

POWER POINTS

CITY COUNCIL

& PLANNING

COMMISSION

SPECIAL JOINT

MEETING

SEPTEMBER 26, 2023

City Council and Planning Commission Special Joint Meeting September 26, 2023



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Pledge of Allegiance



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**City Council and Planning Commission
Special Joint Meeting
September 26, 2023**

S1 – Update on Highway 111 Corridor Specific Plan



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TODAY'S PRESENTATION:

- 1 CONTEXT & BACKGROUND**
- 2 ECONOMIC ANALYSIS & DEVELOPMENT SCENARIOS**
- 3 PLAN ELEMENTS & POLICIES**
- 4 KEY DEVELOPMENT SITES**
- 5 DEVELOPING OUR CODE APPROACH**
- 6 NEXT STEPS**

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YOUR PLANNING TEAM



Todd Tregenza
Project Manager & Transportation Lead

Jonathan Linkus
Highway 111 Corridor Specific Plan Lead

Charles Smith
CEQA / Environmental Lead



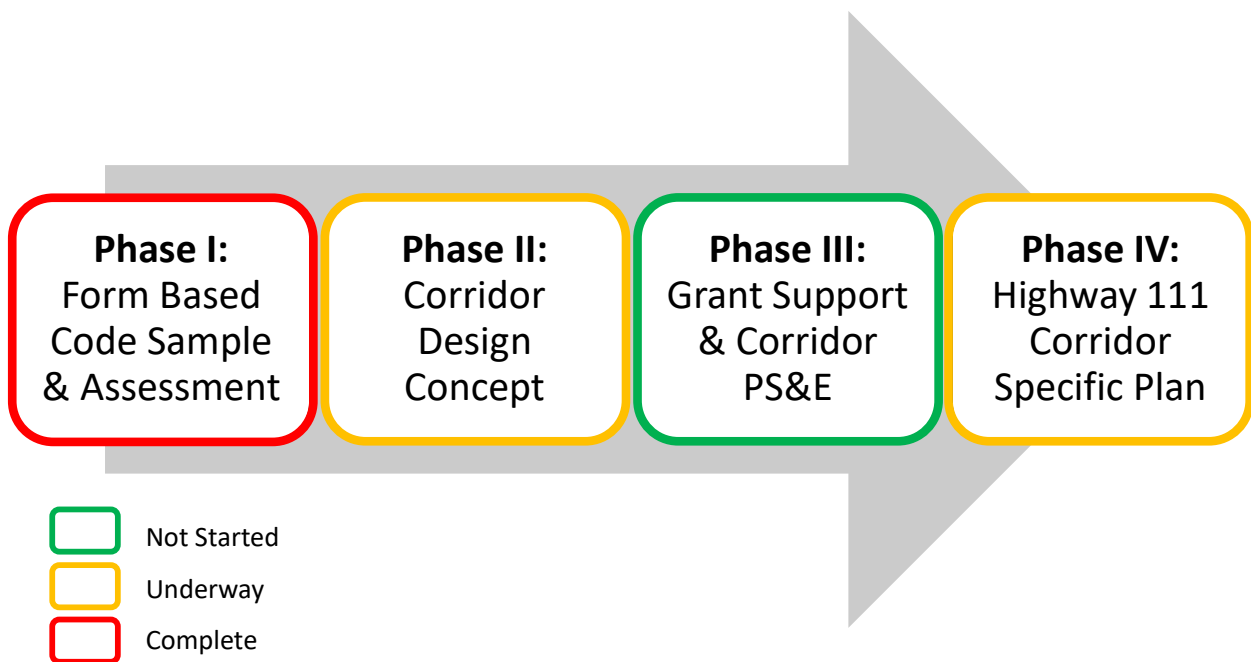
Lisa Wise Consulting
Regulatory / Form Based Code Lead



