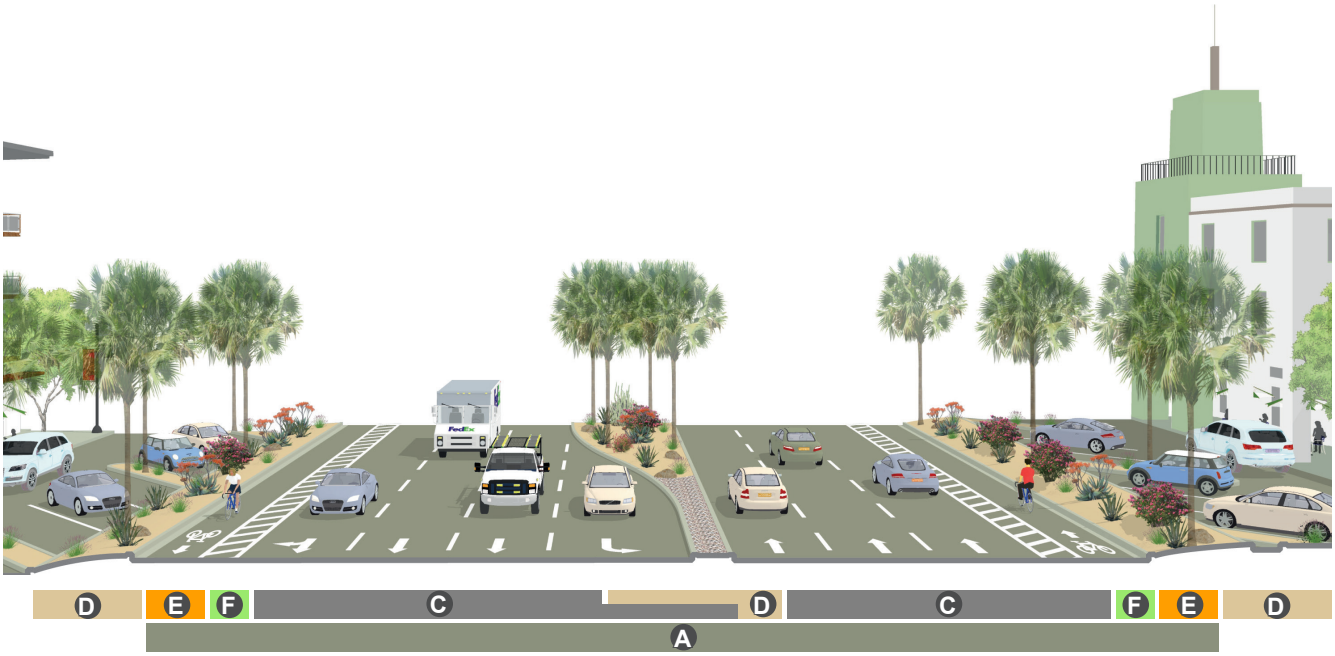
San Pablo Avenue: San Pablo Avenue is the primary linkage between the 111 corridor, the City Center, and Palm Desert's Civic Center to the north. Considering its wide rights-of-way, surrounding commercial and residential uses, and public frontages that include community gardens, significant opportunities exist to transform San Pablo Avenue into a prime area for future public and private development.

Three future street types are defined: One for the Downtown Core area from 111 to San Gorgonia, one for the neighborhood edge area from San Gorgonio to Fred Waring, and one for the civic district north of Fred Waring.

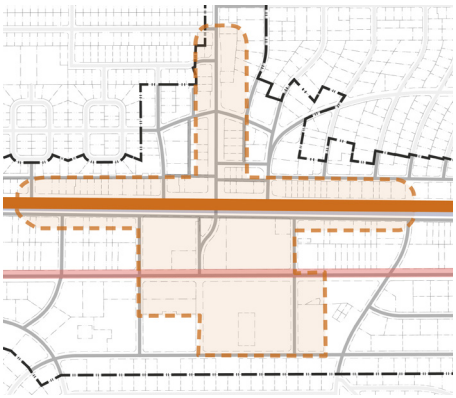
Figure 10.5 Major Streetscapes & Public Frontages



Future 111 with Class II Bicycle Facilities (Alt. #1)



Highway 111



Existing Conditions

The Palm Desert City Center segment of 111 is approximately one mile in length and consists of three vehicular lanes in each direction separated by a planted, center median. It has an average curb-to-curb width of 100 feet and multiple turn pockets at key intersections. There is little shading from sparsely planted palm trees, and there are currently no pedestrian or bicycle facilities for the majority of the corridor. This segment of 111 is a regulated 45-mph zone; however, given the travel lane widths range from 12 to 15 feet, higher speeds are likely.

Strategy for Change

111 will remain the primary corridor traveling through Palm Desert. As such, the existing curb-to-curb width of 111 will continue to provide six travel lanes; however, travel lane widths will be reduced to a standard 10-feet in order to moderate current traffic speeds and provide the required width for new bicycle lanes, medians, and improved landscaping along both sides and the center median of 111. Side access lane entrances and exits will connect directly to 111, greatly simplifying the cross street intersections with 111.

Future Highway 111 with Class I "Cycle Track" Facilities (Alt. #2)

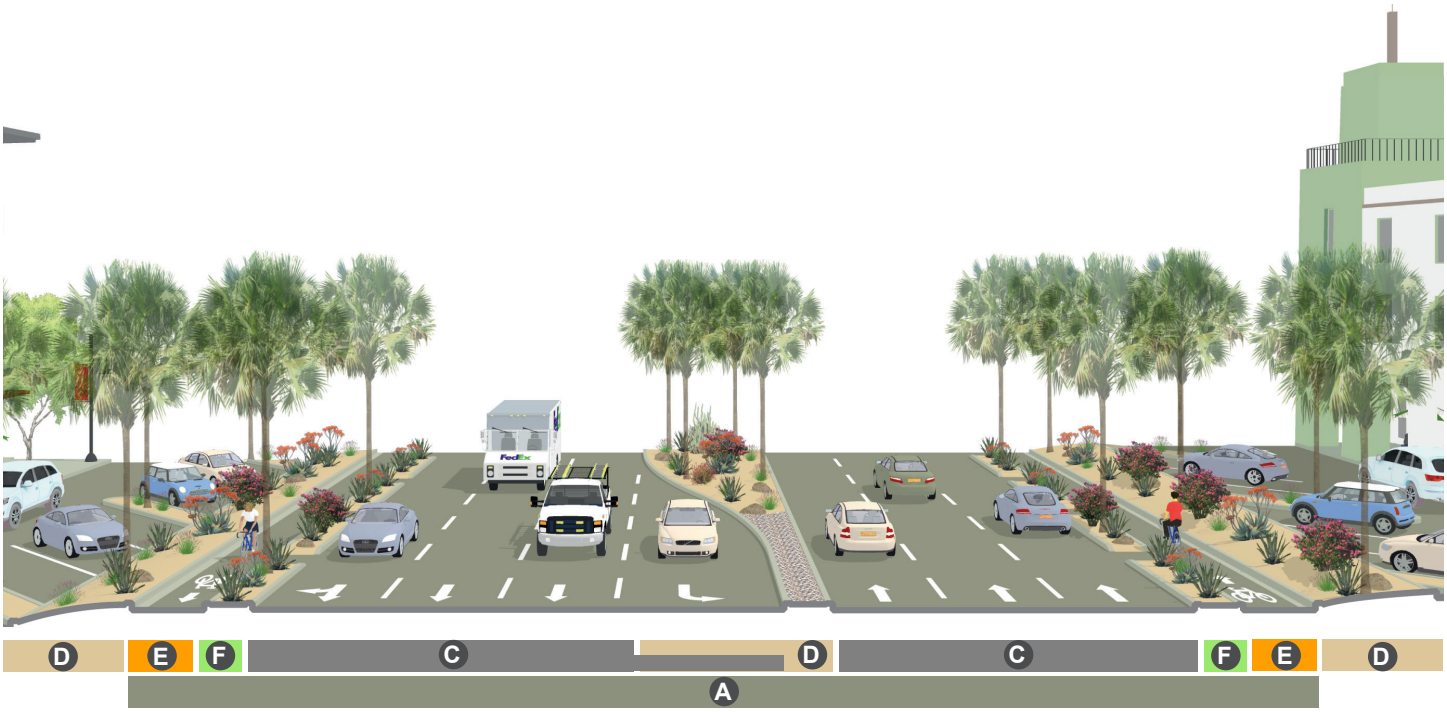
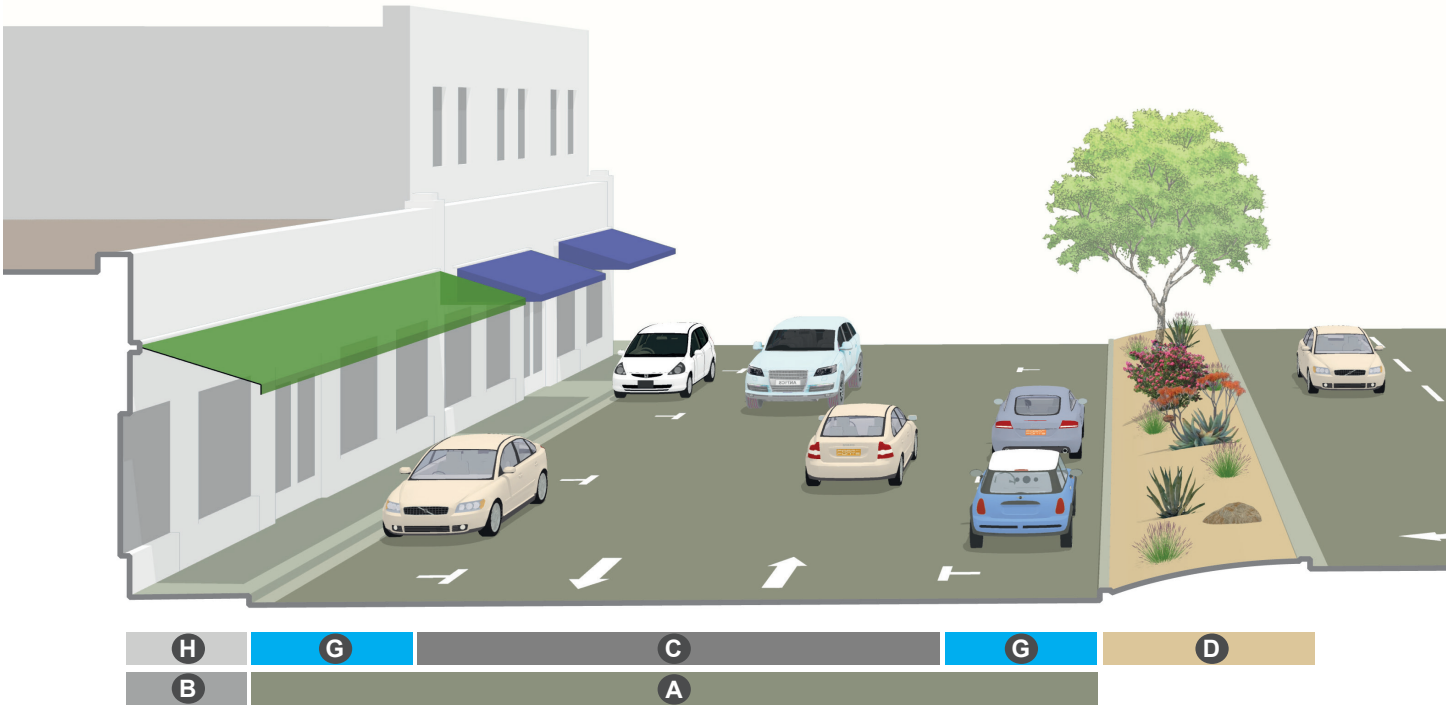


Table 10.1 - 111 Improvements

	Project	Existing Conditions	Future Development	Notes
A	Curb-to-Curb	95-100'	85-100'	1) If only re-striping occurs for Class II bicycle lanes, no change; 2) If Class IV cycle track is installed, reduce curb-to-curb by approximately 10-feet (6' Class I lane; 4' buffered median)
B	Public Frontage	None	No change	Public frontage will be determined by Frontage Road designs.
C	Vehicular Lanes	6-lanes; 3 ea. way (12-15' lanes)	6-lanes; 3 ea. way (10-11' lanes)	Re-stripe all Highway 111 travel lanes .
D	Medians	25' (center median)	No change	Landscape existing 25-foot center medians the full length of 111 with a double-row of palm trees.
		5-18' (side median)	No change	Alternative 1) If only re-striping occurs for Class II bicycle lanes, plant single-row of palms in Frontage Road median; Alternative 2) If Cycletrack and landscaped buffers are added, plant a double-row of palm trees, one tree in side median and one in buffer.
E	Bicycle Facilities (2 phases)	None	6' Class II Lanes	Bicycle facilities are to be completed in two phases: 1. Class II lanes (separated by paint striping only) 2. Class IV "cycle track" (fully separated by median) [1]
			6' Class IV CycleTrack	
F	Bicycle Buffer	None	4'	May be striped or landscaped, depending on alternative.
I	Landscaping	Palm/shrubs	Double-row Palms	All medians to be fully landscaped with drought-toleratant native plants and a double or single-row of palm trees, depending on phasing or financing.
	Lighting	None	Contemporary	Lighting to match City Code and overall aesthetic appeal of the Palm Desert City Center.

If re-striping, landscaping on center and Frontage Road medians, and relocated frontage road entries are implemented at the same time, rather than in phases, the painted Class II bike lane phase would be skipped.

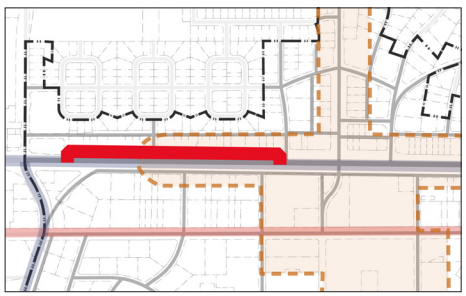
Existing Frontage Road Type IA



Frontage Roads- Type I

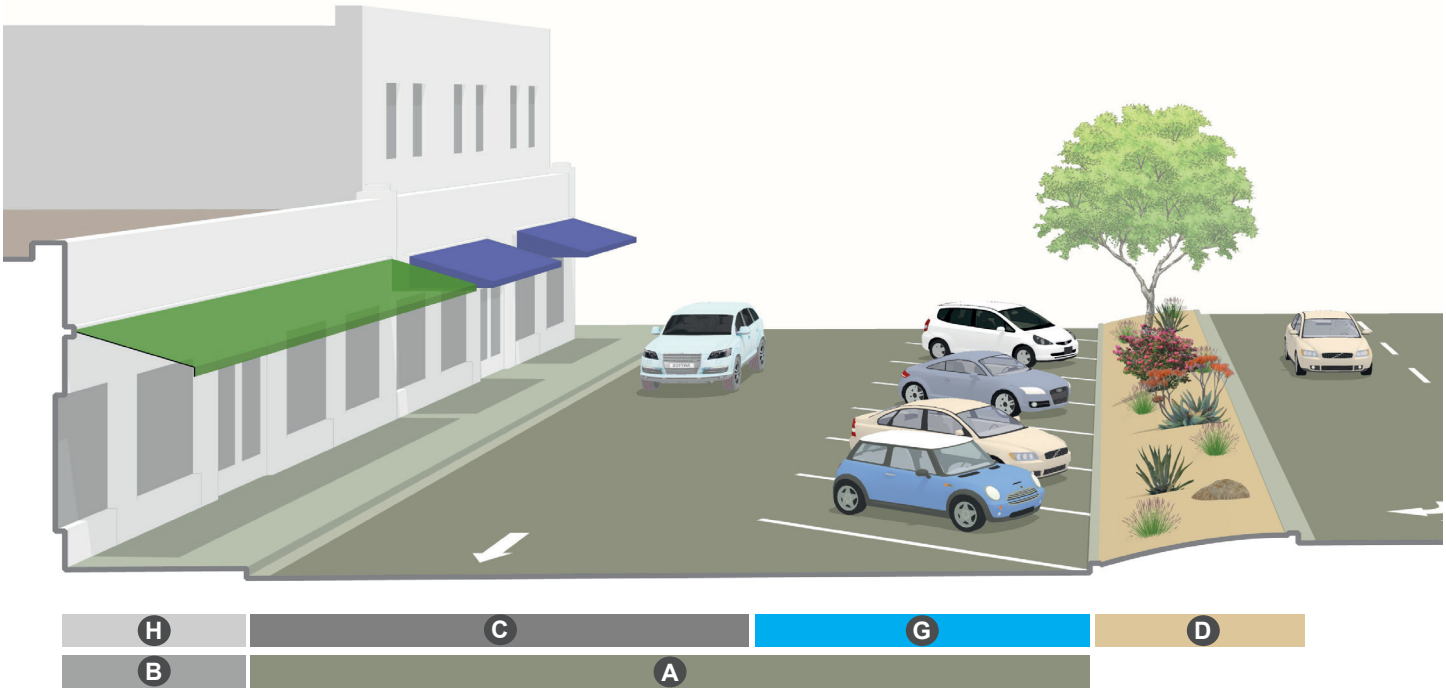
Existing Conditions

The Type 1A Frontage Road - Palm Desert Drive North between Las Palmas Avenue and Monterey Avenue - currently has a 38-foot curb-to-curb width, with two (2) 12-foot lanes (two-way traffic). The road has 7-foot parallel parking spaces on either side, with an 8-foot sidewalk along the building frontages. Landscaped medians (ranging 5-18 feet) separate the frontage road from Highway 111. Standard pole-and-arm street lights are present along the building frontages, approximately every 150 feet.