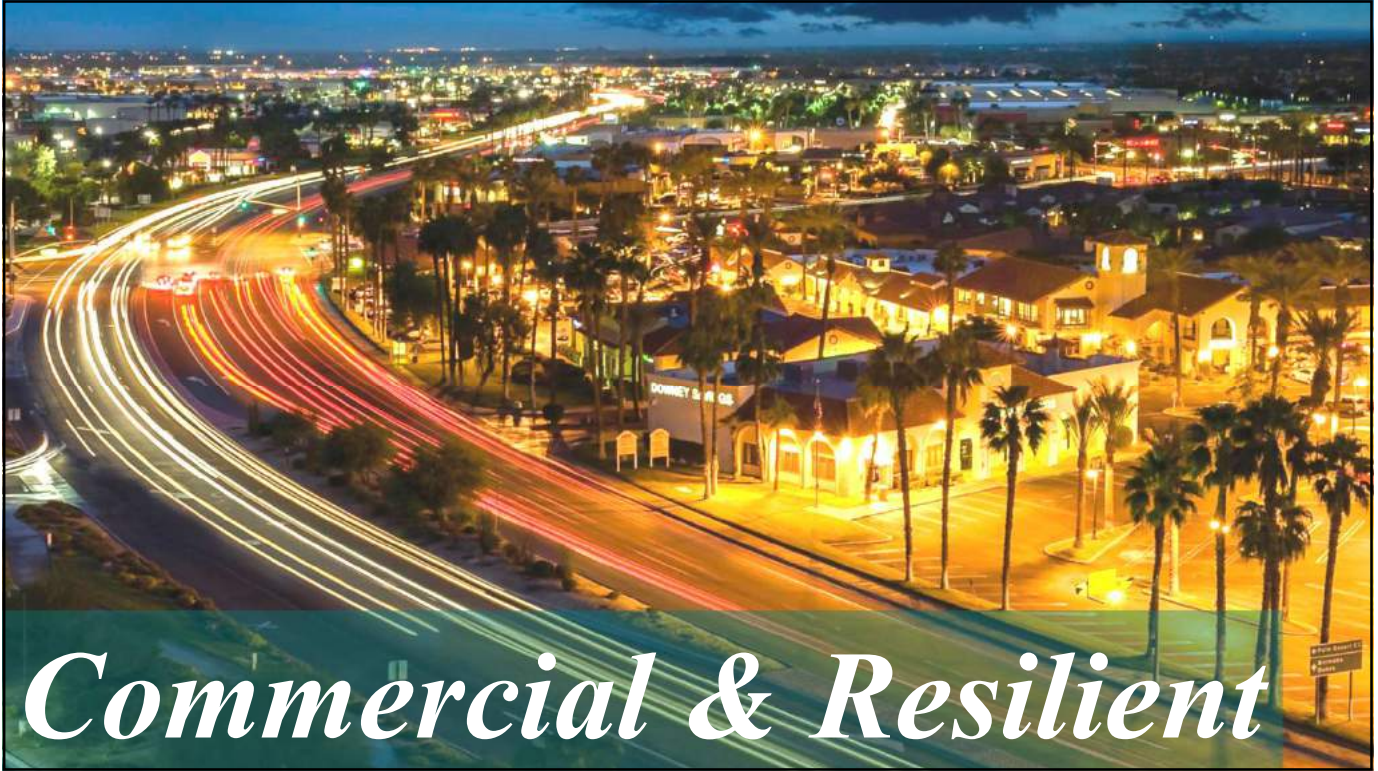
Linda S. Congleton & Associates
Market Analysis / Economic Lead

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PROJECT TASKS OVERVIEW



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Commercial & Resilient

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Walkable & Iconic

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Corridor Plan Vision

- Highway 111 as an **Iconic Corridor**
- **Cultural Trail** along the northern edge of Highway 111
- Integrating the Highway and the CV Link as an **Open Space Loop**
- Creating a rich frontage of Buildings, **Parks and Greens along the CV Link**
- Use of Existing **Parking Lots for Community Events**
- Regulating **Incremental Urban Infill** in the “Island” between Highway 111 and the CV Link
- Creating **Mixed-Use Districts** along Highway 111

“This vision seeks to attract experience-based businesses and residential development to create a true mixed-use area that will connect residents and businesses in a community-based environment.”

- Cheri Flores, Planning Manager, City of La Quinta

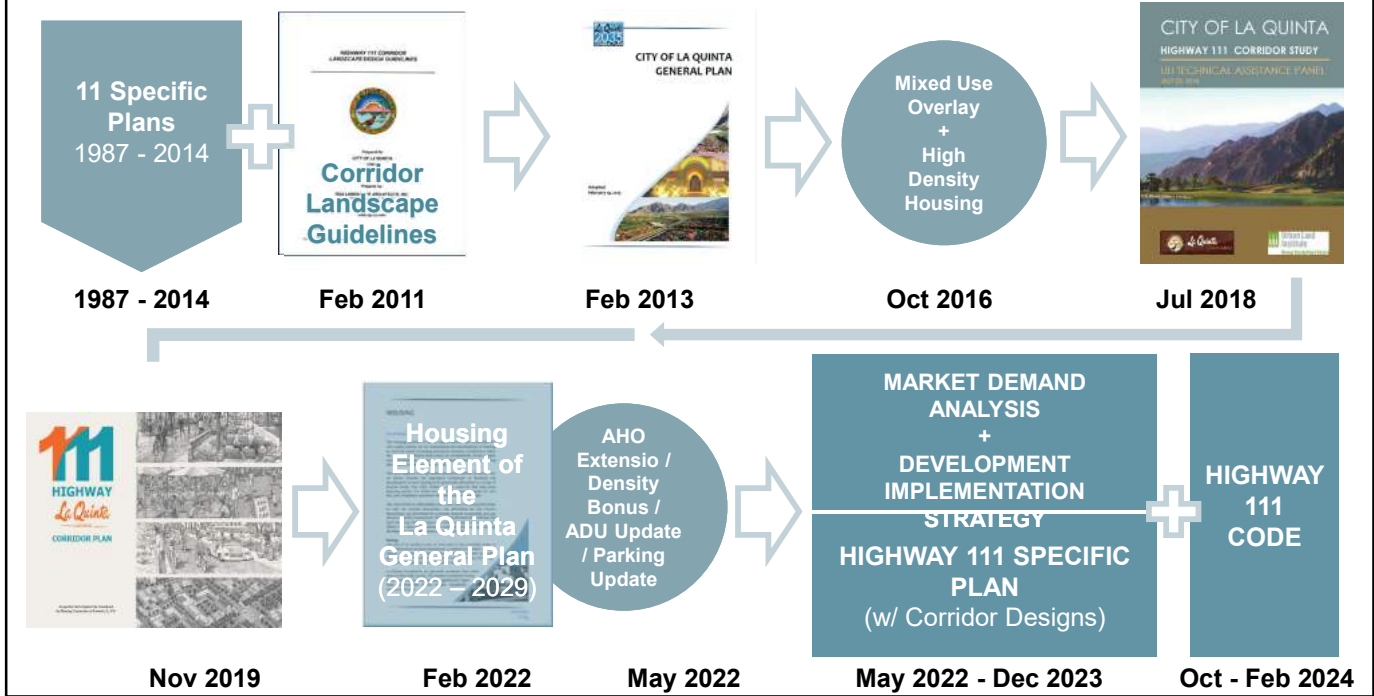
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CONTEXT & BACKGROUND