Type I Frontage Road

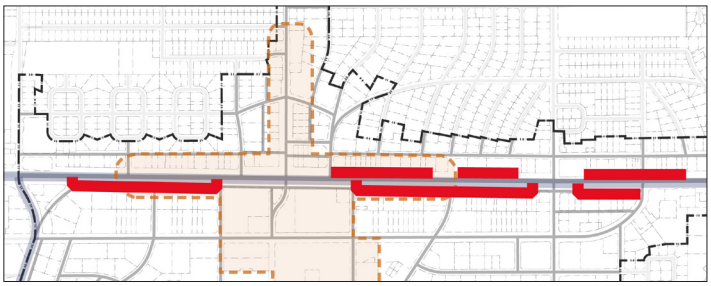
Existing Frontage Road Type II



Frontage Roads-Type II

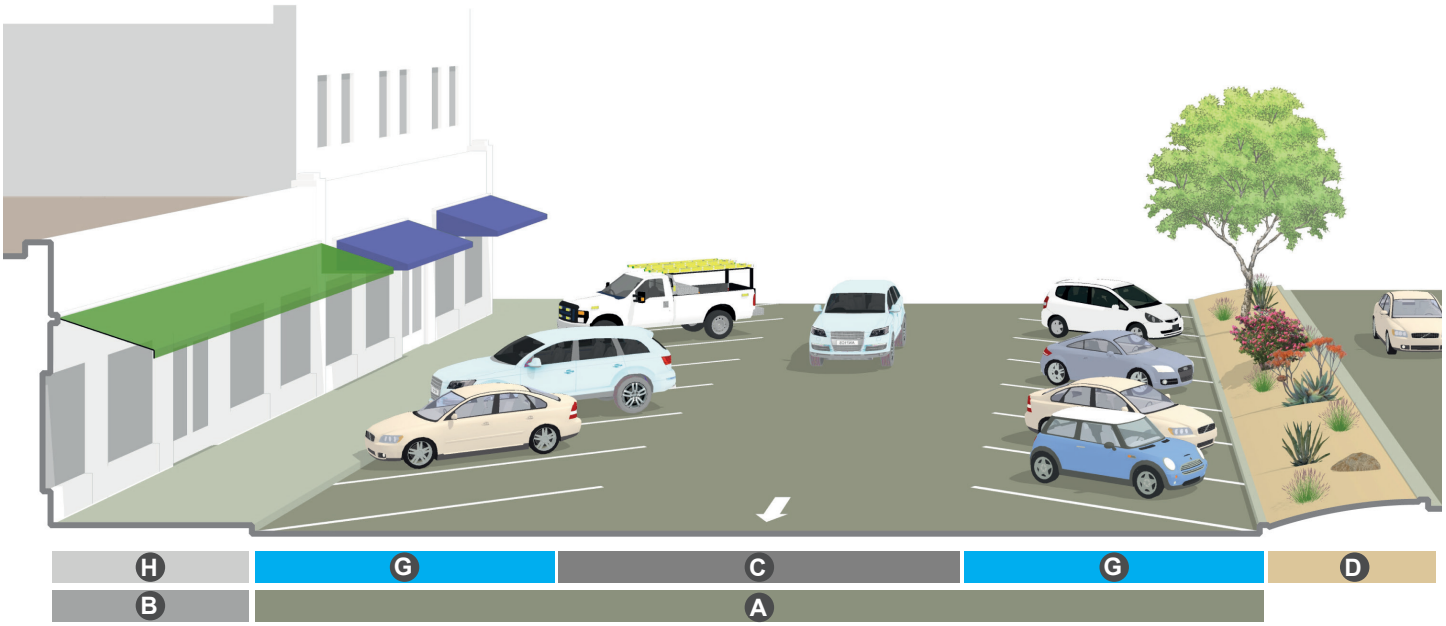
Existing Conditions

The Type II Frontage Roads are the most prevalent type along the 111 corridor. They occur on the north side of 111 between Portola Avenue and Larkspur Lane and between Panorama Drive and Portola Avenue. Type II roads occur on the south side of 111 between Highway 74 and Lupine Lane, between Larkspur Lane and Portola Avenue, and the eastern end of El Paseo. Along the north side of Highway 111, the Type II roads have an average curb-to-curb width of between 35 and 40 feet, while along the south side the average width is around 30 feet. Type II roads consist of a single one-way travel lane with diagonal parking on the Highway 111 side of the road, separated from Highway 111 by an approximatively 10-foot wide landscaped median. Sidewalks vary in width from 7 to 15 feet. Standard pole-and-arm street lights are present along the building frontages, approximately every 200 feet.



Type II Frontage Road

Existing Frontage Road Type III

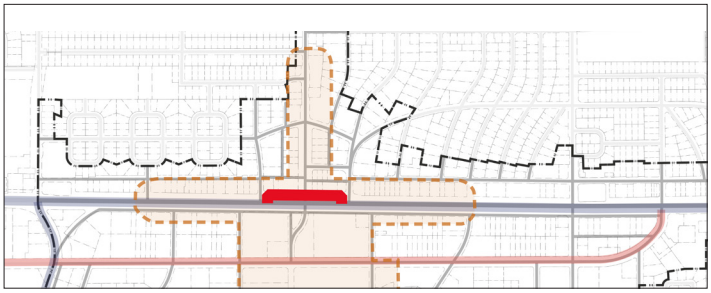


Frontage Roads- Type III

Existing Conditions

The only Type III Frontage Road within the 111 corridor occurs on Palm Desert Drive, North between San Carlos Avenue and Las Palmas Avenue, connecting through San Pablo Avenue.

The Type III Frontage Road has a curb-to-curb width of 56 feet and consists of a 22 foot wide drive aisle flanked by diagonal on both sides. A sidewalk lines the building edge and varies in width from 7 to 15 feet. A landscaped berm, varying widths from 10 to 16 feet, separates the frontage roads from Highway 111. Standard pole-and-arm street lights, spaced approximately 200 to 300 feet apart, are present along the building frontages.



Type III Frontage Road

Strategy for Change

Depending on the existing curb-to-curb width, the types and intensities of adjacent uses, and the underlying zoning, the various frontage roads can be transformed to side access lanes, as shown in below Table 10.2 and as illustrated on the pgs. 164 - 168.

The Type I frontage roads are converted from a two-lane, two-way road to a single one-way side access lane, with the building side of the road treated in one of two alternative ways. Alternative A retains the existing curbs, keeps the parallel parking on the building side, and converts the parallel parking on the Highway 111 side to 45 degree diagonal parking. Street trees are introduced between every four diagonal parking spaces and between every two parallel parking spaces. Alternative B reduces the curb-to-curb width to provide wider sidewalks, providing diagonal parking just on the Highway 111 side with new street trees as in Alternative A. The new, wider sidewalks will accommodate street trees, street furniture and pedestrian-scaled light fixtures.

The Type II frontage roads retain their one-lane, one-way configuration as well as the angled parking on the Highway 111 side of the road. Roadways with 38 - 40 ft. curb-to-curb widths can be transformed in the same manner as the Type I road described above (introducing parallel parking along the building side or widening the sidewalk). The configuration of roadways with 35 - 38 ft. curb to curb widths are recommended to be kept as is, with diagonal parking along the Highway 111 side only, but potentially at 60 degrees to increase parking counts. Or, parallel parking along the building side could be introduced if the angle of the diagonal parking is very shallow, perhaps 30 degrees. Roadways with 30-32 ft. curb to curb dimensions keep their existing configuration, with 45 degree diagonal parking along Highway the 111 side only.

Per Alternative C, Type I and Type II frontage roads - with existing or future curb to curb widths of 30 to 32 feet - can be configured for a single, one-way lane with parallel parking along both sides. This would be most suitable for blocks with significant amounts of ground floor residential frontages.

The Type III frontage roads are transformed to Alternative D side access lanes, retaining their current configuration of one-way traffic with diagonal parking along both sides. The curb to curb width is reduced to slow traffic and to accommodate a wider sidewalks and double-row of street trees along building frontages. The wider sidewalks will accommodate, pedestrian-scaled light standards, street furniture and bicycle racks. Palm trees are introduced between every fourth diagonal parking space.

In all these alternatives, the on-street parking stalls will count towards the required off-street parking requirements for development that occurs on the adjacent parcels.

Table 10.2 - Frontage Road Improvement Alternatives

Existing Frontage Road Type	Curb-to-Curb Width	Future Side Access Lane Alternative			
		Alternative A (Angled Parking One Side / Parallel Other)	Alternative B (Angled One Side Only)	Alternative C (Parallel Both Sides)	Alternative D (Angled Both Sides)
Type I	38 - 40 ft.	Yes	Yes	Yes, with widened sidewalk	
Type II	38 - 40 ft.	Yes	Yes	Yes, with widened sidewalk	
Type II	35 - 38 ft.	Yes, but not preferred	Yes	Yes, with widened sidewalk	
Type II	30 - 32 ft.		Yes	Yes, with widened sidewalk	
Type III	50 - 56 ft.				Yes

Side Access Lane Alternative A

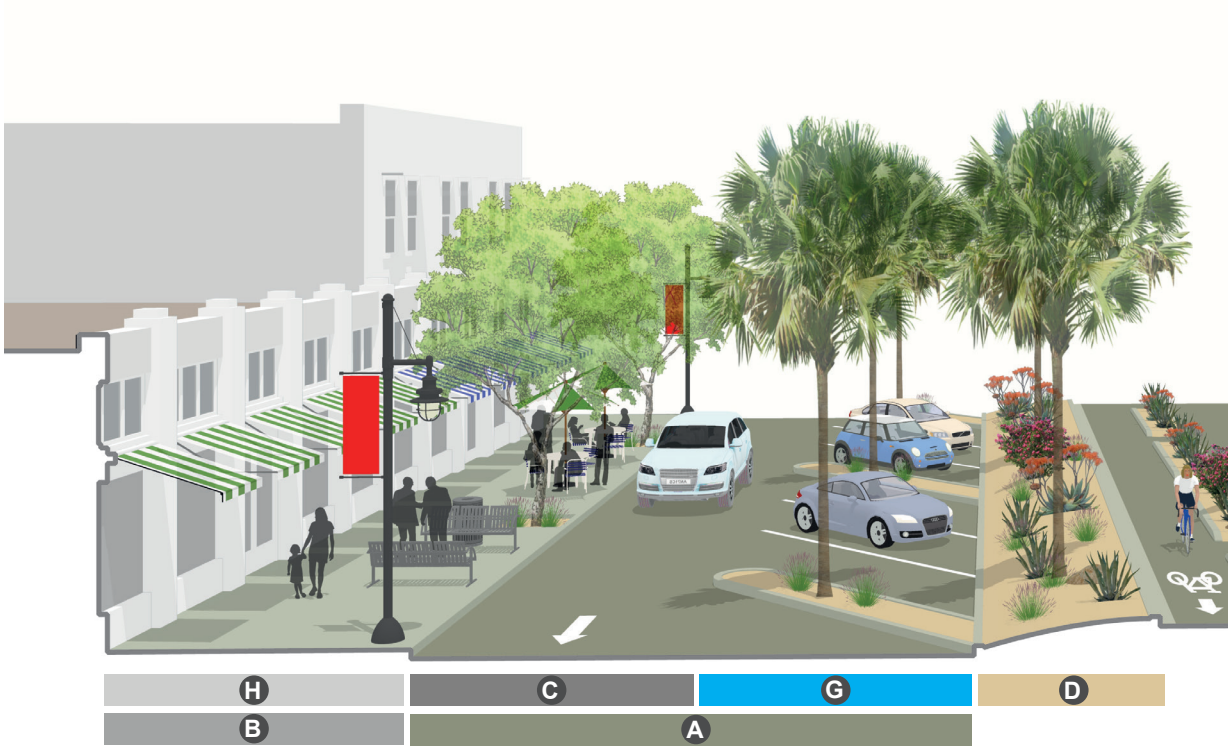


Table 10.3 - Alternative A Side Access Lane Improvements

		Existing Conditions	Future Development	Notes
A	Curb-to-Curb	30-40'	30'-40'	Maintain or reduce to allow one travel lane, wide sidewalk, and diagonal parking
B	Public Frontage	8'	8-16'	Introduce street trees, furniture, decorative lighting, and shading at regular intervals
C	Vehicular Lanes	2 lanes (two-way)	1 lane (one-way)	Reduce to (1) one-way travel lane, no more than12-feet wide
D	Median	9-14' Median	No Change	Maintain existing width with added landscaping on 111
E	Bicycle Facilities	None	Bicycle Racks	Bicycle racks to be added at regular intervals on sidewalk
G	Parking Facilities	Diagonal (1 side) or Parallel (2 sides)	Diagonal (1 side)	Diagonal parking and tree breaks to be added adjacent to Highway-111
H	Sidewalk	8'	8-16'	Widened sidewalks for pedestrian safety, comfort, and aesthetics
I	Landscaping	None	Parking Tree Wells and Sidewalk Trees	1) Street trees added to sidewalk approximately every 40 feet; 2) Palm trees added in between diagonal parking (G) to create double-row of palm trees with Highway 111 median trees (D)[2]
	Lighting	Std. Pole-and-arm	Contemporary	Decorative light poles/fixtures added

Palm trees added to diagonal parking (G) may be phased to occur after 111 Frontage Road median trees (D) are added.

Side Access Lane Alternative B

Table 10.4 - Alternative B Side Access Lane Improvements

		Existing Conditions	Future Development	Notes
A	Curb-to-Curb	35-40'	No change	Maintain existing curb-to-curb widths
B	Public Frontage	8’	No change	Introduce street trees, furniture, decorative lighting, and shading at regular intervals
C	Vehicular Lanes	2 lanes (two-way)	1 lane (one-way)	Reduce to (1) one-way travel lane,10-feet wide
D	Median	9-14’ Median	No change	Maintain existing width with added landscaping on 111
E	Bicycle Facilities	None	Bicycle Racks	Bicycle racks to be added at regular intervals on sidewalk
G	Parking Facilities	Diagonal (1 side) or Parallel (2 sides)	Diagonal / Parallel	1) Add diagonal parking and tree breaks next to111; 2) Add parallel parking and tree wells along building frontages
H	Sidewalk	8’	No change	Sidewalk widths will be maintained
I	Landscaping	None	Parking Tree Wells and Sidewalk Trees	1) Street trees added to sidewalk approximately every 40 feet; 2) Palm trees added in between diagonal parking (G) to create double-row of palm trees with Highway 111 median trees (D) [3]
	Lighting	Std. Pole-and-arm	Contemporary	Decorative light poles/fixtures added

Palm trees added to diagonal parking (G) may be phased to occur after 111 Frontage Road median trees (D) are added.

Side Access Lane - Alternative C

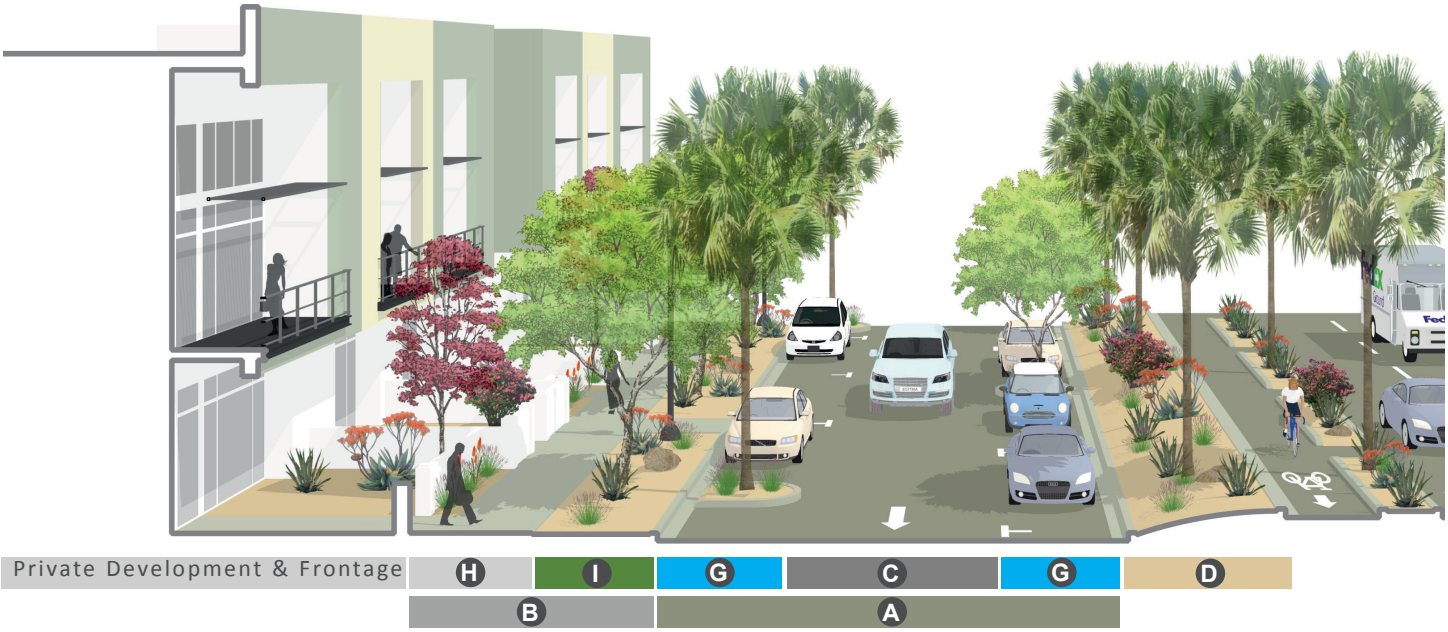


Table 10.5 - Alternative C Side Access Lane Improvements

		Existing Conditions	Future Development	Notes
A	Curb-to-Curb	30' - 40’	30’	Reduce to allow for two rows of parallel parking, expanded sidewalks, and extended public frontages
B	Public Frontage	6-8'	8-17’	Introduce street trees, furniture, decorative lighting, and shading at regular intervals
C	Vehicular Lanes	2 lanes (two-way) or 1 lane (one-way)	1 lane (one-way)	Reduce to 12-feet wide, maintain one-way
D	Median/Berm	8-14’	No change	Maintain existing width with added landscaping on 111
E	Bicycle Facilities	None	Bicycle Racks	Bicycle racks to be added at regular intervals on sidewalk
G	Parking Facilities	Diagonal (1 side) or Parallel (2 sides)	Two rows of Parallel Parking	Two rows of parallel will be added on both sides of the new travel lane. Tree wells will be incorporated every three spaces (or as determined by the City engineer).
H	Sidewalk	6-8’	18’	Widened sidewalks for pedestrian safety and aesthetics
I	Landscaping	Landscaped median	Parking Tree Wells and Sidewalk Trees	1) Street trees added to sidewalk at adequate intervals; 2) Palm trees added to tree wells in between parallel parking (G) on along building frontages; 3) Street trees added to tree wells in between parallel parking (G) on along Highway 111 side.
	Lighting	Std. Pole-and-arm	Contemporary	Decorative light poles/fixtures

Side Access Lane - Alternative D

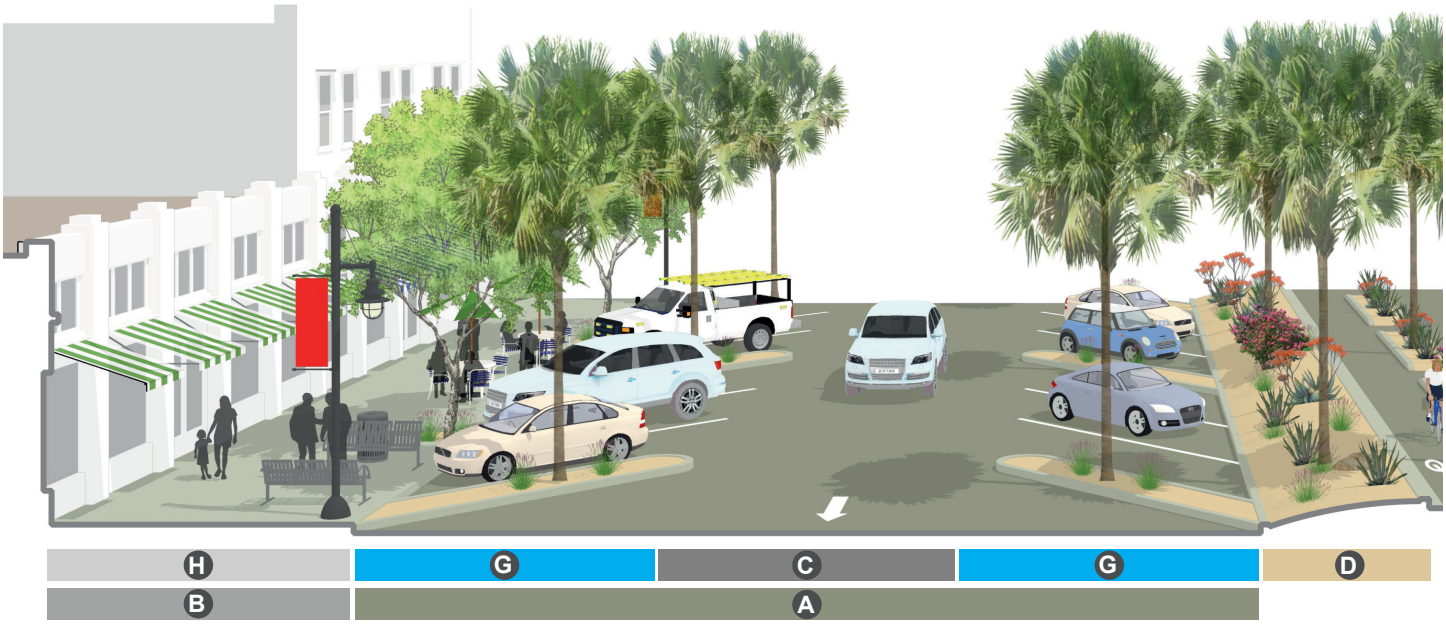
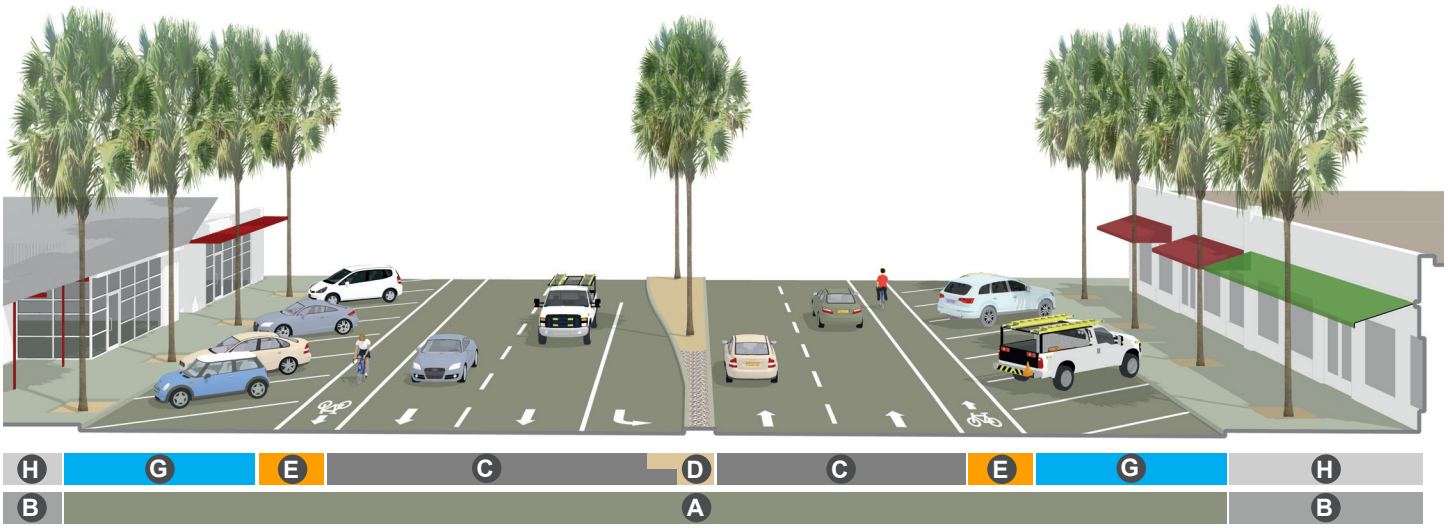


Table 10.6 - Alternative D Side Access Lane Improvements

		Existing Conditions	Future Development	Notes
A	Curb-to-Curb	56’	50’	Reduce to allow for expanded sidewalks, and public frontages
B	Public Frontage	7-15’	20-23’	Street trees, furniture, decorative lighting, and shading at regular intervals
C	Vehicular Lanes	22’ (one-way)	18’ (one-way)	Reduce to 18-feet wide, maintain one-way
D	Median	10-16’	No change	Maintain existing width with added landscaping on 111
E	Bicycle Facilities	None	Bicycle Racks	Bicycle racks to be added at regular intervals on sidewalk
G	Parking Facilities	Diagonal	Diagonal	Add diagonal parking with tree breaks to each side of travel lane
H	Sidewalk	7-15’	14-20’	Widened sidewalks for pedestrian safety and aesthetics
I	Landscaping	Landscaped median	Parking Tree Wells and Sidewalk Trees	1) Street trees added to sidewalk approximately every 40 feet; 2) Palm trees added in between diagonal parking (G) on side adjacent to buildings 3) Palm trees added in between diagonal parking (G) to create double-row of palm trees with 111 median trees (D) [4]
	Lighting	Std. Pole-and-arm	Contemporary	Decorative light poles/fixtures

Palm trees added to diagonal parking (G) may be phased to occur after 111 Frontage Road median trees (D) are added.

Existing San Pablo Avenue - Downtown Core



San Pablo Avenue - Downtown Core

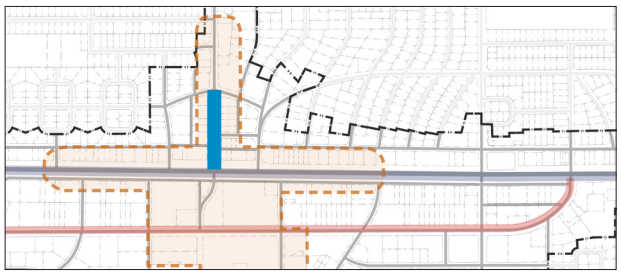
Existing Conditions

Currently, this segment of San Pablo has a curb-to-curb width of 106 feet and includes: 4 vehicular travel lanes with turn pockets, a 6-foot Class II bicycle lane on each side, and diagonal parking on each side. A 5-foot center median divides the north and south lanes. Existing sidewalks range in width from 16 to 18 feet with one-story buildings on both sides. Landscaping consists of single palm trees planted every 25 to 30 feet. There are no street lights along this stretch of San Pablo Avenue.

Strategy for Change

In Alternative #1, San Pablo Avenue's median is widened to approximately 20 feet to serve as a passive open space with a double row of large street trees shading the space below. Additional street trees are planted in new tree wells along new parallel parking and reconfigured "back-in diagonal" spaces in order to slow traffic and create a truly bicycle and pedestrian-oriented street.

Finally, San Pablo Avenue will be rezoned to allow for 3 and 4-story buildings overlooking this new pedestrian street. All of these combined strategies will not only beautify the Palm Desert, but they invite further investment and activity throughout the City Center.



San Pablo Avenue South

Future San Pablo Avenue - Downtown Core | Alternative #1

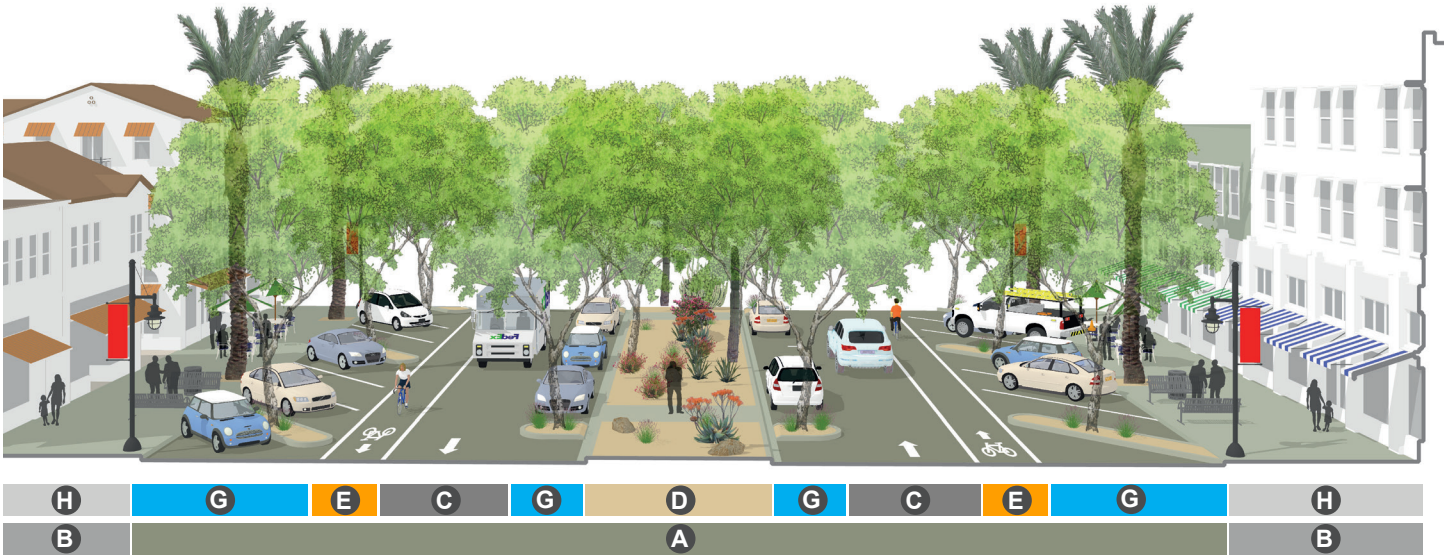
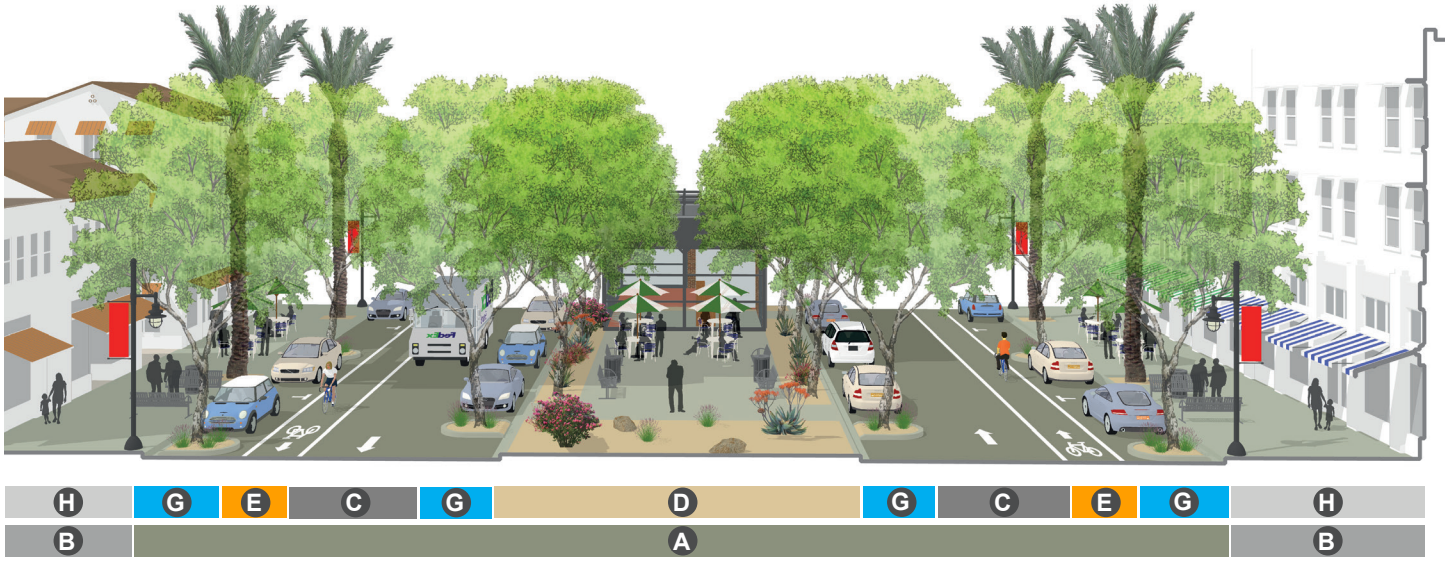


Table 10.7 - San Pablo Avenue - Downtown Core - Alternative #1 Improvements

		Existing Conditions	Future Development	Notes
A	Curb-to-Curb	106-108’	No change	Maintain existing curb-to-curb widths
B	Public Frontage	16-18’	No change	Introduce street trees, furniture, decorative lighting, and shading at regular intervals
C	Vehicular Lanes	4 lanes (two-way)	2 lanes (two-way)	Reduce to two 10-foot travel lanes to allow for widened median and added parallel parking
D	Median/Berm	5’ median	15-20’ median	Widen central median with enhanced landscaping, shading, and the opportunity to serve as passive open space
E	Bicycle Facilities	Class II Lanes	No change	Maintain existing bicycle lanes and striping
G	Parking Facilities	Diagonal (north/south side)	Diagonal “Back-in” / Parallel Spaces	Diagonal stalls may be reoriented as back-in stalls to provide further safety for cyclists.
H	Sidewalk	16-18’	No change	Sidewalk widths will be maintained
I	Landscaping	Single-row Palm Trees	Parking Tree Wells, Median Trees, and Sidewalk Trees	1) Large palms will line the sidewalk 2) Smaller street trees in in-street tree wells between every third diagonal parking space; 3) Double-row of street trees added to landscaped median

Future San Pablo Avenue - Downtown Core | Alternative #2A



San Pablo Avenue - Downtown Core

Strategy for Change (#2A)

Expanding from Alternative 1 above, Alternative 2A reorients diagonal parking to be parallel parking on both sides of San Pablo Ave. In turn, this will allow for a wider median that can function as an active public open space. This new open space will be wide enough for the City to consider adding recreational facilities, such as a gazebo or a pavilion and/or public use programming to the center median, while achieving slower vehicular traffic and intensified developments on both sides of San Pablo.

Strategy for Change (#2B)

Alternative 2B retains many of the aforementioned improvements with the reconfiguration of bicycle lanes to have a striped buffer from vehicular traffic.

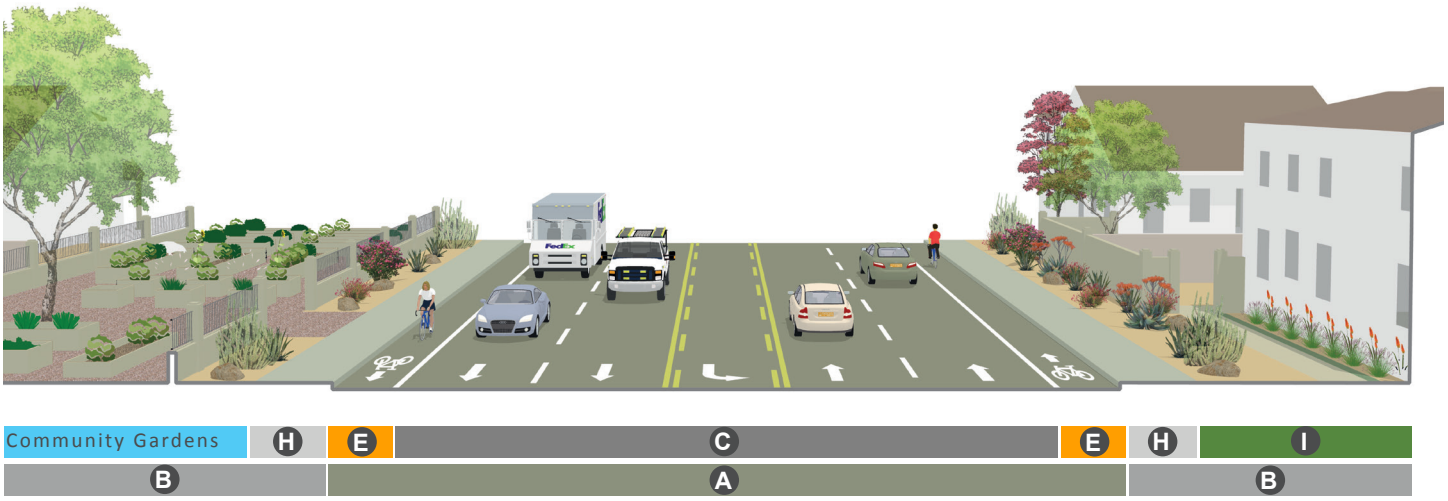
San Pablo Avenue South

Future San Pablo Avenue - Downtown Core | Alternative #2B

Table 10.8 - San Pablo Avenue - Downtown Core - Alternative #2 Improvements

		Existing Conditions	Alt #2A	Alt #2B	Notes
A	Curb-to-Curb	106-108’	No change	No Change	Maintain existing curb-to-curb widths
B	Public Frontage	16-18’	15-20’	15-20’	Introduce street trees, furniture, decorative lighting, and shading at regular intervals
C	Vehicular Lanes	4 lanes (two-way)	2 lanes (two-way)	2 lanes (two-way)	Reduce to two 10-foot travel lanes to allow for widened median and added parallel parking
D	Median/Berm	5’	30-40’	30-40’	Widen central median with enhanced landscaping, shading, and the opportunity to serve as active open space.
E	Bicycle Facilities	Class II Lanes	Class II Lanes	Class I Lanes Cycle Track	2A) Maintain existing bicycle lanes and striping 2B) Reconfigure bicycle lanes next to sidewalk with buffer
F	Bicycle Buffer	None	None	2-4’	2A) None 2B) May be striping or landscape buffer
G	Parking Facilities	Diagonal (2 sides)	Parallel (2 sides)	2A	Parallel stalls to replace existing diagonal parking
H	Sidewalk	16-18’	No change	No change	Sidewalk widths will be maintained
I	Landscaping	Single-row Palm Trees	Parking Tree Wells, Median Trees, and Sidewalk Trees	2A	1) Large palms will line the sidewalk 2) Smaller street trees in in-street tree wells between every third diagonal parking space; 3) Double-row of street trees added to landscaped median
	Lighting	None	Contemporary	2A	Decorative light poles/fixtures

Existing San Pablo Avenue - Neighborhood South



San Pablo Avenue - Neighborhood South

San Pablo Avenue North

Existing Conditions

North of the City's proposed roundabout at San Gorgonio Way, the existing San Pablo Avenue is the central link between Palm Desert's Civic Center and City Center. Various residential communities line San Pablo at this point with some existing open space features, including community gardens from Royal Palm Drive to Santa Rosa Way. Despite this area being intended to be more residential, it hosts a 4-lane (two-way) thoroughfair with a central turning lane. Landscaping and public amenities are sparse, but this area presents numerous excellent opportunities.

Strategy for Change

The City's improvement strategy includes combining the existing Class II bicycle lanes into a bufferd Class I two-way cycle track adjacent to the community gardens. Vehicular lanes will be consolidated into a two-lane throughway with 10-foot lanes. The existing turning lane will be removed, allowing for parallel parking and tree wells to be installed along the east side of San Pablo Ave. Public amenities upgrades will include public structures that compliment the community gardens and transform the west side of the street into a passive/active open space. Street trees will also line both sides of the street and the median buffer to provide adequate shade for pedestrians and cyclists.