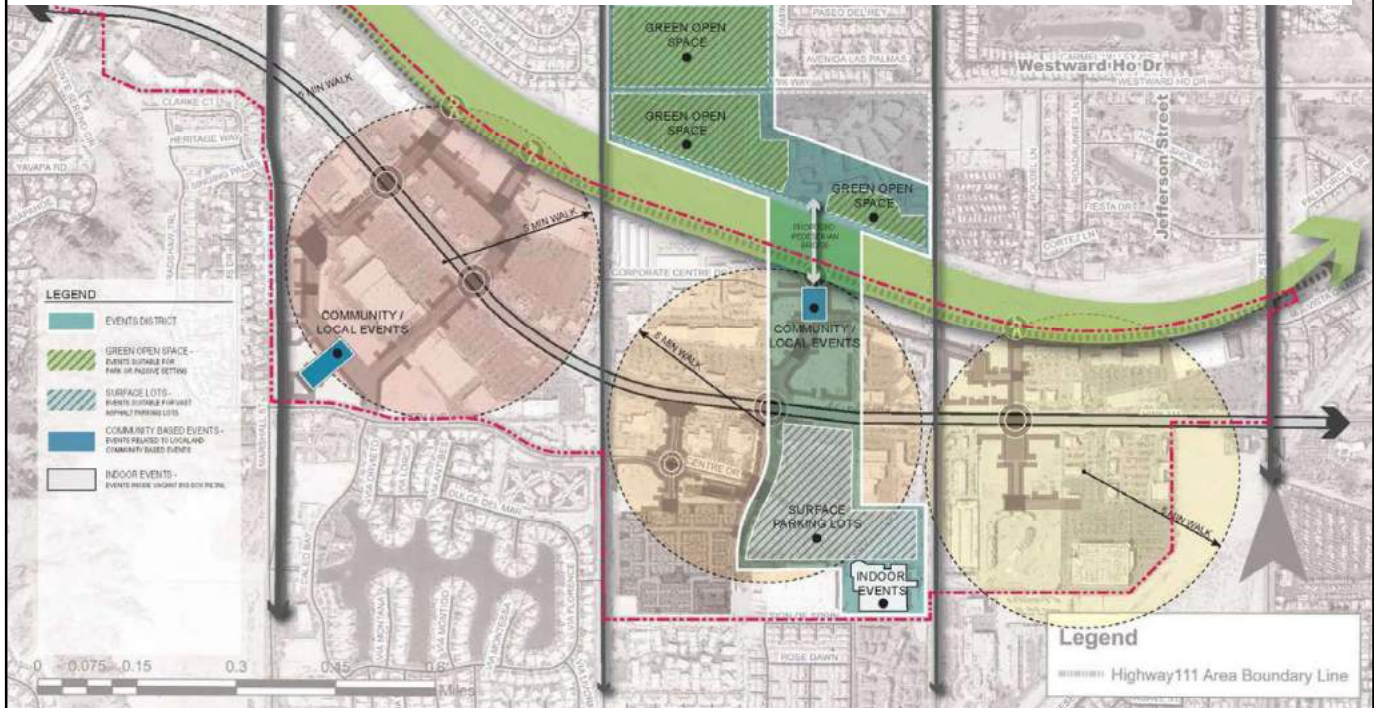
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BUILDING THE VISION IN LAYERS