Future San Pablo Avenue - Neighborhood South

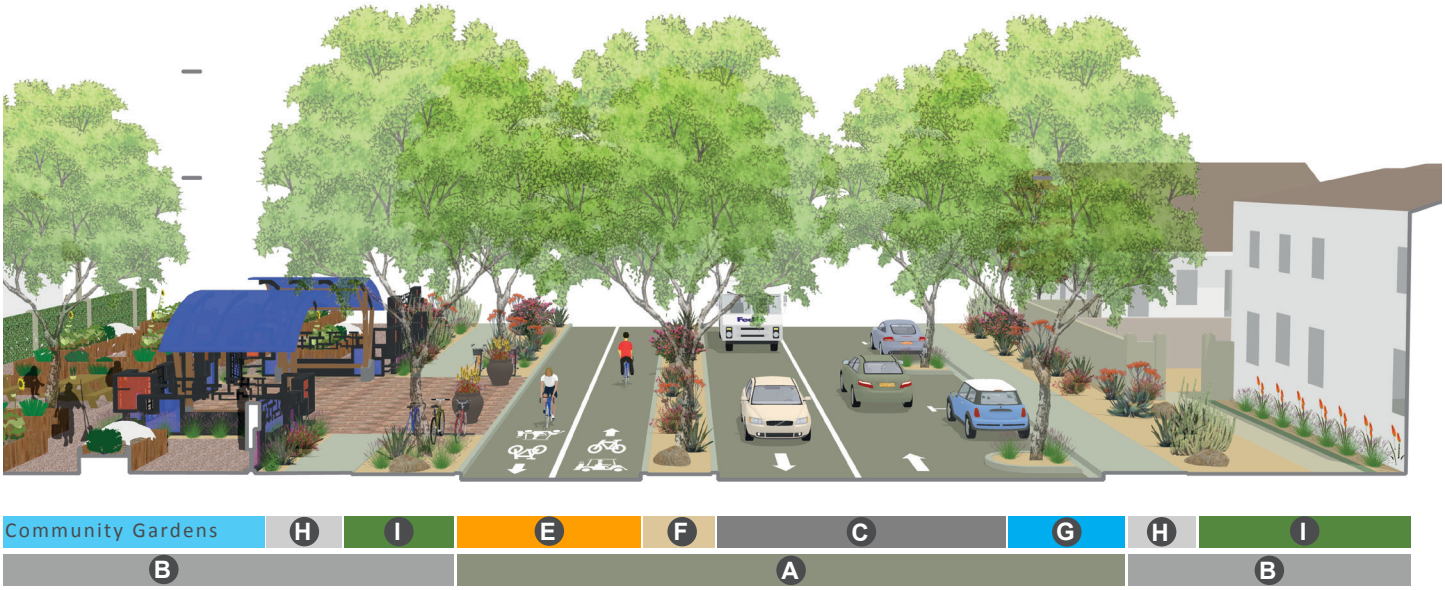
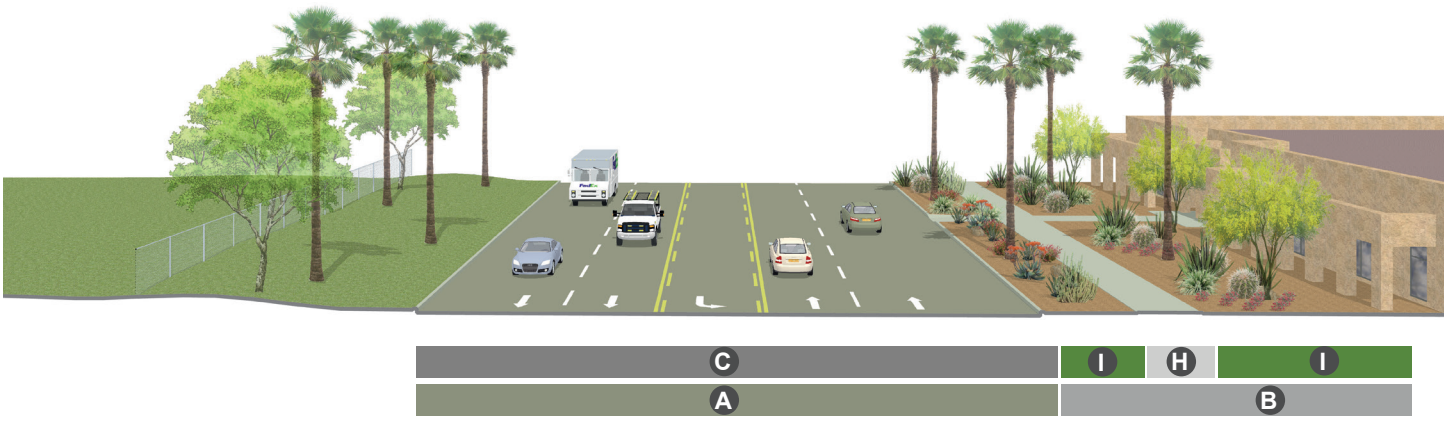
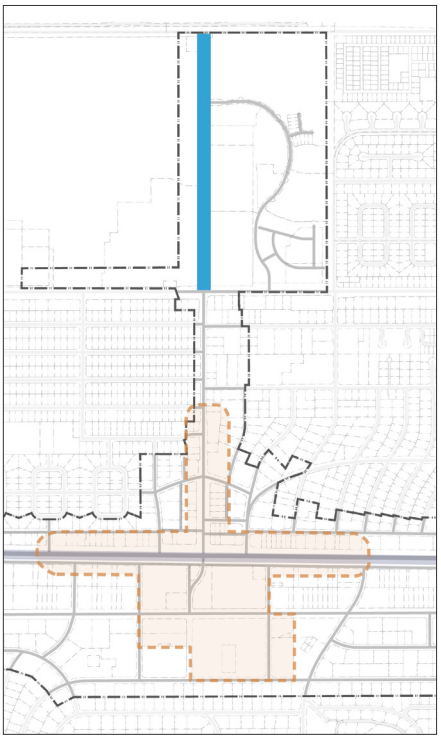


Table 10.9 - San Pablo Avenue - Neighborhood South Improvements

		Existing Conditions	Future Development	Notes
A	Curb-to-Curb	62’	50’	Reduce curb-to-curb widths to allow for Class I bicycle lanes and buffer
B	Public Frontage	15-16’	20-25’	Introduce street trees, furniture, decorative lighting, and shading at regular intervals
C	Vehicular Lanes	4 lanes (two-way); Center Turn Lane	2 lanes (two-way)	Reduce to two 10-foot travel lanes to allow for widened median and added parallel parking along one side
D	Median/Berm	None	6’	Median will serve to buffer bicycles and pedestrians from traffic
E	Bicycle Facilities	Class II Lanes	Class I Lanes	1) Install two-way Class I cycle track next to sidewalk with buffer; 2) Bicycle racks and other support facilities will be installed in regular increments on both sides of the street
F	Bicycle Buffer	None	6’	Median will serve as adequate buffer from traffic
G	Parking Facilities	None	Parallel (1 side)	Parallel stalls added on east side of street
H	Sidewalk	7-8’	15-20’	Sidewalk widths will be maintained and better incorporated into overall streetscape and public frontage features
I	Landscaping	Occasional Palm Tree	Street Trees	1) Double-row of street trees span sidewalk and bicycle median buffer; 2) Street tree wells provided between every 2-3 parallel parking stalls; 3) Existing community gardens incoporated in overall streetscape
	Lighting	None	Contemporary	Decorative light poles/fixtures

Existing San Pablo Avenue - Civic Center





San Pablo Avenue North

San Pablo Avenue - Civic Center

Existing Conditions

North of Fred Warring Drive, San Pablo Avenue passes to the east of a golf driving range and the College of the Desert campus and to the west of City Hall and Civic Center Park, terminating at Magnesia Falls Drive. The vacant edge of the College of the Desert campus offers an opportunity to introduce housing along the west side of San Pablo Avenue. This portion of San Pablo Avenue is comprised of a 4-lane (two-way) thoroughfair with a central turning lane.

Strategy for Change

The improvement strategy for this portion of San Pablo Drive includes consolidating the vehicular lanes into a two-lane throughway with 10-foot lanes and introducing a buffered Class I two-way cycle track adjacent to the driving range and the campus. The existing turning lane will be removed, allowing for parallel parking and tree wells to be installed along the west side of San Pablo Avenue and diagonal parking separated by palm trees along the east side of the street. Street trees will also line both sides of the street and the median buffer to provide adequate shade for pedestrians and cyclists.

Future San Pablo Avenue - Civic Center

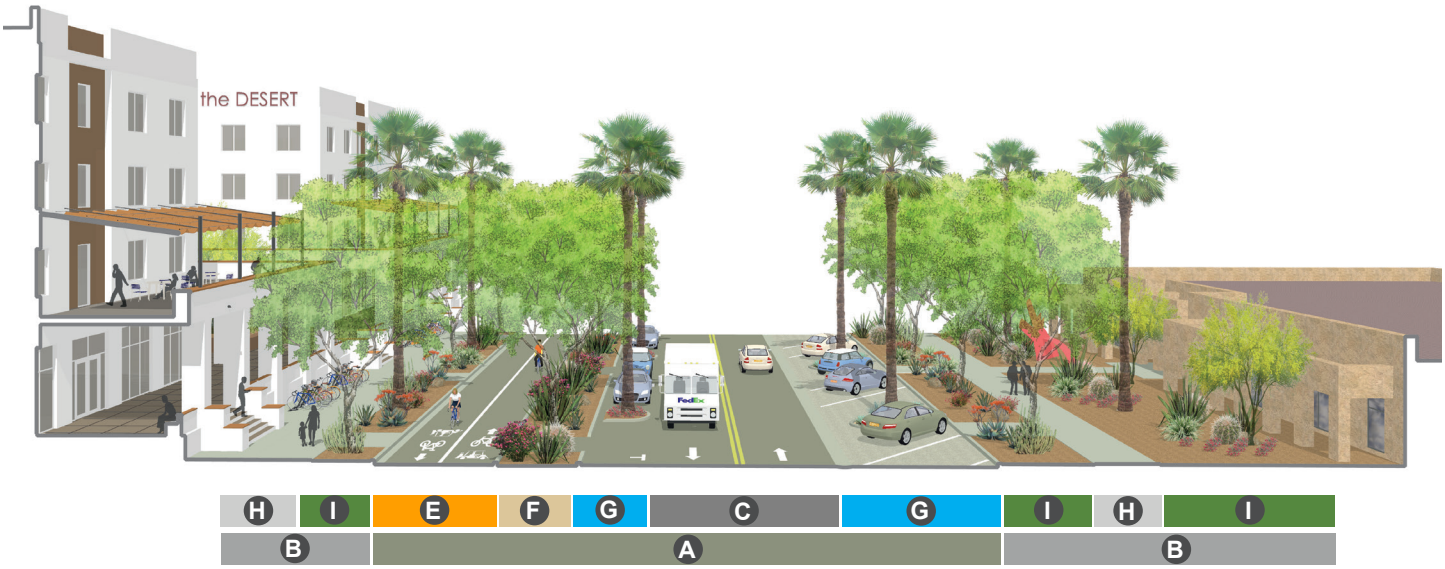


Table 10.10 - San Pablo Avenue - Civic Center Improvements

		Existing Conditions	Future Development	Notes
A	Curb-to-Curb	76’	50’	Reduce curb-to-curb widths to allow for Class I bicycle lanes and buffer
B	Public Frontage	20’	20-25’	Introduce street trees, furniture, decorative lighting, and shading at regular intervals
C	Vehicular Lanes	4 lanes (two-way); Center Turn Lane	2 lanes (two-way)	Reduce to two 10-foot travel lanes to allow for widened median and added parallel parking along one side
D	Median/Berm	None	6’	Median will serve to buffer bicycles and pedestrians from traffic
E	Bicycle Facilities	None	Class I Lanes	1) Install two-way Class I cycle track next to sidewalk with buffer; 2) Bicycle racks and other support facilities will be installed in regular increments on both sides of the street
F	Bicycle Buffer	None	6’	Median will serve as adequate buffer from traffic
G	Parking Facilities	None	Parallel (west side) / diagonal (east side)	Parallel stalls added on east side of street
H	Sidewalk	7-8’	7-8’	Sidewalk widths will be maintained and better incorporated into overall streetscape and public frontage features
I	Landscaping	Occasional Palm Tree	Street Trees	1) Double-row of street trees span sidewalk and bicycle median buffer; 2) Street tree wells provided between every 2-3 parallel parking stalls; 3) Existing community gardens incoporated in overall streetscape
	Lighting	None	Contemporary	Decorative light poles/fixtures

Lane - with Residential Ground Floor

Lane

Design Strategy

Lanes are provided between parking lots or parking structures located at the center of the block and residential, commercial, or mixed-use development located at the perimeter of the block. Lanes are two lane, two-way roads that provide a pedestrian walk or sidewalk along the building side and landscaping along the parking lot/garage side. Buildings with commercial ground floors may be located right behind the walkway or sidewalk, whereas buildings with residential ground floors are setback behind landscaping. Frequent crosswalks provide pedestrian access between the garage and the buildings. Crosswalks are align with paseos that provide access between the parking located at the center of the block and the street.

Lane - with Commercial Ground Floor

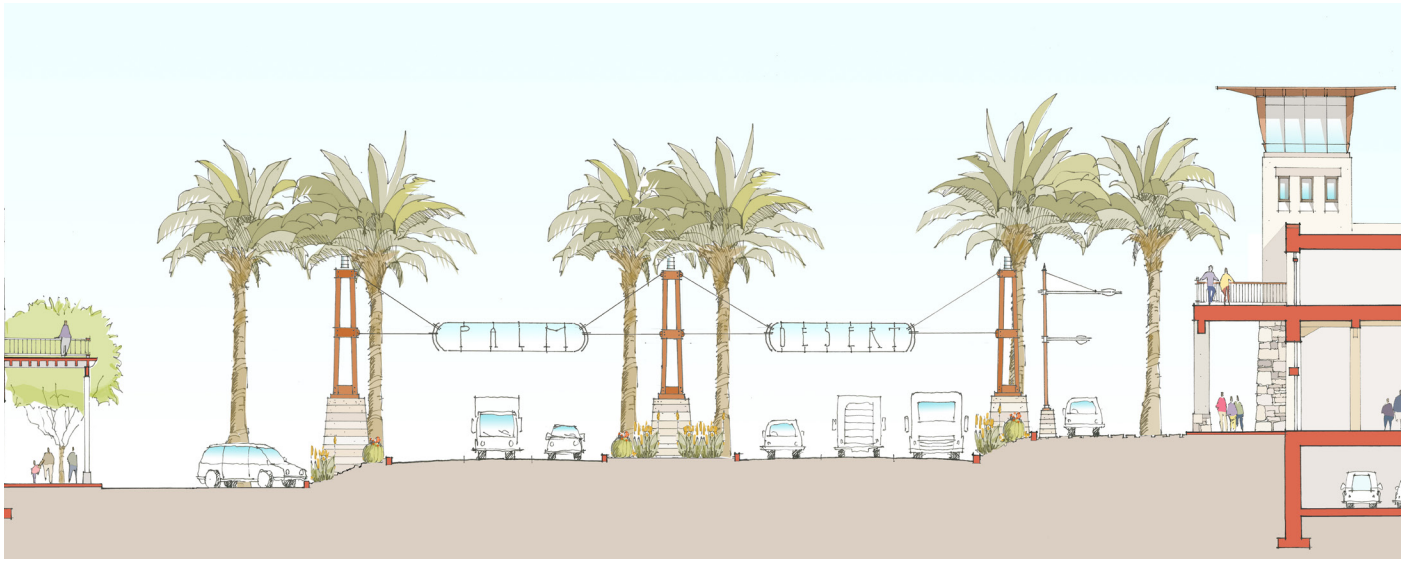
Table 10.11 - San Pablo Avenue North Improvements

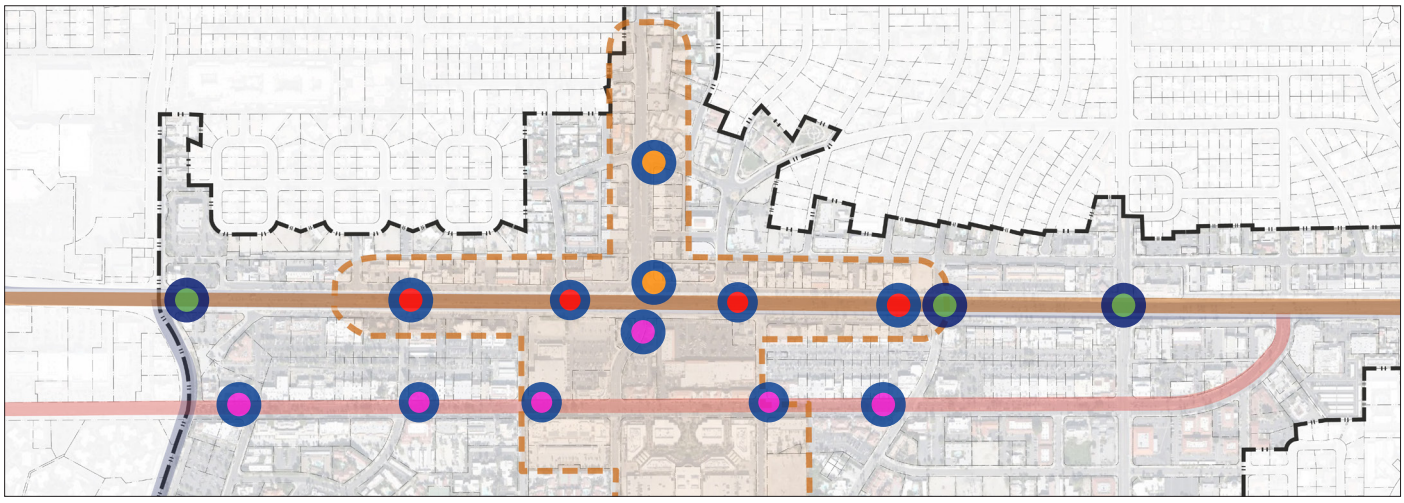
		Future Development	Notes
A	Curb-to-Curb	20’	
B	Public Frontage	5’ min.	Walk or sidewalk along building side; landscpaing along garage side.
C	Vehicular Lanes	2 lanes (two-way)	Two 10-foot travel lanes.
E	Bicycle Facilities	Optional	Bike racks may be provided
G	Parking Facilities	None	
H	Sidewalk	5’ min.	Walk or sidewalk along building side. Walks located at street level should be paved with materials that are different color, texture, or materials than roadway.
I	Landscaping	5' min.	Trees and drought-tolerant landscpaing.
	Lighting	None	Lighting provided on building and or garage

Palm Desert Gateways

Design Strategy

The purpose of Gateways within the 111 Corridor planning area is to reinforce the experience of "entry/arrival" into changed and new environments, as one passes through the various "parts" of Palm Desert. The overarching goal of the 111 Corridor Plan is to convert the 111 Corridor into a "zipper" that supports, ties together, and establishes connectivity between the very successful El Paseo downtown core and south neighborhoods, and the San Pablo Neighborhood Center, Civic Center, neighborhoods and resorts, north of 111. The various types of gateways described in this section are intended to compliment the streetscape transformation described on pgs. 154-177, and generally define the extents or boundaries of each unique place/environment within the City Center "Core" of the 111 Corridor. While each gateway type has a unique function and design, each gateway is intended to contribute to a unified design experience/ environment of the "Core" of the 111 Corridor.





Type A: Type B: Type C: Type D:

Gateway Types

The following pages describe implementation guidelines for a variety of "gateway types" within the 111 Corridor Planning Area. They can generally be summarized into the following types, as indicated below:

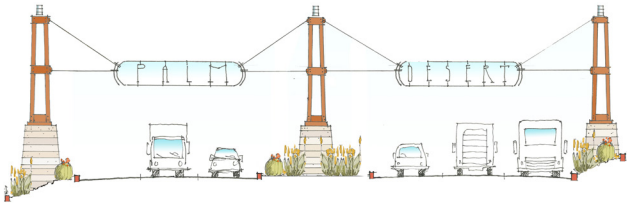
Type A. Corner Gateways at Major Cross-Streets:

In general, all major cross streets along 111 are marked by clusters of palm trees that add verticality along 111 and create "pedestrian oases" - areas of shade and refuge - marking crossing points along 111.

Type A Corner Gateways at Major Cross Streets

Type B. 111 City Center "Core" Gateways:

These gateways reinforce entry/arrival into the City Center "Core" area of 111, and can double-function as new, specialized pedestrian crossings enhancing connectivity and circulation north and south of 111.



Type B City Center "Core" Gateways

Type C. El Paseo Shopping District Gateways:

Special gateway signage on El Paseo - generally denoting the eastern and western extents of the shopping district, in addition to a gateway on San Pablo Ave, just south of (but visible from) 111 announcing entry into the El Paseo District.

Type C "El Paseo Shopping District" Gateways

Type D. San Pablo "Main Street" Gateways:

The southern portion of San Pablo Ave - generally from 111 to San Gorgonio Way is being reconceived of as a neighborhood center / main street environment. As such, streetscape interventions - a roundabout at San Gorgonio Way and a combination of palm clusters and a new landscaped median, creates the north and south gateways of this important neighborhood center.

Type D San Pablo "Main Street" Gateways

Gateway Type A - Corner Gateways at Major Cross Streets

Example of a cluster of palm trees, similar in size and spacing as proposed design for Type A gateway intersections.

Design Strategy

The figure on pg. 181 indicates the proposed locations of "Type A "gateways -- should be prioritized at all major cross-streets within the City Center "Core" area of the 111 Corridor - the west and east-most cross-streets where these gateways are provided being HWY 74/Monterey Ave, and Cabrillo Ave/El Paseo respectively - though these gateways may be utilized at any significant crossing along the 111 Corridor within Palm Desert as funding permits.

Relocating access to the 111 frontage roads from the cross streets to 111 provides the dual benefit of improved frontage road functionality, in addition to providing new corner "plazas" along 111 at most intersections. These plazas provide new opportunities for significant planting and gateway design, and their ultimate design should:

A. Use vertical elements to identify all major crossings:

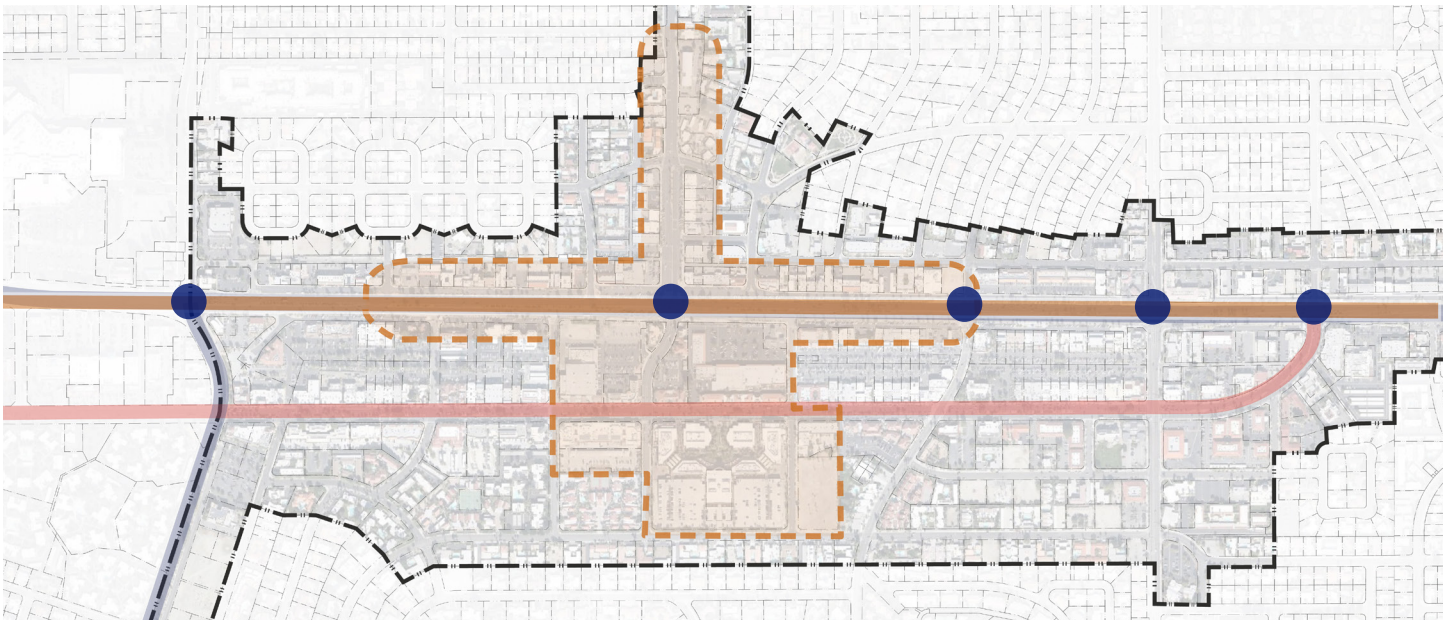
Clusters of 6-9 Washingtonia Palm Trees are proposed at each corner of all major cross-streets along 111, spaced approximately 10-15' on center in a geometric / grid pattern complimentary to the overall plaza design. Tree height should be a minimum of 20' at planting. Additional or supplemental vertical elements may be used provided they are complementary to the overall plaza design.

B. Provide shade during the day and lighting at night:

Palm trees should be spaced approximately 10-15' on center to create a shade canopy (and refuge)for corner plazas during hot daytime hours. Additional shade structures may be incorporated into the plaza provided they are complementary to the overall design. Palms should be uplit with LED fixtures integrated into the ground plane of the plaza. Colored lighting as well as light projection are encouraged provided they are part of a unified lighting plan for the 111 Corridor as a whole.

C. Optionally incorporate additional gateway/wayfinding signage:

Corner plazas may optionally incorporate additional gateway /wayfinding signage -- in particular as they relate to the El Paseo Shopping District, and the San Pablo Main Street District, provided they are complementary to the overall plaza design, and consistent with gateway and wayfinding signage within the City Center "Core" of 111.



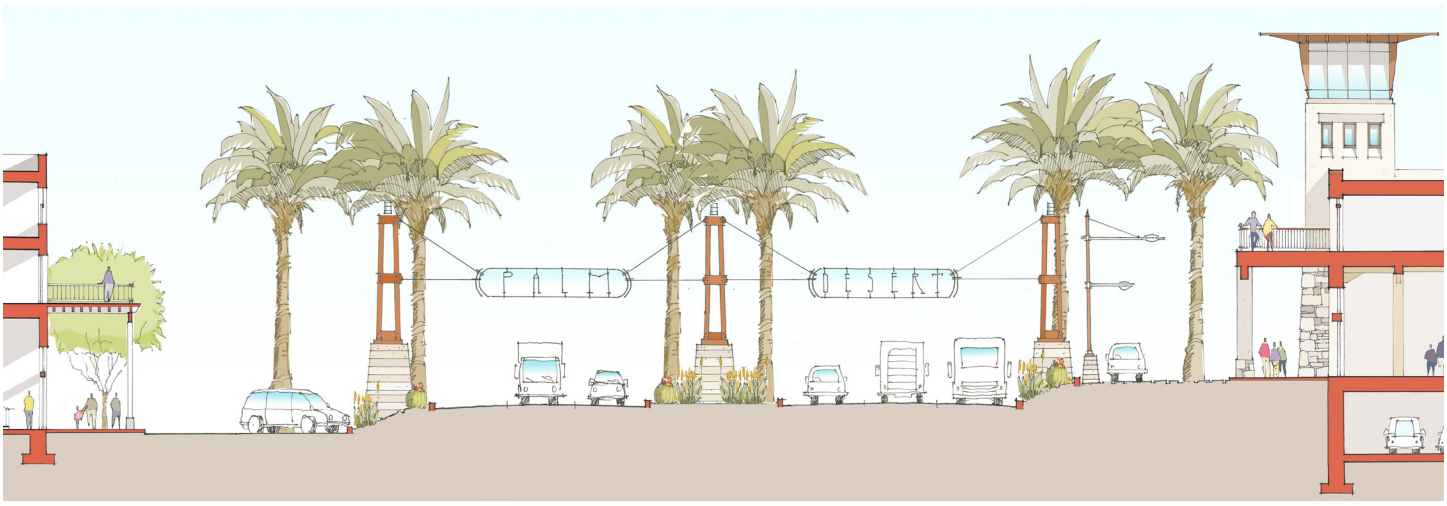
Illustrative plan of a typical corner plaza gateway at cross-street along 111.

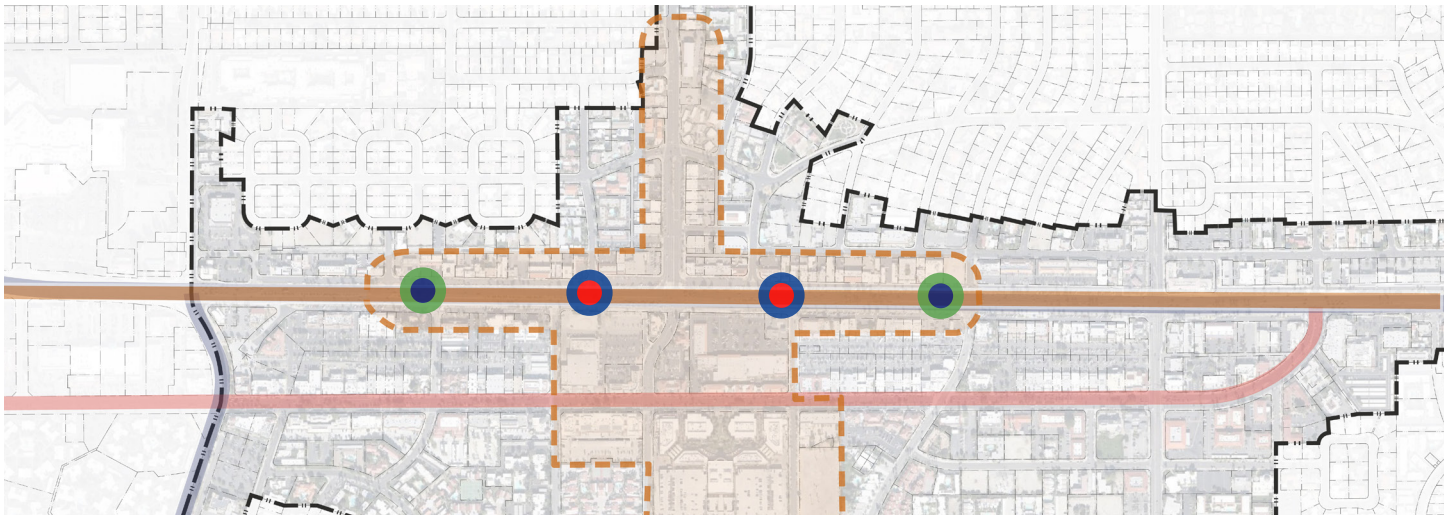
Gateway Type B - 111 City Center "Core" Gateways

Design Strategy

This gateway type is used to reinforce arrival/entry into the City Center "Core" of the 111 Corridor, with design consistency of the east- and west-most gateways emphasized, and design flexibility of any potential additional crossings in between. This gateway type should follow or accompany (not precede) - improvements to the public realm and/or new private development at "gateway nodes," as they are intended to announce/reinforce a transformed environment, not function as standalone elements.
These gateways can also double-function as new, specialized pedestrian/bicyclist crossings for 111, alerting motorists to the potential of pedestrians and bicyclists in the crossing zones. New pedestrian crossings are proposed at two key locations along 111 - namely one at the intersection of Sage Lane and 111 and another at the intersection of Lupine Lane and 111. Additional mid-block pedestrian crossings could also be provided in the future to improve non-motorist circulation across 111, as funding permits. Each crossing, whether newly constructed or modified over time should:

Example of a pedestrian crossing gateway across 111 in conjunction with new infill development to the north and south of 111.





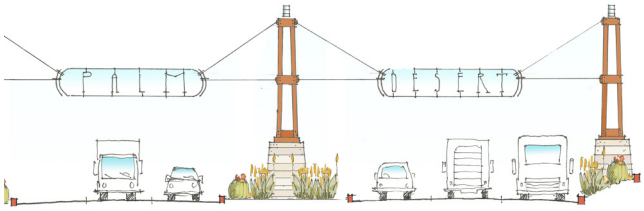
Type B.1: Type B.2:

A. Reinforce entry/access into City Center "Core" from 111:

This gateway type should be utilized strategically to reinforce arrival into the City Center "Core" of Palm Desert for motorists traveling on 111. "Spanning" gateway elements, such as the gateway illustrated in Type B.1 reinforce "arrival" into a new place or environment, and are recommended at the east and west extents of the City Center "Core". Any future crossings added within the Core should use non-spaning vertical elements, such as columns, specialized lighting, landscaping, etc.

B. Include City branding/messaging through a unified design:

Each gateway should communicate "Palm Desert" either literally or through a unified design theme of color, material, landscape, lighting, and messaging consistency along the corridor. Each gateway should be designed using a "desert palette" of materials, including Corten steel, glass mosaic, concrete (board-formed concrete encouraged for column bases) metal cables, and recommended landscape materials.



Type B.1: Illustration of a spanning gateway element recommended for the east and west extents of the City Center Core of the 111 Corridor.

C. Alert motorists to specialized pedestrian crossing zones:

Any future mid-block pedestrian crossings should visually "narrow" 111, and alert motorists to the potential of pedestrians and/or bicyclists within the crossing zone. Type B.2 illustrates the use of vertical columns to visually mark a specialized crossing zone. Crossing signals, signage, landscape (including Palms, or other vertical elements), enhanced paving and/or ground surface lighting is recommended, and should be incorporated into the overall gateway design.

Type B.2: Illustration of a non-spanning gateway element recommended for enhanced pedestrian/ bicyclist crossing zones within the City Center Core of the 111 Corridor.

D. Reinforce connection between the north and south sides of 111:

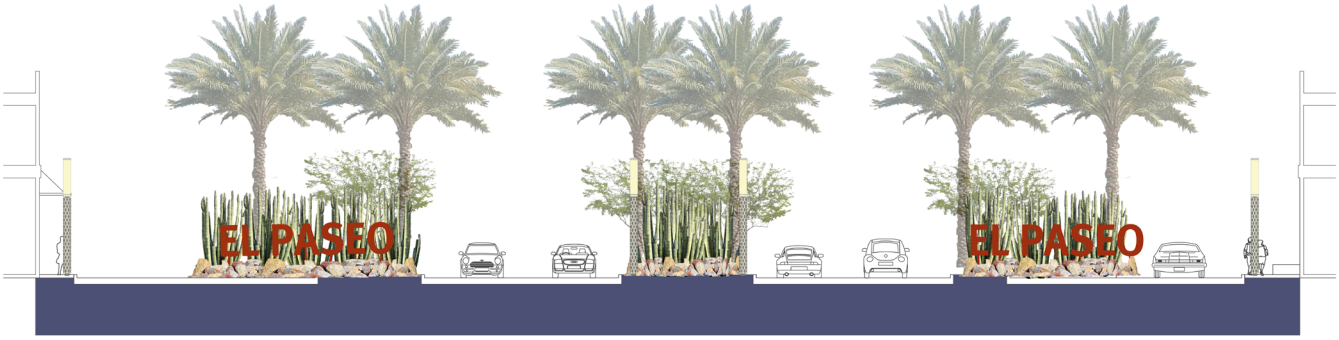
Particularly important for potential new pedestrian/bicyclist crossing zones and within the City Center "Core" of 111, these gateways should visually reinforce the importance of circulation across 111 - transforming 111 into the "zipper" that ties the City Center together.

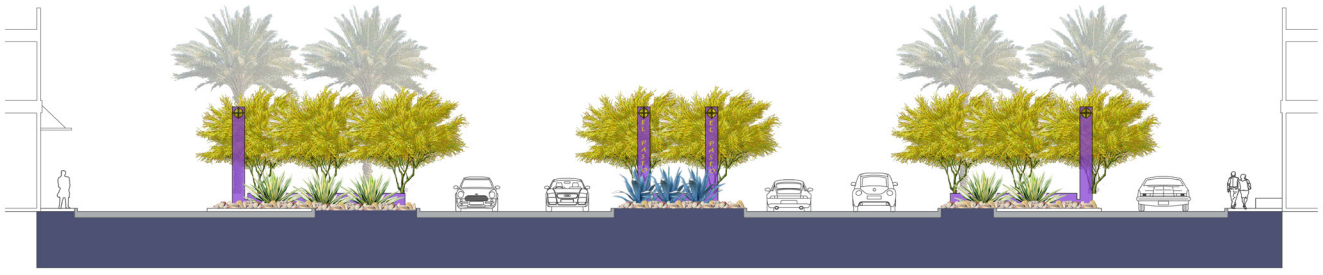
E. Provide Mid-Crossing Refuge for pedestrians and bicyclists:

Because of the very large width of 111, center medians of 111 at these enhanced pedestrian/bicyclist crossings should provide mid-crossing refuges for safer, more comfortable crossing of 111.

Design inspiration for the mosaic columns illustrated in Type B.2 comes from the mosaic columns at Monterey and Gerald Ford Drive.