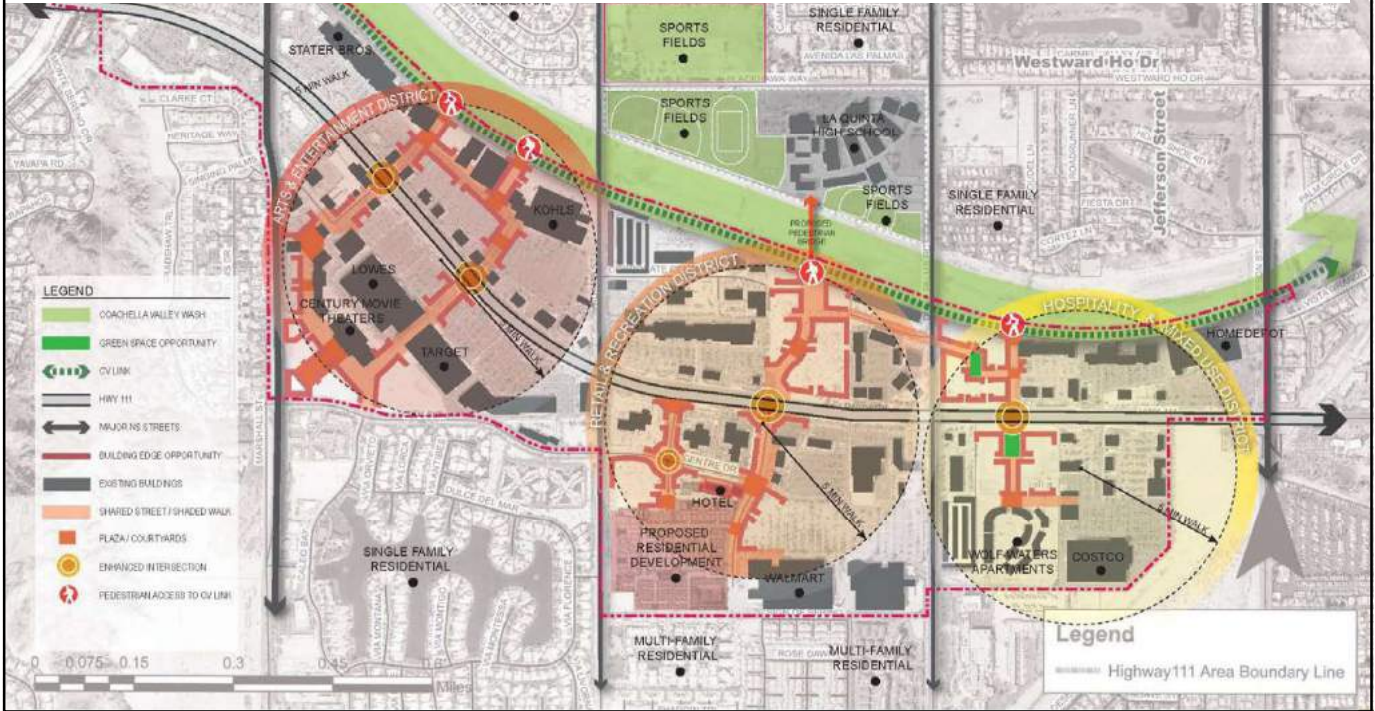
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ULI TAP Program - Highway 111 Corridor Study



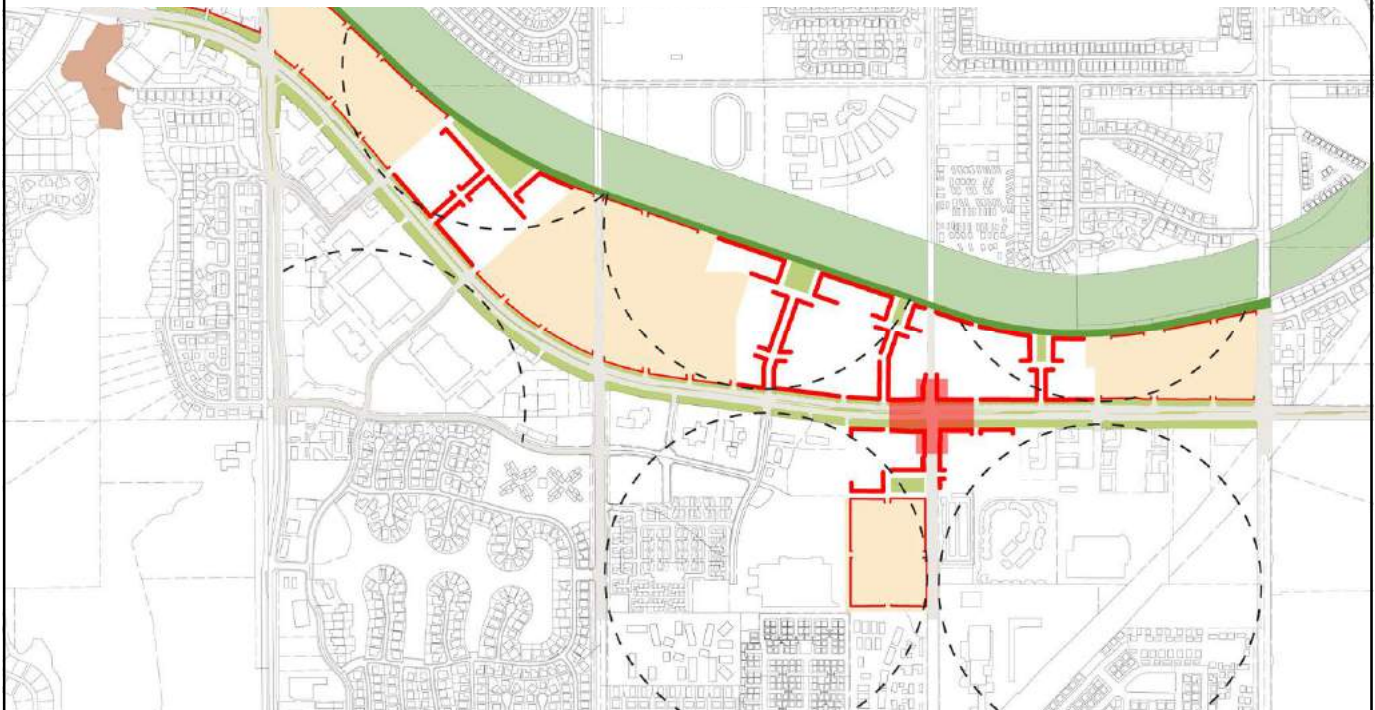
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ULI TAP Program - Highway 111 Corridor Study