Gateway Type B - 111 City Center "Core" Gateways (continued)





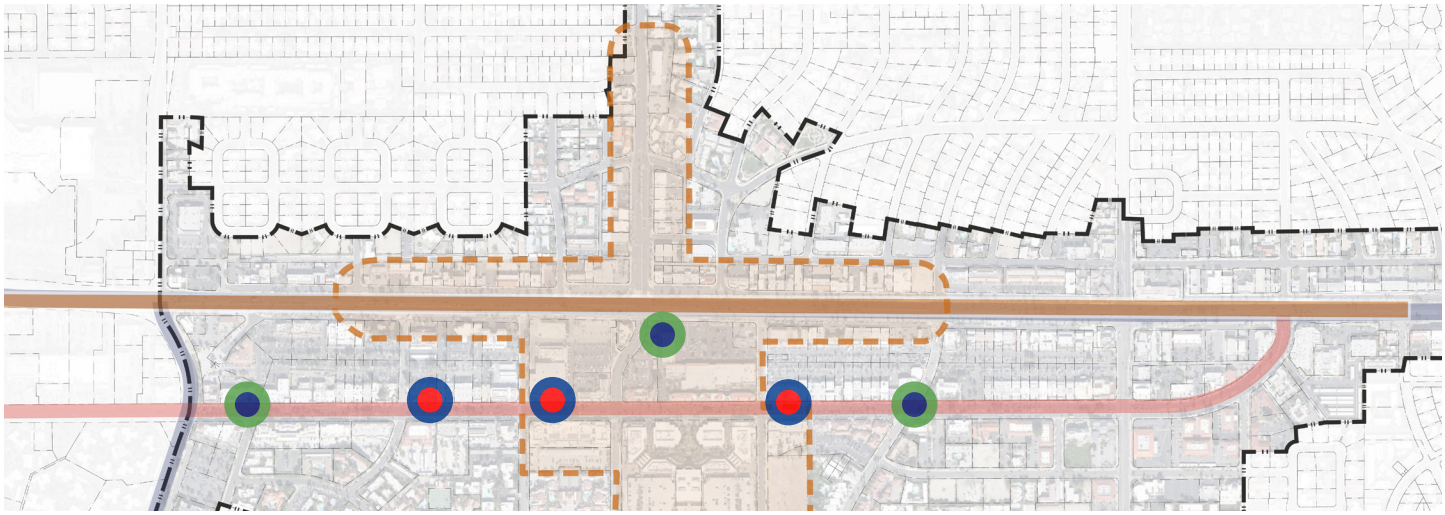
These illustrations describe a series of design alternatives for gateways spanning and crossing 111 while communicating/ reinforcing entry/arrival into the City Center Core. The top-left illustration shows a potential pedestrian overcrossing that could be utilized if at-grade crossings were deemed to be infeasible with circulation requirements along 111.

Phototransformation illustrating a new pedestrian crossing, gateway columns, and streetscape improvements along 111.

Gateway Type C - El Paseo Shopping District Gateways

Design Strategy

Map below indicates suggested locations of Type C - "El Paseo Shopping District" gateways. El Paseo has to date, been considered the "downtown" of Palm Desert -- and has, experienced tremendous success, despite its lack of visibility/exposure along 111. This plan describes strategies for creating a unified City Center "Core" -- centered around San Pablo Ave, 111, and El Paseo - establishing strong connections - visual, functional, and circulation-wise, between all three - as well as with the civic center and neighborhoods to the north -- to add value to the already successful downtown. This City Center "Core" will have multiple "Centers", each with their own unique environement, with the El Paseo Shopping District being a very important one of those.



Type B.1: Type B.2:

Conceptual gateway signage on San Pablo Ave (just south of 111) for the El Paseo Shopping District.

Special gateways are recommended to reinforce arrival/entry into the El Paseo Shopping District as a unique place within the City Center "Core" and add visual exposure from 111. The City of Palm Desert, concurrent with the 111-Corridor Plan, has commissioned conceptual design of a gateway, wayfinding, and branding signage package for the District.

The City's initial study included a new gateway on San Pablo Ave, just south of 111, and this plan recommends additional gateways of some form at generally the west- and east- extents of the shopping district on El Paseo - as indicated pg. 186 It is recommended that the final design and location of any new gateway on San Pablo Ave, be completed in conjunction with (or following) new infill development at the corner(s) of San Pablo and 111. While design and location will be subject to change, their ultimate design should:

Type C.1: Illustration of a spanning gateway element commissioned by the City of Palm Desert for San Pablo Ave. Similar gateways could be used on El Paseo at the east and west extents of the Shopping District.

A. Reinforce entry/arrival into the El Paseo Shopping District:

This gateway type should be utilized strategically to generally define the extents of the El Paseo Shopping District as a part of the larger City Center "Core" of Palm Desert. Major "spanning" gateways (See Type C.1) would be appropriate on San Pablo Ave, and on El Paseo proper - generally at the east and west extents of the Shopping District (just east of HWY 74, and just west of San Luis Rey, respectively) - additional minor gateways could be used on additional "minor" streets connecting to El Paseo within the Shopping District.

B. Include City Branding/Messaging through a unified design:

Each gateway should communicate "Palm Desert" - either literally or through a unified design theme of color, material, landscape, lighting, and messaging consistency within the El Paseo Shopping District. Each gateway should be designed using a "desert palette" of materials, including Corten steel, glass mosaic, concrete (board-formed concrete encouraged for column bases) metal cables, and landscape materials.

Gateway Type D - San Pablo Main Street

Design Strategy

At the heart of the City Center Core of Palm Desert is a recast vision for an enriched main street environment on San Pablo Ave, from San Gorgonio Way to 111, incorporating a new dining plaza in the center of an enlarged center median, improved (and additional) on-street parking, and improved bicycle facilities that connect into a new cycle track north of San Gorgonio Way. To frame this new environment -- for motorists traveling south on San Pablo Ave, and those traveling on 111, two unique gateways are proposed.

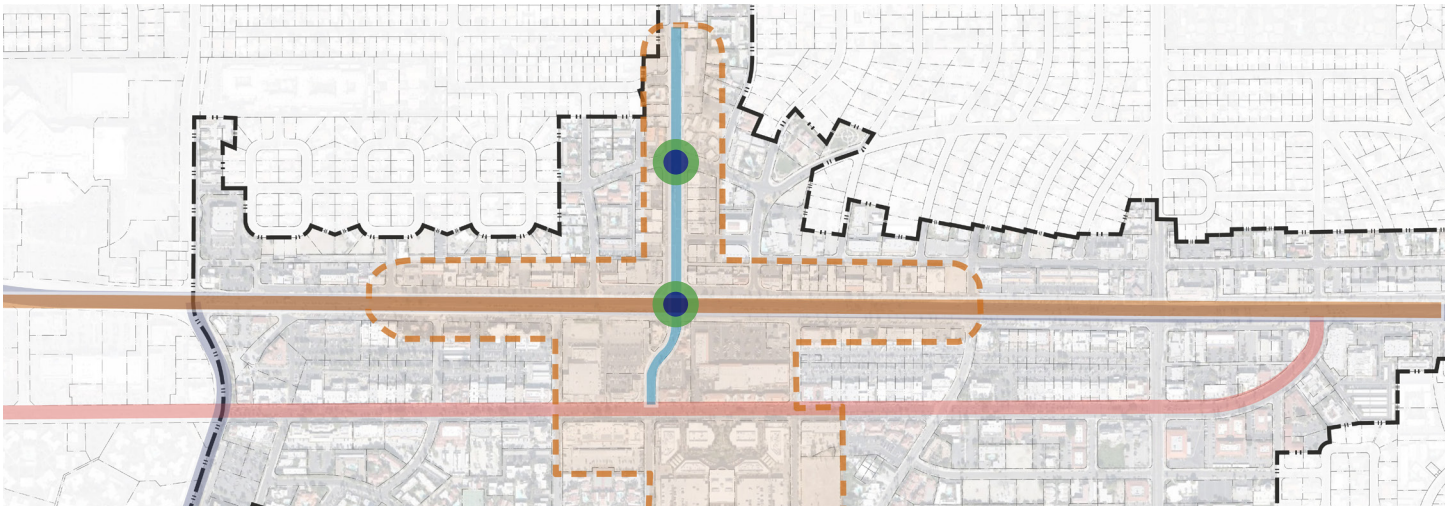


Illustration of the new “Main Street” environment envisioned for San Pablo Ave.

A. Intersection of 111 and San Pablo Ave:

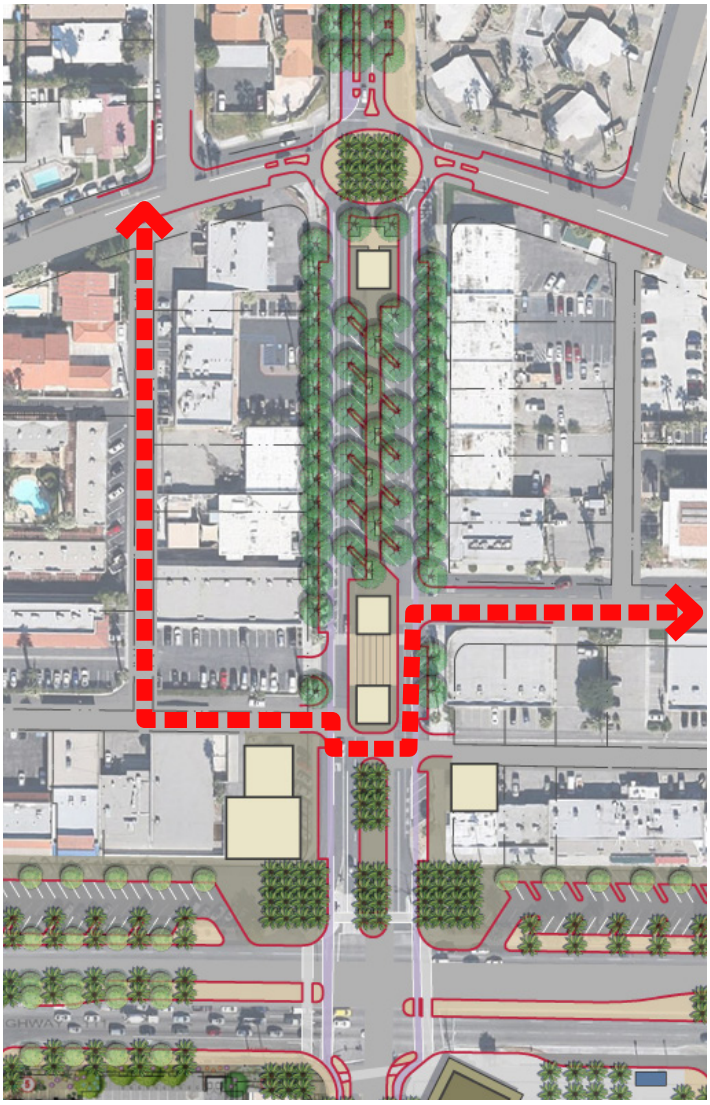
Similar to the Type A gateways previously described, the south gateway of the San Pablo "Main Street" shall be articulated by clusters of 9-16 Palms arranged in a geometric/grid pattern. The center median of San Pablo Ave should be planted with additional palms using the same planting pattern, tree size, etc. as the corner plazas. While its ultimate plaza design will require further study, based on the final geometry of the access lanes for the frontage roads to the east and west, its design features should include:

1. All palms should be uplit, with fixtures affixed to their trunks.
2. Lights and/or gateway signage may be spanned across San Pablo Ave (similar to Gateway Types B&C) and should announce entry/arrival into a new main street environment.
3. Corner plazas should provide adequate shade during the daytime, and lighting during the evening to make them comfortable places of pedestrian refuge.
4. Public art, lighting, enhanced paving materials, landscape, etc. are encouraged and should be part of a unified streetscape design for San Pablo Ave.

B. New roundabout at San Gorgonio Way:

While adding improved circulation and safety to the intersection of San Pablo Ave and San Gorgonio Way, the proposed roundabout double-functions as a new gateway, particularly as San Pablo transitions from a free-flowing neighborhood street to an urban main street in the heart of Palm Desert's City Center. While its ultimate geometry and design will require further study, its design features should include:

1. A grid of 9-16 Palms, spaced/arranged, and lit consistently with the median/corner plazas of the corner of 111 and San Pablo Ave.
2. Public art and lighting within the roundabout is encouraged and should announce entry/arrival into San Pablo "Main Street"
3. Care should be taken to ensure that all design elements placed within the roundabout do not adversely effect visibility.



Illustrative Plan of San Pablo "Main Street" with north and south gateways -- a new roundabout at San Pablo Ave & San Gorgonio Way, and new corner plazas at the north corners of the intersection of San Pablo Ave and 111.

Potential Detour Route for Special Events

Centralized Parking Strategy

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

Access alley between parking garage and pedestrian retail district.

Existing Conditions

As Palm Desert's 111 Corridor matures from its early form – as an old highway next to a fine retail street – to a more complete, more intense, more diverse City Center, it will be vitally important that its parking supply evolve to support that growth and change. Current parking arrangements are simple – most of the parking for all the businesses is provided in the large, shared Presidents' Plaza lots within the large blocks between 111 and El Paseo. On-street parking along those two main streets and cross streets provides additional convenient customer parking in front of businesses, and some businesses have their own dedicated parking lots. All the parking is free and there is generally plenty of it, although at times the empty parking spaces are some distance from the busiest businesses.

Park Once Strategy

As new, multi-story buildings begin to replace existing one-story buildings, as new businesses are added to the City Center mix, and as housing is introduced to the City Center to generate a more 18-hour mixed-use environment, it is clear that existing parking resources must be – and can be – more efficiently managed and utilized, and it is clear that at some point more parking will be required. The central concept that will organize all of the strategies and techniques for ensuring a parking supply that will support the City Center transformation will be "Park Once."

A successful city 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. Most visitors and shoppers arrive in the district by car, they easily find a safe parking space, and then park their car while they go about their business for an extended period of time. 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 drives to the next store. And for this different City Center form of development, different parking arrangements are required.

Parking as a utility

Individual projects and buildings in cities are not expected to provide their own power, water and sewer, they connect to the system provided by the community. Rural buildings often must have their own well and septic system, and suburban buildings must have their own parking lots. But in the City Center, where the focus is on concentrating larger amounts of more activities into a smaller area, more efficient ways of delivering parking services are required. Key elements of the Park Once strategy include:

Focus on the pedestrian

As described on pg. 154, the streetscapes and other public 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 stayed underutilized.

Parking types for user types

Within a more diverse City 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 they are 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 Palm Desert's City Center includes a large number of well-organized on-street parking along newly beautified streets, shared public parking in existing lots with improved landscaping and wayfinding, and future shared parking structures in some of the Presidents' Plaza lots with convenient, beautiful paseos connecting them to El Paseo and 111.

Centralized off-stree parking structure, lined with housing.

Wayfinding

In any City Center it is very important that parking be easy to find for those arriving from outside the district. This is doubly true for a City Center where a high percentage of the visitors are from out of the area and may be visiting for the first time. From both 111 and El Paseo, entry points to shared lots and future parking structures must be clearly marked, and additional electronic wayfinding – in the form of apps that provide real time parking availability information and GPS direction – will guide visitors to waiting spaces.

Shared supply

Parking lots or structures that are shared by many businesses and other uses can be more efficiently utilized than parking facilities dedicated to a single business or use. Parking areas occupied by office workers tend to be nearly empty in the evening, and if they are near restaurants with peak customer counts in the dinner hour, each space replaces what would be two spaces in another setting. The City Center environment encourages shoppers to patronize multiple stores and restaurants over a multi-hour period, whereas in another setting those same visits might have required several car trips and hence several parking spaces. In a City Center environment, the number of parking spaces required per 1,000 square feet of business floor area can easily be half that required in a typical suburban shopping center. As the City Center grows and parking structures become necessary, the cost savings in such efficient use of parking resources mount rapidly to many millions of dollars, which can be better spent on landscape, maintenance, and community activities and events.

Managed supply

No matter how wonderfully walkable the City Center becomes over time, there will always be prime parking areas and less convenient parking areas. That is where management comes in. It makes no sense to have the store patron drive away because the employees were parked on the street in front of the store, and it makes no sense for the young couple with a baby sitter waiting at home to dine elsewhere because the bus boys filled up the most convenient parking garage. Solutions to these easily identifiable problems may include time limiting some spaces, charging a fee for some prime spaces, and ticketing those who do not comply with regulations.

Expandable parking supply

If the City Center thrives as the community has envisioned, with more customers plus new residents entering the mix, more parking spaces will be required. These will be provided in new multi-level parking structures within the large blocks between 111 and El Paseo, as illustrated in Figure 10.6 below. The City will monitor parking utilization from year to year and plan for the construction of new facilities as the demand increases.

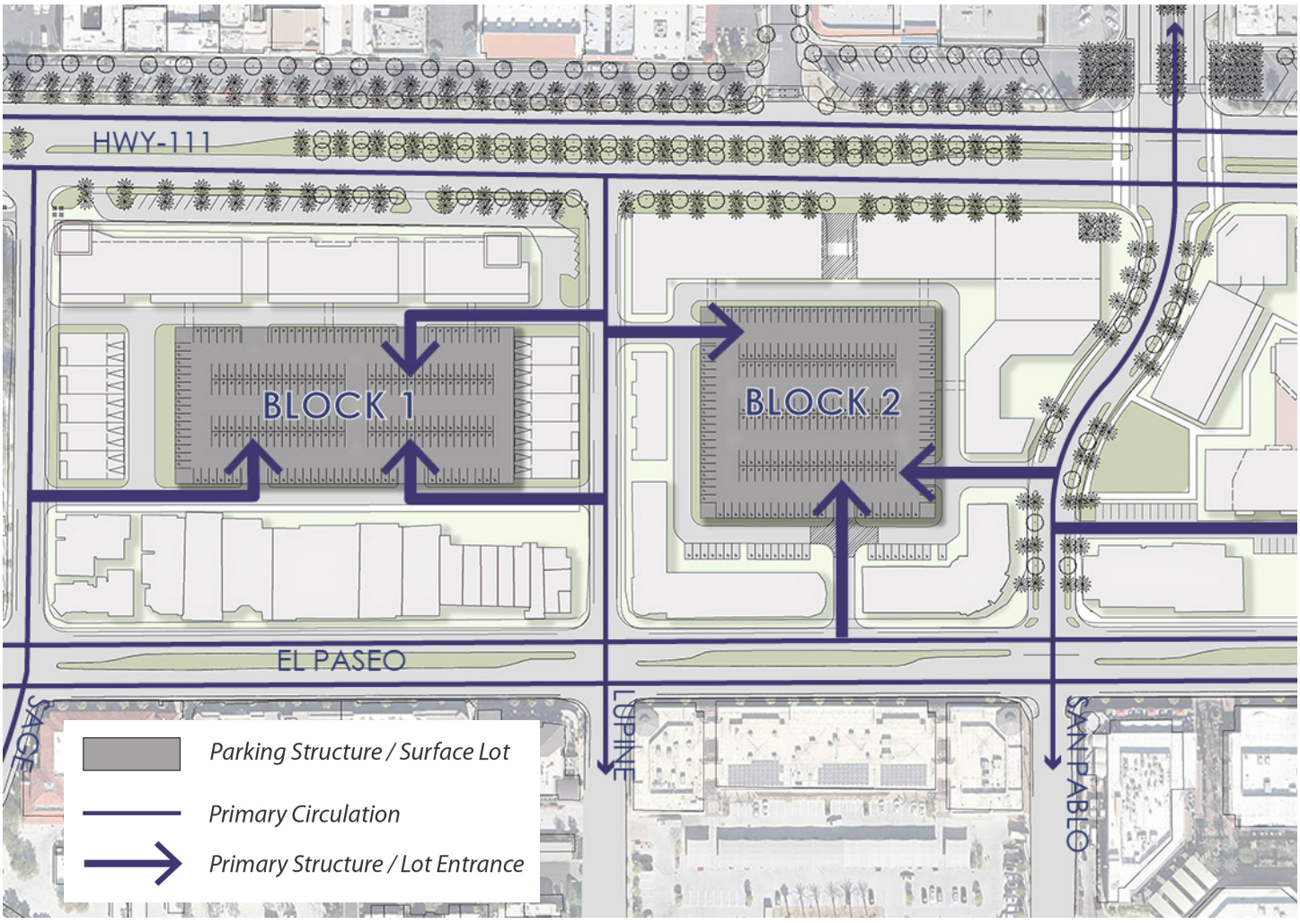
Parking supply as economic development tool

Not only can shared parking arrangements deliver parking spaces more economically than is possible on a building by building, project by project basis. Many cities have used the provision of shared parking structures – into which individual projects pay for the use of the parking they need – as an enticement to new investment in fine mixed-use buildings.

Parking to accomodate EV and active transit users

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 accomodate parking for bicycles in addition to bike racks located throughout the City Center.

Figure 10.6 Centralized Parking Conceptual Site Plan

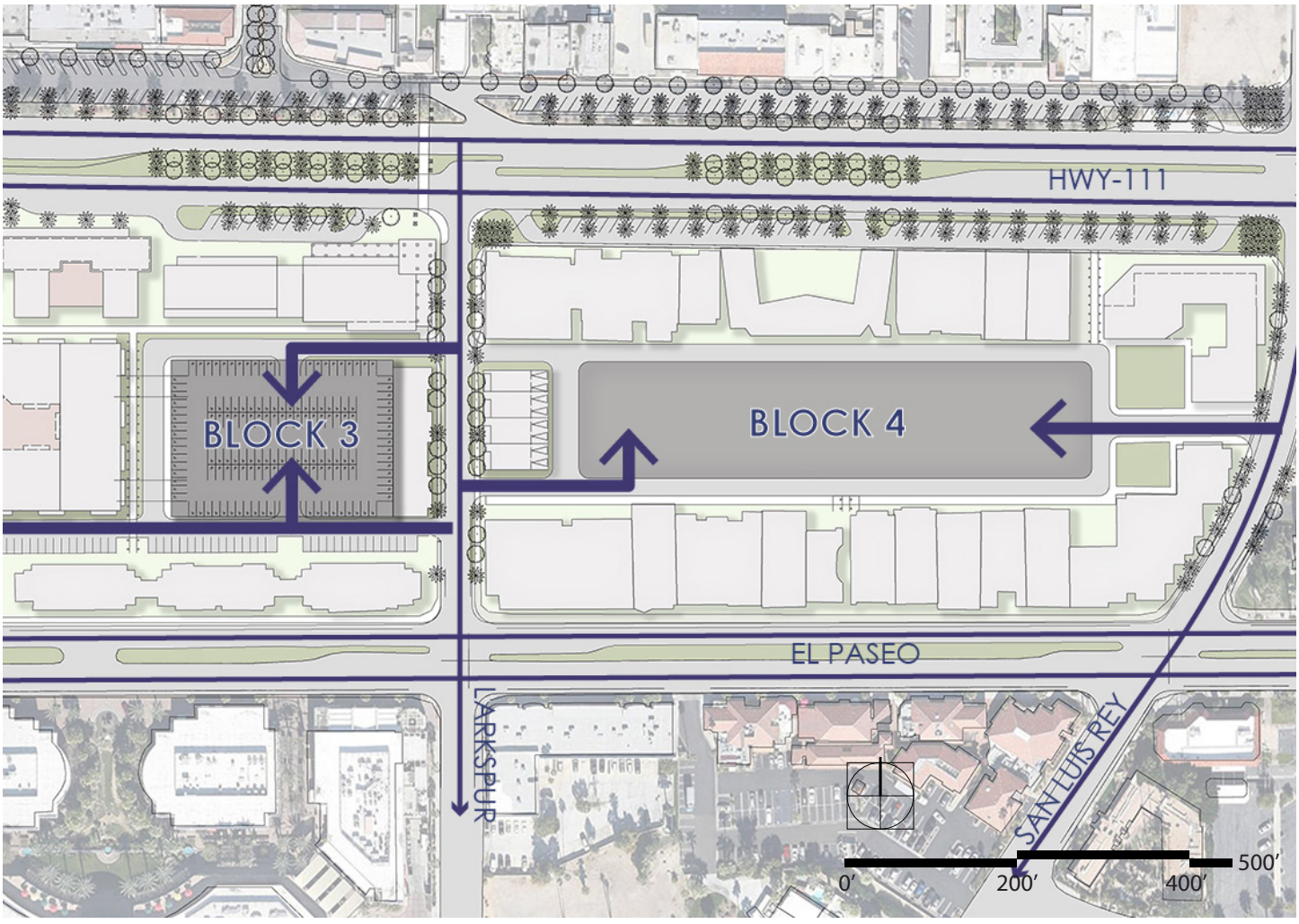


Existing Parking Yields

	Surface Lot Spaces	On-Grade Street Sp.	Total
BLOCK #1	±375	±100	±475
BLOCK #2	±265	±30	±295
BLOCK #3	±425	±30	±475
BLOCK #4	±420	±180	±600
Total	±1,485	±340	±1,845

Conceptual Parking Yields

	Structure Spaces/Level	Total Parking Levels (Incl. On-Grade)	Structure Spaces	On-Grade Street Sp.	Total
BLOCK #1	±220	3	±660	±35	±760
BLOCK #2	±205	4	±820	±20	±820
BLOCK #3	±160	4	±640	±40	±640
BLOCK #4	±225	1	±225	±160	±225
Grand Total			±2,345	±255	±2,600



**Note: Site plan, parking structures, and parking yield numbers are for conceptual purposes only. Final locations, designs, heights, and circulation to be approved by the City.*

Goals & Policies

Goal 1. A vibrant, regionally significant down town centered on the 111 corridor.

1.1 Downtown. Facilitate the development of the City Center as a vibrant, active downtown that is the civic and cultural heart of the community.

1.2 San Pablo. Prioritize the development of a local serving, Main Street environment at San Pablo Street and 111.

1.3 El Paseo. Preserve El Paseo as a premier visitor and shopping destination.

1.4 Phasing. Prioritize public investment and private development at key nodes, as shown in the City Center Area Plan, giving preference to investments at the intersection of San Pablo and 111.

1.5 Mix of uses. Encourage a diverse mix of uses in the City Center to create a vibrant, downtown environment and strengthen the downtown presence for El Paseo.

1.6 Compact, infill development. Require new infill development in the City Center to be compact in scale and flexible in design so as to maximize the pedestrian orientation of the area and to facilitate market responsive economic development.

1.7 Mixed-use buildings. Allow buildings to contain a wide range of uses, giving preference to buildings with ground floor retail and upper floor residential.

1.8 Moderate scale buildings. Moderate building heights in the City Center, allowing taller buildings at key intersections and gateways.

1.9 Wide range of housing. Encourage a wide range of housing types in the City Center.

1.10 Unique public realm. Encourage and facilitate streetscape and building designs that are unique to Palm Desert so as to create a distinctive City Center.

Goal 2. A safe, multi-modal City Center boulevard that ties the north and south sides of the downtown together into one cohesive center.

2.1 Streetscape. Facilitate a comprehensive streetscape improvement effort that helps define the street and the enhances the pedestrian experience in a manner consistent with the concepts presented here in the City Center Area Plan. Streetscape improvements should include tall, vertical elements along the boulevard, shade trees over sidewalks and parking areas, wide sidewalks, street furnishings, and pedestrian scale lighting.

2.2 Landscaping. Require new development to incorporate landscaping con-

sistent with the concepts presented here in the City Center Area Plan.

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

2.4 Frontage roads. Redesign and facilitate the realignment of the frontage roads to take access off of 111, facilitate improved flow of traffic, and improved access to businesses on the frontage roads.

2.5 Pedestrian focus. Design 111, San Pablo, and other significant City Center roads to balance regional traffic flow with pedestrian movement and safety and the unique physical environment of the area.

2.6 Pedestrian access. Prioritize pedestrian access in the design of public and private facilities within the City Center Area.

2.7 Infill. Encourage investment and infill development through the provision of incentives, such as parking programs and density bonuses.

2.8 Gateway elements. Direct new public investment into significant landscaping, art, signage and streetscape improvements to key intersections, as identified by the City Center Area Plan, as a way of defining key intersections within the City Center.

2.9 Shared roadways. Consider shared roadway design strategies such as woonerfs for low volume streets such as Alessandro.

Goal 3. A vibrant district that fosters an active and interesting pedestrian environment.

3.1 Pedestrian network. Ensure that new public and private projects in the City Center consider pedestrian connectivity and contribute to improving the pedestrian network through the application of strategies such as sidewalk improvements and pedestrian crossings.

3.2 Development requirements. Require development projects to be urban in character and to provide for enhanced pedestrian activity through the use of compact buildings sited at or near front lot lines, a high percentage of lot coverage, and building facades and entrances directly addressing the street and with a high degree of transparency.

3.3 Ground floor retail. Require the first level of building where retail uses are allowed have a minimum 15 feet floor to floor height for non-residential uses.

3.4 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) within the City Center.

3.5 Parking frontages. Require both public and private parking lots and structures be designed so as to ensure parking areas do not dominate street frontages and are screened from public views whenever possible.

3.6 Parking strategy. Encourage district-scale and shared parking strategies while discouraging new surface parking lots.

3.7 Unbundled parking. Allow and encourage developers of residential, mixed-use and multi-tenant commercial projects to unbundle parking costs from unit sale and rental costs in denser, mixed-use areas to give tenants and owners the opportunity to save money by using fewer parking spaces.

3.8 Street parking. Encourage and maintain street parking as a strategy to provide adequate parking and create buffers for sidewalks.

3.9 Tree planting. Encourage the planting of trees that shade the sidewalk and improve the pedestrian experience throughout the City Center.

3.10 Public gathering spaces. Direct public investment in the City Center so as to 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.

3.11 Public plazas. Incentivize private investment to incorporate public plazas, seating, and gathering places, especially in prominent locations and areas of pedestrian activity.

3.12 Outdoor cafes. Allow for the development of outdoor plazas and dining areas; including the use of sidewalk areas for outdoor cafes.

3.13 Artists live/work studios. Consider incentives for the inclusion of live/work studio space in the City Center.

Goal 4. An interconnected City Center that is easily accessible by the surrounding neighbors and the City at large.

4.1 Bicycle network. Facilitate the development of bicycle facilities that connect the City Center with surrounding neighborhoods, districts, and centers.

4.2 Pedestrian network. Facilitate the development of pedestrian facilities that connect the City Center with surrounding neighborhoods, districts, and centers.

4.3 Transit. Work with Sunline to improve transit access to and within the City Center.

4.4 City-wide connections. Develop transit, alternative transportation, and wayfinding strategies that facilitate easy navigation to and from the City Center, the University Area, and other important centers within Palm Desert.

4.5 Traffic flow. Manage traffic flow and speeds through the use of signal synchronization to ensure safe speeds and minimal traffic congestion at intersections.

11. HOUSING

The Housing Element is a stand-alone volume that is updated more frequently than the others. It can be found under a separate cover.

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12. WORK PLAN

Implementation of the General Plan

This Work Plan is a guide for City staff, decision makers, developers, and the public that lays out specific actions and steps required to achieve the goals set forth in this General Plan.

In many cases, implementation of the General Plan will occur incrementally as private landowners develop their land in accordance with the General Plan. For some topics in this General Plan, the new adopted policies are sufficient to realize certain goals. However, most goals will require additional implementation actions to help make those operational. This section identifies those additional implementation actions.

This section is organized by type of action: physical improvement, process, program, or rule making. Each action indicates the responsible party, priority level, potential funding source, and timeframe.

Community Collaboration

Palm Desert is a city with a clear vision of its future. The City staff and elected officials welcome and encourage community organizations, the business community, other public agencies, neighborhood groups and passionate individuals to help implement many of these actions. While, some actions are prioritized as a “supportive” instead of “critical,” that should not preclude any partner organization or individual from making it a top priority in their own work in collaboration with the City.

Action	Responsibility	Priority	Funding Source	Timeframe
An actionable description of the implementation action. Some actions include end-note references to supportive background material or example projects.	Identification of the agency or department responsible for implementing the action.	Identifies whether the action is critical or supportive	Identifies potential funding sources	A broad timeframe that refers to when the action should be implemented. The timeframes are as follows: Once: A one time action with a set completion date As Needed: Implementation contingent on other identified events, decisions, or benchmarks On-going: Reoccurring or immediate action

Measuring Success

Following are a set of indicators that will serve to gauge our progress, as articulated in the Vision & Guiding Principles chapter of this General Plan. Following the completion of the General Plan, the City will measure each indicator to establish a baseline for measuring success. The indicators will be evaluated on either a quantitative or qualitative basis depending on the data type and availability, with a directional goal (increase/decrease/maintain).

Indicators		
Topic	**Indicator (unit)**	**2040 Target**
Crime rate	Combined violent and property crimes per 10,000 people	Decrease
Access to parks	Number of parks within a half-mile of neighborhoods	Increase
Access to neighborhood services	Residential parcels within ¼ mile of a neighborhood service such as a restaurant, convenience store, childcare center or dry cleaner	Increase
Elementary and Middle School Access	% of housing units within ½ mile of school	Increase
Transit-oriented development	% of housing units within ¼ mile of frequent transit	Increase
Mix of uses	Mix of jobs within a mile of neighborhoods	Increase
Activity Density	Number of jobs and people per square mile	Increase at key centers
Pedestrian network	Sidewalk coverage	Increase
Bicycle network	Bicycle lanes	Increase
Walkability	Walk score	Increase
Transportation balance	Percent mode split for work trips	Increase
Automobile dependence	Annual per capita VMT	Decrease
Traffic congestion	Traffic volumes on key roadways	Reduce
Travel Time	Travel time for key destinations	Maintain
Parking demand	Parking demand at key centers	Reduce
Travel safety	Vehicular, bicycle, and pedestrian collisions, deaths, and severe injuries	Reduce
Access exercise opportunities	Percentage of people who live within a half-mile of parks and within 1 mile of recreational facilities	Increase

Indicators		
Topic	**Indicator (unit)**	**2040 Target**
Access to health care	Clinician shortage	Maintain
Social engagement	Extent to which residents engage with other community members	Increase
Arts and entertainment	Total number of performing arts venues per 10,000	Increase
Entertainment venues	Creation of available spaces for live and outdoor music, community events and festivals, a local multipurpose theater/arts center, and creative connections and partnerships which impact the economy through increased tourism and revenue.	Increase
Historic resources	Number of Eligible and Protected Historic Resources	Maintain or Increase
Economic opportunity	Jobs per person	Increase
Expansion of university campuses over the next 20 years	Student Enrollment	20,000 CSU students by 2040
College eligibility	Number of students with a-g completion (eligibility to enter the Cal State/UCR systems)	Increase
Retail and fiscal Health	Sales tax revenues	Increase
Industrial/R&D vacancy	Industrial vacancy rates	Reduce
Transit occupancy tax	Occupancy Tax	2-3% annual growth for the next 10 years
Percent of Employees Living in city	Percentage of persons both living and working inside Palm Desert	Increase
Jobs/housing balance	Ratio of jobs to the number of employed residents	Increase
Water use	Per capita potable water use	Decrease

Physical Improvements

These implementation actions are specific physical infrastructure necessary for achieving the General Plan Vision.

Action	Responsibility	Priority	Funding Source	Time
San Pablo Avenue: Introduce angled parking.	Public Works	Critical	City General Fund CIP, Assessment District	Once
San Pablo Avenue: Introduce bike lane improvements	Public Works	Critical	CDBG, Bicycle Transportation Account, Measure A, Special Fund	Once
San Pablo Avenue: South of San Gorgonio Way, introduce wide median with possible additional programming (small buildings, farmers market, etc.).	Public Works	Critical	Development Impact Fees, State Fund	Once
San Pablo Avenue: Introduce roundabout at intersection of San Pablo Avenue and San Gorgonio Way.	Public Works	Critical	MAP-21, TUMF, City General Fund CIP, Development Impact Fee, Special Fund	Once
Alessandro Alley West of San Pablo: Introduce parking and landscaping per City Center Area plan	Public Works	Supportive	Development Impact Fees, Assessment Districts	Once
City Center Area: Implement pedestrian improvements including sidewalks, crosswalks, street furniture, and other amenities during the construction of new roadways or the reconstruction of existing roadways.	Public Works	Critical	City General Fund CIP, State Fund, Special Fund, Grants	On-going
City Center Area: Implement the proposed bicycle network by building the proposed facilities concurrent with the construction of new roadways or the reconstruction of existing roadways.	Public Works	Critical	City General Fund CIP, State Fund, Special Fund, Grants	Periodic
El Paseo/111 Parking Improvements: Parking Structure 1 - Block between Sage Lane and Lupine Lane	Public Works	Supportive	State Fund, Development Impact Fees, Special Funds, Assessment Districts	Once
El Paseo/111 Parking Improvements: Build Parking Structure 2 - Block between Lupine Lane and San Pablo Avenue	Public Works	Supportive	Development Impact Fees, Assessment Districts, State Fund, Special Fund	Once
El Paseo/111 Parking Improvements: Build Parking Structure 3 - Block between San Pablo Avenue and Larkspur Lane	Public Works	Supportive	Development Impact Fees, Assessment Districts, State Fund, Special Fund	Once
El Paseo/111 Parking Improvements: Build Parking Lot between Larkspur Lane and San Luis Rey Avenue	Public Works	Supportive	Development Impact Fees, Assessment Districts, State Fund, Special Fund	Once
Highway 111: Reconfigure frontage roads so they are entered and exited directly from Highway 111 (instead of from cross streets). Introduce new landscaping in median between Highway 111 and frontage roads.	Public Works	Critical	MAP-21, Federal Fund, Measure A, TUMF, Development Impact Fees, Assessment Districts, Special Fund	Once
Highway 111: Reconfigure frontage road parking with street tree planters between parking spaces on the 111 side (on-street parking counts towards required parking of adjacent development).	Public Works	Critical	Measure A, TUMF, Development Impact Fees, Assessment Districts State Fund	Once
Highway 111: Introduce new streetscape along building side of frontage roads.	Public Works	Critical	Assessment District, State Fund	Once
Highway 111: Introduce new gateway landscaping at key intersections: a. Monterey Avenue b. San Pablo Avenue c. San Luis Rey Avenue d. Eastern end of El Paseo.	Public Works	Supportive	Assessment District, Special Fund	Once

Action	Responsibility	Priority	Funding Source	Time
Highway 111: Introduce gateway monuments/signage • Phase 1: Obtain funding • Phase 2: Set-up competition for design of gateway monuments/signage • Phase 3: install gateway monuments/signage	Public Works	Supportive	CDBG, Assessment District	Once
Highway 111: Introduce mid-block crosswalk at Sage Lane.	Public Works	Supportive	City General Fund CIP	Once
Highway 111: Synchronize all traffic signals between eastern and western city boundaries.	Public Works	Supportive	City General Fund, MAP-21, State Fund, Measure A, TUMF	As needed
Highway 111: Introduce new landscaping in center median and restripe narrower traffic lanes to between 10 and 11 feet (keeping 3 travel lanes in each direction) and add buffered bike lane in surplus pavement area adjacent to curbs. • Option 1: Phase 1: Repave roadway (optional), introduce median landscape, restripe traffic lanes and provide striped bike lane and buffer. Phase 2: Introduce cycle track and associated landscape. • Option 2: Repave roadway (optional), introduce median landscape, restripe traffic lanes, and install cycle track and associated landscape.	Public Works	Critical	City General Fund CIP, State Fund	Once

Process

These actions are activities for the City to undertake to improve, amend, or expand its procedures or inform future actions.