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2019 Corridor Plan



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2019 Corridor Plan

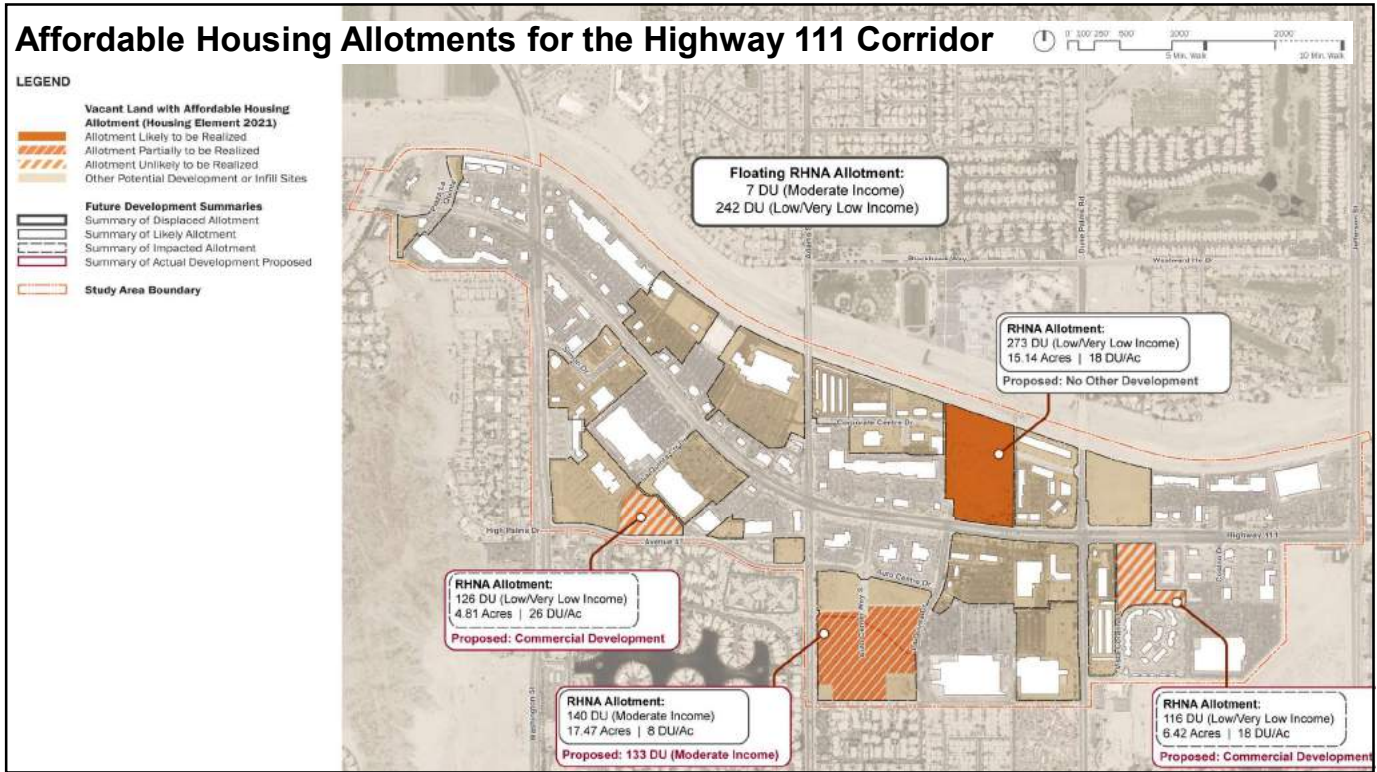


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2019 Corridor Plan



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2 ECONOMIC ANALYSIS & DEVELOPMENT SCENARIOS

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Summary of Stakeholder Interviews

Property Owners, Owner Representatives, and Local Brokers

- No retail anchor or mini-anchor (20-50k) voids, not already build/proposed, could be named**
- Limited undeveloped sites** for infill housing or commercial new development (34.7 ac)
- Only two sites large enough** for future new residential redevelopment
- Housing in parking lots unfeasible** due to ground leases or CCRs, in size concern
- Universal support for affordable housing** on city sites bringing customers and workers
- Difficult to lease retail frontage** esp. small shops in affordable housing
- Market rate multi-family rentals not feasible** because rents too low to support construction
- Small-lot single-family compact moderate price housing** is a void and well received by market
- Desert style landscapes** maintain views to retail frontages while conserving water
- No operators saw cyclist traffic as adding to sales** and advise against CV Link facing fronts
- No interviewees believed Highway 111 itself should be a retail-lined pedestrian corridor
- Recommended pockets of walkability** with protection due to heat and big-box patterns
- Drive-thrus, owner-occupied medical offices** and independent mid-tier restaurants are voids
- Medical rents are too low to support new multi-tenant medical complex construction**
- Cost of fit-out in leased space unsupportable** for small independent restaurant businesses
- Mixed-support for a single specific plan** due to concern of new requirements on renovation
- Positive suggestion repeatedly offered: **provide a single up-front presentation of full-draft Highway 111 Regulations** to establish certainty with their prospective tenants and partners

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Economic Demand & Development Scenarios

| Draft Development Scenarios - Development Yield | | | |
|---|------------------|------------------|----------------|
| Building Gross Square Feet | Low Scenario | Max Scenario | Current Demand |
| Residential (Total) | 1,464,000 | 1,837,000 | 999,600 |
| Single Use Residential | 1,464,000 | 540,000 | |
| Mixed Use Residential | None | 1,297,000 | |
| Retail (Total) | 107,000 | 194,000 | 190,262 |
| Single Use Retail | 107,000 | 68,000 | |
| Mixed Use Retail | None | 126,000 | |
| Mixed Use (Total) | None | 1,423,000 | |
| Office | 82,000 | 82,000 | 81,025 |
| Hotel | 150,000 | 260,000 | 180,000 |
| Total Development | 1,803,000 | 2,363,000 | |