Action	Responsibility	Priority	Funding Source	Time
Periodically review fee structures for potential opportunities to provide financial and administrative incentives to support installation of renewable energy generators, energy efficiency measures, land use patterns, and other measures that reduce greenhouse gas emissions.	Economic Development	Supportive	City General Fund CIP	As needed
Proactively develop strategies to reduce the community's vulnerability to climate change impacts.	Special Programs	Supportive	City General Fund CIP, Grants	On-going
Work with nearby local and regional agencies to develop a community choice aggregation system in order to secure alternative energy supply contracts for the community.	Special Programs	Supportive	City General Fund CIP, Grants	Once
Implement a program to install the latest energy-efficient technologies for street and parking lot lights to meet City and state standards.	Public Works	Supportive	City General Fund CIP, Special Funds, Grants	Once
Replace City fleet vehicles with low emission vehicles, such as EVs and Plug-in EVs wherever possible.	Public Works	Supportive	City General Fund CIP, Special Funds, Grants	Ongoing
Track and publically support legislation and regional, state, and federal efforts that improve air quality.	Planning	Supportive	City General Fund CIP	Ongoing
Coordinate air quality planning efforts with other local, regional and state agencies, and encourage community participation in air quality planning.	Planning	Supportive	City General Fund CIP	Ongoing
Work with the South Coast Air Quality Management District (SCAQMD) to ensure the earliest practicable attainment of federal and State ambient air quality standards.	Planning	Supportive	City General Fund CIP	Ongoing
Form partnerships with school districts and other educational institutions, non-profit organizations, and regional governmental agencies to foster and participate in efforts promoting prevention, healthy lifestyles and positive health outcomes.	Special Programs	Supportive	City General Fund CIP, Grants	Ongoing
Develop a standardized citywide process to permit community gardens on vacant lots, rooftops, parkways and residential property.	Planning	Supportive	City General Fund CIP, Grants	Once
Work with Sunline to identify opportunities to improve access to medical centers, especially for communities in need such as those with physical or mental disability or seniors.	Planning	Supportive	City General Fund CIP, Grants	As needed
Create a healthy development review checklist for use in review new development proposals.	Planning	Supportive	City General Fund CIP, Grants	Once
Commission a community economic impact study to assess the current cultural landscape of Palm Desert and its economic benefit to the community.	Economic Development	Supportive	City General Fund CIP, Grants	Once
Study the benefit of an arts and culture district in Palm Desert.	Economic Development	Supportive	City General Fund CIP, Grants	Once
Investigate funding methods for the arts and culture sector.	Economic Development	Supportive	City General Fund CIP, Grants	Once
Play an active role in the Coachella Valley Association of Governments, the Southern California Association of Governments and other regional agencies to protect and promote the interests of the City	Planning, Public Works, City Manager, City Council	Supportive	City General Fund CIP	Ongoing
Regularly review and, as needed, update the impact fees to keep pace with changing economic conditions and community needs. Adopt and update the City's authority for collection of development fees within the full extent allowed under state law.	Finance	Critical	City General Fund CIP	Ongoing
Develop and provide incentives to assist developers in revitalization and rehabilitation of existing structures, uses and properties through improvement programs, innovative development standards, specific plans and assessment districts.	Planning Division, Economic Dept, Finance Dept	Critical	City General Fund CIP	Ongoing

Action	Responsibility	Priority	Funding Source	Time
Every five years, review and adjust, as needed, the General Plan's population and employment capacities to meet changes in economic and demographic conditions.	Planning	Supportive	City General Fund CIP	Periodic
Develop a plan to encourage businesses to relocate to Palm Desert to bridge the gap between June and September with year-round residents and jobs.	Economic Development	Supportive	City General Fund CIP	Once
Regularly review the City's permit processing for comparisons with other California cities.	Bld & Safety Dpt, Public Works Dpt, Planning Division	Supportive	City General Fund CIP	Ongoing
Promote campus development and campus life through participation in the University Planning Committee.	City Council, City Manager, Planning Division	Critical	City General Fund CIP	Ongoing
Follow best practices for traffic study guidelines for development and transportation projects that address all modes of transportation.	Public Works	Critical	City General Fund CIP	Periodic
Identify and update transportation service levels for all modes of transportation including autos, transit, bicycles, and pedestrians which will be included in the traffic study guidelines.	Public Works	Critical	City General Fund CIP	Periodic
Regularly meet with Sunline Transit to discuss new development proposals and any updates to transit routes to support projects with an appropriate levels of density, mix of uses, and connections to the bicycle/pedestrian networks	Public Works, Special Programs (lead), Planning	Critical	City General Fund CIP	Periodic
Regularly review bicycle and pedestrian connections to existing bus stops to maintain safe access for all users	Public Works	Critical	City General Fund CIP	Periodic
Regularly update transportation impact fees to include both capital costs related to all modes of travel including automobiles, transit, bicycles, and pedestrians	Finance (Lead) Public Works	Critical	City General Fund CIP	Periodic
Regularly collect data on the performance of all transportation modes	Public Works	Critical	City General Fund CIP	Periodic
Regularly evaluate traffic signal operations along coordinated corridors to ensure that signal coordination and operations reflect changes in transportation conditions.	Public Works	Supportive	City General Fund CIP	Periodic
Develop and regularly update parking management plans for all applicable areas along the 111 Corridor.	Planning	Supportive	City General Fund CIP, Assessment District	Periodic
Regularly meet with Sunline Transit to review bus stop locations and amenities	Public Works/Planning	Supportive	City General Fund CIP	Periodic
Regularly evaluate new data collection, analysis techniques, and tools including real time Big Data sources for use by City Staff and residents.	Public Works	Supportive	City General Fund CIP	Periodic
Regularly coordinate with Caltrans, RCTC, and CVAG for the planning, design, and construction of new transportation facilities including both roadways and non-motorized routes.	Public Works (Lead)/Planning	Supportive	City General Fund CIP	On-going
Regularly coordinate with CVAG for the siting of a Metrolink stop in Palm Desert.	Planning	Supportive	City General Fund CIP	On-going
Facilitate community policing and neighborhood watch organizations aimed at increasing awareness and decreasing opportunities for crime activity.	Police Department	Supportive	City General Fund CIP	Ongoing
Continue to confer and coordinate with the solid waste franchisee to fully meet and if possible exceed the provisions from AB 939 by expanding recycling programs that divert valuable resources from the waste stream and returning these materials to productive use.	Public Works	Supportive	City General Fund CIP	Ongoing
Investigate the feasibility of broadband service throughout Palm Desert as an economic development strategy.	Economic Development	Supportive	City General Fund CIP	Ongoing
Update the City's public GIS database with information on the extent and potential impact of seismic, geotechnical, fire, and flood hazards occurring in the city and the SOI. All future developments will be required to submit their data for incorporation into this database.	Planning	Supportive	City General Fund CIP	As needed
Consult Riverside County and other jurisdictions to monitor and update the City's LHMP.	Special Programs	Supportive	City General Fund CIP	Periodic

Action	Responsibility	Priority	Funding Source	Time
Update the City's Critical Infrastructure/Facilities inventory included in the Emergency Operations Plan and Local Hazard Mitigation Plan.	Public Safety	Supportive	City General Fund CIP	Periodic
Evaluate critical City facilities for seismic safety.	Public Safety	Supportive	City General Fund CIP	Periodic
Identify and analyze vulnerabilities of key privately owned critical facilities, such as hospitals and businesses, in the city that should remain in operation after an emergency event.	Public Safety	Supportive	City General Fund CIP	Periodic
Encourage participation of representatives from local schools, universities, hospital facilities, and other local organizations in regional emergency planning efforts.	Public Safety	Supportive	City General Fund CIP	Periodic
Conduct an inventory of all unreinforced structures with higher potential susceptibility to seismic hazards, and develop a prioritized list of recommended phasing for retrofits, based on severity of vulnerability.	Public Safety	Supportive	City General Fund CIP	Once
Partner with Riverside County, regional entities, and local financial institutions to explore and promote financing options for seismic retrofits.	Public Safety	Supportive	City General Fund CIP	Once
Coordinate with FEMA, state agencies, Riverside County, and other jurisdictions to understand potential changes to the extent or severity of flood hazards based on the impacts of a changing climate.	Public Safety	Supportive	City General Fund CIP	Ongoing
Prohibit development in the 100-year floodplain, unless adequate flood mitigation is provided on-site as well as downstream of the project area.	Public Works	Supportive	City General Fund CIP	Ongoing
Monitor and update the floodplain management ordinance and continue participation in the National Flood Insurance Program.	Public Safety	Supportive	City General Fund CIP	Ongoing
Continue to maintain and enforce regulations and guidelines for the development and maintenance of project-specific on-site retention/detention basins to control stormwater and implement the NPDES program, including measures to enhance groundwater recharge, complement regional flood control facilities, and address applicable community design policies.	Public Works	Supportive	City General Fund CIP	Ongoing
Identify opportunities for creative public projects that provide "proof of concept" for innovative dual-use and stormwater management while also addressing risks to floods.	Public Works	Supportive	City General Fund CIP	Periodic
Identify barriers to access to safe cooling centers for vulnerable populations.	Public Safety	Supportive	City General Fund CIP	Once
Coordinate with local partners to supplement gaps in services and needs for safe cooling centers during extreme heat events.	Public Safety	Supportive	City General Fund CIP	Once
Identify populations that, due to economic or other circumstances, do not have the resources to cool or heat their living environment during hot summers, or cold winters, and thus may be at risk for temperature-related illnesses or death. During high heat or extreme cold events, check on these individuals, and if necessary, transport them to cooling centers or heated shelters.	Public Safety	Supportive	City General Fund CIP, Special Funds, Grants	Ongoing
Enforce Cal-OSHA's Heat Illness Prevention Program, especially in the sectors where employees are exposed to extreme heat conditions at outdoor worksites.	Public Safety	Supportive	City General Fund CIP, Special Funds, Grants	Ongoing
Consult with the Riverside County Department of Public Health to identify and reduce risks from existing and new hazardous waste sites in the city and the SOI.	Public Safety	Supportive	City General Fund CIP, Special Funds, Grants	Ongoing
Designate appropriate access routes to facilitate the transport of hazardous and toxic material in consultation with emergency service providers through CVAG and the Coachella Valley Emergency Managers Association.	Public Safety	Supportive	City General Fund CIP, Special Funds, Grants	Ongoing
Investigate exceeding minimum seismic safety standards for critical facilities that ensure building function.	Public Safety	Supportive	City General Fund CIP, Special Funds, Grants	Once

Programs

These are actions that are outwardly focused and intended to directly benefit the community.

Action	Responsibility	Priority	Funding Source	Time
Support and expand programs to educate and incentivize the community on water conservation practices for landscaping.	Planning	Supportive	City General Fund CIP, Special Funds, Grants	Ongoing
Work with the Riverside County Public Health Department to establish social networks and website updates to distribute information on climate change impacts to vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.	Special Programs	Supportive	City General Fund CIP, Grants	Once
Actively promote the City as a place for renewable energy generation, and a place for energy conservation businesses to locate.	Economic Development	Supportive	City General Fund CIP	Ongoing
Create incentives to convert vacant lots into small parks or open spaces throughout the City.	Planning/Parks	Supportive	City General Fund CIP, Grants	Ongoing
Create incentives for new development to include small parks, tot lots, passive gardens, outdoor eating areas, plazas, paseos and other outdoor open spaces.	Planning/Parks	Supportive	City General Fund CIP, Grants	Once
Continue work with the school districts and other community organizations to provide and support after-school fitness and education programs for school age children.	Parks/Special Programs	Supportive	City General Fund CIP, Grants	Once
Partner with local academic, medical and technology organizations to explore the potential for developing a satellite campus or research & technology campus for high education training.	Economic Development Dept	Supportive	City General Func CIP, Grants	Ongoing
Develop a comprehensive community agriculture program that includes schools and parks.	Parks	Supportive	City General Fund CIP, Grants	Once
Sponsor and support a variety of community events focused on health and wellness such as walk/run events, weight-loss programs, fitness programs, and similar activities. Consider a health theme at summer and holiday activities	Special Events/ Parks & Rec	Supportive	City General Fund CIP, Grants	Ongoing
Work to expand the number and occurrence of farmer's markets in Palm Desert.	Economic Development Dept	Supportive	City General Fund CIP, Grants	Once
Work to establish Community Supported Agriculture programs to serve Palm Desert residents.	Special Districts	Supportive	City General Fund CIP, Grants	Ongoing
Allocate municipal resources to help promote the strong and diverse arts facilities and programs offered by the college and universities.	Economic Development	Supportive	City General Fund	As needed
Develop incubators for medical and agriculture industries.	Economic Dept.	Supportive	City General Fund CIP	Ongoing
Update policy and procedures for the purchase of City owned vehicles to prioritizes the acquisition of alternative fueled vehicles	Public Works	Supportive	City General Fund	Periodic
Continue to provide the At-Home Household Hazardous Waste (HHW) Collection program on a semi-annual basis.	Public Works	Supportive	City General Fund CIP	Ongoing
Support the creation of a community-based education coalition.	Special Programs	Supportive	City General Fund CIP	Periodic
Regularly support or host educational summits and symposiums.	Special Programs	Supportive	City General Fund CIP	Periodic
Continue to fund School Resources Officer (SRO) positions for the Palm Desert public schools by coordinating with school officials, and the DSUSD to provide a safe learning environment for Palm Desert students.	Police Department	Supportive	City General Fund CIP	Ongoing
Consult with the RCFD Office of Emergency Services, the CVWD, Southern California Edison, the Southern California Gas Company, the Imperial Irrigation District, and other utilities and agencies, as appropriate, to develop and disseminate public education materials advising visitors, residents, and local businesses of appropriate responses in preparation for and during an emergency.	Public Safety	Supportive	City General Fund CIP	Periodic

Action	Responsibility	Priority	Funding Source	Time
Disseminate materials on the hazards of extreme heat, as well as cooling center locations, in consultation with local hospitals, nursing homes, community centers, and public and private school districts.	Public Safety	Supportive	City General Fund CIP	Ongoing
Continue to operate cooling centers in coordination with Riverside County.	Special Programs	Supportive	City General Fund CIP	Ongoing
Create a database to track incidents of windstorms, dust storms and other sever weather events to develop a better understanding of the frequency, magnitude, and costs associated with severe weather. Use this knowledge to determine the value of establishing a 'bad weather' fund to pay for repairs, cleaning and other direct costs of severe weather. Periodically review the effectiveness of existing plans, programs, codes and ordinances in protecting health and safety.	Public Safety	Supportive	City General Fund CIP, Special Funds, Grants	Ongoing
Work with the emergency response team and community action partnership of Riverside County to expand access to the drop-in cooling centers for people vulnerable to high heat days. This should also include organizing a transportation-assistance program for individuals without access to vehicles, develop a robust heat warning system and provide up-to-date information to residents about cooling center locations and the health risks of extreme heat.	Public Safety	Supportive	City General Fund CIP, Special Funds, Grants	Ongoing
Create a phased program for seismic retrofits to existing public and private buildings to meet current requirements.	Public Safety	Supportive	City General Fund CIP, Special Funds, Grants	Once

Rule Making

These are actions that would amend or update the City's ordinances, codes, design guidelines and other rules and requirements.

Action	Responsibility	Priority	Funding Source	Time
Continue to consider and evaluate new construction practices and standards that increase building energy efficiency.	Planning	Supportive	City General Fund CIP	On-going
Update the City's Zoning Code, Subdivision Ordinance, and other related development standards to fully implement the General Plan, emphasizing the realization of the community character envisioned in the General Plan.	Planning	Critical	City General Fund CIP, Special Funds, Grants	Once
Develop opportunities for live/work "artist loft" housing through zoning, regulatory incentives and funding. An example would be to encourage or provide incentives for the inclusion of live/work space in planned developments.	Planning & Economic	Supportive	City General Fund	As needed
Develop creative and innovative zoning and incentives to promote a variety of high-quality residential units that will also encourage a balance between housing and jobs.	Planning	Critical	City General Fund CIP, Special Funds, Grants	Ongoing
Revise zoning to encourage inclusive residential housing products.	Planning Division	Supportive	City General Fund CIP, Special Funds, Grants	Ongoing
Update development standards to allow flexible development standards in the university area to encourage a highly connected, highly walkable campus community.	Building & Safety Dpt, Public Works Dpt, & Planning Division	Critical	City General Fund CIP	Ongoing
Update development standards to allow flexible development standards in the City Center Area to encourage the development of a vibrant, walkable downtown.	Building & Safety Dpt, Public Works Dpt, & Planning Division	Critical	City General Fund CIP	Ongoing
Update the City Municipal code to allow the use of shared parking, unbundled parking, and other similar techniques for private land owners.	Planning	Supportive	City General Fund CIP	Once
Develop and update guidelines for development projects that require connections from the site to the external pedestrian network (both for residential developing and on commercial sites).	Public Works/Planning	Supportive	City General Fund CIP	Periodic
Develop and update guidelines for development projects that promote connections to existing transit facilities	Public Works/Planning	Supportive	City General Fund CIP	Periodic
Revisit and upgrade Noise Ordnance to reflect the commercial core, surrounding neighborhoods, and mixed-use areas to better equip the City for regulating a downtown type environment.	Planning	Critical	City General Fund CIP	Once
Require homeowners associations and gated communities to identify gaps in services, potential vulnerabilities, and strategies to reduce risks to hazards in residential communities.	Public Safety	Supportive	City General Fund CIP	Periodic
Establish a local ordinance with a deadline for existing structures to meet current seismic safety standards.	Public Safety	Supportive	City General Fund CIP	Once
Prepare an ordinance that require future developments to use construction techniques and methods that minimize wind-borne sediments and impacts to existing developments throughout the city.	Planning	Supportive	City General Fund CIP	Once
Update the City's landscape ordinance to require new public facilities or park improvements to be designed using drought-tolerant tree plantings, landscaping, fences, berms, or other methods to serve as windbreaks.	Planning	Supportive	City General Fund CIP	Once
Update and enforce Title 28 of the Palm Desert Municipal Code to integrate and account for FEMA flood maps, as necessary.	Planning	Supportive	City General Fund CIP	Once
Incorporate new fire hazard severity zones and related state standards from CalFire.	Public Safety	Supportive	City General Fund CIP	Once