Note: Residential and Hotel GSF Demand is estimated here using 1200 GSF/DU and 400 GSF/Key

| Draft Development Scenarios - Land Use | | | |
|--|---------------|---------------|--------------|
| Acres | Low Scenario | Max Scenario | Land Portion |
| Residential (Single Use) | 67.75 | 26.13 | 61.0% |
| Retail (Single Use) | 22.31 | 18.70 | 20.1% |
| Mixed Use | | 45.23 | 0.0% |
| Office | 7.99 | 7.99 | 7.2% |
| Hotel | 9.49 | 9.49 | 8.5% |
| New Public Right-of-Way | 3.55 | 3.55 | 3.2% |
| Total Land | 111.08 | 111.08 | 100.0% |

| Draft Development Scenarios - Housing Details | | | |
|---|--------------|--------------|------------|
| Dwelling Units / Keys | Low Scenario | Max Scenario | |
| Housing Units (Total) | 1,000 | 1,600 | 833 |
| Single Use Units | 1,000 | 383 | |
| Mixed Use Units | None | 1,217 | |
| Affordable Units (Total) | 703 | 783 | - |
| Low Income / V. Low Income | 520 | 520 | 515 |
| Moderate Income | 183 | 263 | 140 |
| Hotel Keys | 300 | 550 | 450 |

| Average DU/Ac | | |
|---|--------------|--------------|
| | Low Scenario | Max Scenario |
| Housing Intensity (District Avg) | 14.76 | 22.42 |
| Single Use Units | 14.76 | 14.66 |
| Mixed Use Units* | None | 26.91 |
| Housing Max Intensity | 34.00 | 34.00 |
| Housing Min Intensity | 7.53 | 7.53 |
| Housing Min Intensity (New) | 9.00 | 11.08 |

| Average Unit Size (GSF/DU) | | | |
|-----------------------------|--------------|--------------|----------------|
| | Low Scenario | Max Scenario | 75% Efficiency |
| Housing Unit Average | 1,464 | 1,148 | 1,098 |
| Single Use Units | 1,464 | 1,410 | 1,098 |
| Mixed Use Units* | None | 1,066 | None |

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Highway 111 Corridor Plan

November 2019

1. **Vision plan** with policies, public realm, **urban pattern**, and implementation guidelines
2. **Development type** emphasizes **small mixed-use** “town center” and “urban village” development
3. **Building type** driven by **community driven** visioning and placemaking priorities
4. **Time horizon** suggests final Phase 3 finished in **20 years (2020 to 2040)**
5. **Retail strategy** proposes **intensive ground floor retail** (200K at Dune Palms site) in mixed use
6. **Urban activation** oriented on thru-block **north-south streets**, active faces on 111 and CV-Link
7. **Road network total pedestrian orientation** throughout a web of fine-grained streets
8. **111 Streetscape** is parallel parking along pedestrian-oriented **active tree-lined boulevard**
9. **111 Frontage full mixed-use w/ retail ground**

Highway 111 Specific Plan

December 2023

1. **Comprehensive plan w/ land use**, housing, circulation, landscape, utilities and code
2. **Development type** emphasizes **large residential infill** and small creative retail development
3. **Building type** driven by **Housing Element** and developer **stakeholders**, new **city objectives**
4. **Time horizon** final Phase 3 finished in **25 years (~2050)**, approximately **Corridor Plan Phase 2**
5. **Retail strategy** proposes **limited ground floor retail** (200K district-wide) equally creative retail
6. **Urban activation** focused on **internal corners** facing entries along north-south streets
7. **Road network** hierarchical; Highway 111 auto-oriented, **smallest streets pedestrian oriented**
8. **111 Streetscape** maintain existing retail visibility, **cultural trail connecting landmarks**
9. **111 Frontage** **creative retail with entertainment value** or auto-oriented continuation, first 300’

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COMMERCIAL TYPOLOGY



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RESIDENTIAL TYPOLOGY



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**DISCUSSION
BREAK**

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PLAN ELEMENTS & POLICIES

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LAND USE & URBAN DESIGN

Plan Elements

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LAND USE & URBAN DESIGN

Policy 1: Facilitate the transition from a predominantly retail corridor to a more mixed-use corridor – balancing existing retail health with opportunities for new development types and urban activity.

Strategy 1.1: Emphasize pedestrian-oriented retail, commercial, and residential development while supporting the vibrancy of existing retail development throughout the Highway 111 Corridor.

Strategy 1.2: Focus auto-oriented, drive-thru, and small format retail development within 300' of the Highway 111 Corridor.

Policy 2: Ensure development activity with active ground and streets.

Strategy 2.1: Incentivize development phases around key internal gateways to enhance the vibrancy and economic resiliency of the Highway 111 Corridor.

Strategy 2.2: Require active ground floor frontages for new development at key internal gateways and roadways to, the Highway 111.

Strategy 2.3: Require more active functions facing

Strategy 1.2: Focus auto-oriented, drive-thru, and small format retail development within 300' of the 111 Highway Corridor.

Strategy 3.3: Designate higher minimum residential development intensities for the heart of the 111 Highway Corridor to secure adequate workforce housing supply and affordability.

Policy 3: Shape a built environment suitable for walkable, safe, sustainable living that emphasizes human scaled building interfaces framing physically defines pedestrian areas.

Strategy 3.1: Identify and require urban form that supports human scale commercial and residential projects at the ground floor, especially emphasizing active frontage and public space to anchor and coordinate new development.

Strategy 3.2: Delineate and codify urban massing along corridors with active ground floor use recommendation to achieve an "urban room" around streetscapes and pedestrian spaces.

Strategy 3.3: Designate higher minimum residential development intensities for the heart of the Highway 111 Corridor to secure adequate workforce housing supply and

Policy 4: Support a retail retention approach while collaboratively facilitating more human scaled, pedestrian oriented commercial development types and activity.

Strategy 4.1: Craft development regulations with flexibility to allow a broad range of development concepts that respond to innovations in retail formats and commercial service models.

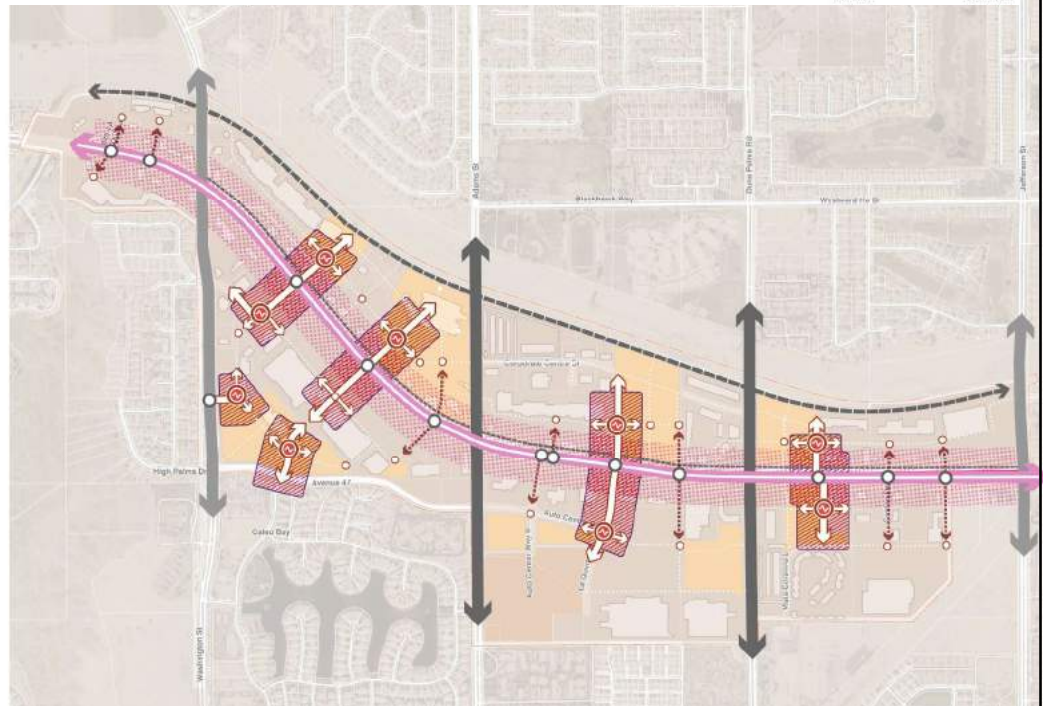
Strategy 4.2: Facilitate collaboration and flexibility in applying development controls when reviewing and permitting innovative activities, uses, and adaptive reuse proposals of commercial and retail sites – especially those which may support the Vision and other Land Use Policies.

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LAND USE & URBAN DESIGN | Framework Plan



- Active Development Priority**
 - Priority Active Uses Intersection / Node
 - Priority Active Uses Corridors
 - Alternative Active Use Intersections and Corridors
 - Mixed-Use and Active Development Advancement Area
- Auto-Oriented Development Priority**
 - Recommended Location for Auto-Oriented Uses
 - Auto-Oriented Development Priority Corridor
- Development Opportunity**
 - Parcels with High Infill Potential
 - Parcels with Recent Infill Development
- Circulation Framework**
 - Gateways from Auto-Oriented into Active Use Areas
 - Secondary Arterials Connecting the District
 - Major Arterials Connecting the City
 - Major Pedestrian Pathways
 - Internal Linkages Connecting Active Use Nodes
- Study Area Boundary**

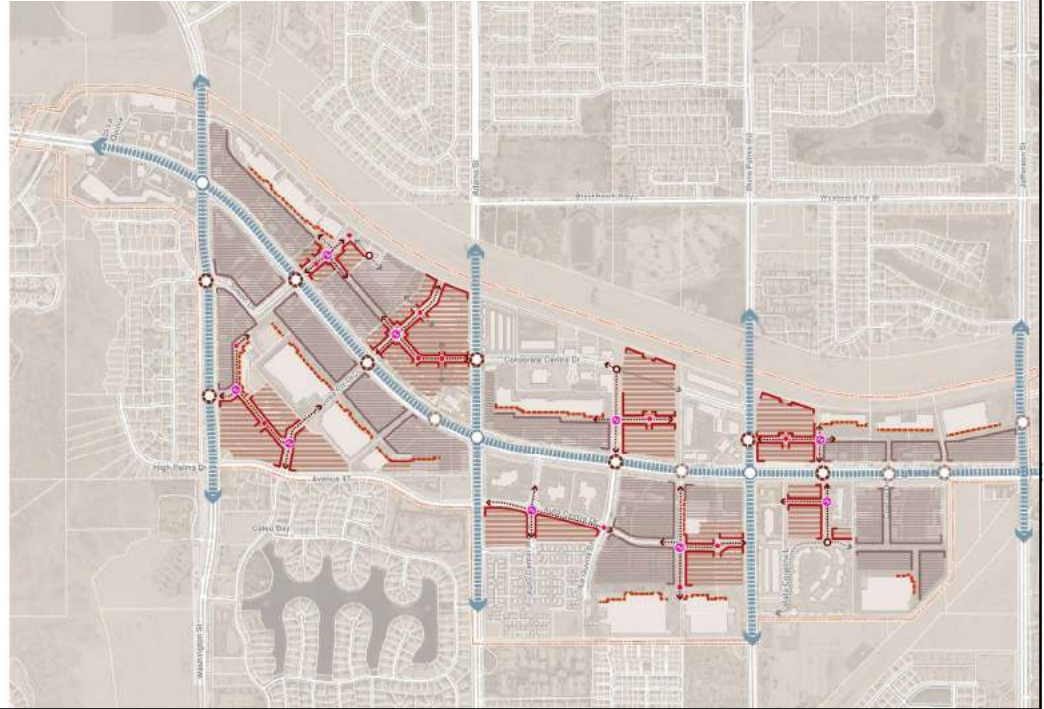


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LAND USE & URBAN DESIGN | Active Frontages Concept



- Streetscape Activation Nodes**
 - Priority Streetscape Activation
 - Secondary Streetscape Activation
- Circulation Corridors by Frontage**
 - Active + Walkable Corridor
 - Auto-Oriented Corridor
- Development Massing and Frontage**
 - Recommended Massing w/ Active Frontage
 - Recommended Gateway to Active Frontage
 - Recommended Massing Frontage
 - Recommended Gateway
- Existing Partially Active Development Frontage**
- Study Area Boundary**



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LAND USE & URBAN DESIGN | Block Orientation Concept



- Block Streetfront Types**
 - Front Condition
 - Front or Side Condition
 - Rear Condition
 - Rear or Party Wall Condition
- Recommended Development Orientation**
- Development Pattern**
- Study Area Boundary**



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HOUSING & COMMUNITY RESOURCES

Plan Elements

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HOUSING & COMMUNITY RESOURCES

Policy 5: Take measures to meet or exceed La Quinta's affordable housing need allotted for lands within the Highway 111 area as determined at the adoption of this Specific Plan.

Strategy 5.1: Reserve properties identified in the most recent General Plan Housing Element for delivery of Moderate and low/very low-income affordable housing allotments.

Strategy 5.2: Collaborate with developers to identify plan alternatives where non-housing uses are desired on lands reserved for affordable housing to deliver mixed use sites that achieve affordable housing goals.

Strategy 5.3: Balance the allotment of future affordable dwelling units among potential development sites within the Highway 111 study area to maintain commitments to housing affordability in the Housing Element

Strategy 5.4: Facilitate demonstration projects desired in the vision for

Strategy 5.3: Balance the allotment of future affordable dwelling units among potential development sites within the 111 Highway study area to maintain commitments to housing affordability in the Housing Element

Policy 6: Equip new residential communities in the Highway 111 Area with adequate access to the social, educational, and government resources needed for its workforce, individuals and families to thrive

Strategy 6.1: Evaluate and implement new facilities or transportation investments to provide district standard access to education and training institutions for all age groups and development needs among new residents.

Strategy 6.2: Encourage the colocation of education, childcare, training, job finding, library and conference, safety and security, medical, and other community services with new residential uses.

Strategy 6.3: Work collaboratively with developers through developer partnership, the City Manager's office, and area-specific administration to ensure retail tenancy includes or retains healthy food options.

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CIRCULATION & ACTIVE MOBILITY

Plan Elements

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CIRCULATION & ACTIVE MOBILITY POLICIES

Policy 7: Coordinate a circulation network and roadway hierarchy that emphasize increasing multi-modal travel, including more transit, active transportation, and pedestrians in a safer setting.

Strategy 7.1: Continue a balanced approach to vehicular and non-vehicular safety, throughput, access, and beautification priorities for Highway 111, Washington and Jefferson Streets.

Strategy 7.2: Prioritize pedestrian and alternative transportation comfort, safety, and navigability, for Adams St, Dune Palms Rd, Corporate Center Dr, and Avenue 47 / Auto Center Dr to better serve new residential and mixed-use development.

Policy 8: Ensure development alignments to regional context, and neighborhood livability and

Strategy 8.1: Require development alignments and intersections surrounding context.

Strategy 8.2: Encourage that local streets and the smallest scale roadways (side streets, parking aisles, alleys) frame a consistent and grid-like block pattern in conjunction with new Drives and Collector road types at infill and redevelopment projects.

Policy 9: Introduce a finer grained urban grid through infill and redevelopment projects applying road types that emphasize pedestrian comfort and safety - especially among new residential uses.

Strategy 9.1: Encourage plans that consist of a smaller blocks than in the current development context, emphasizing block lengths of 150' to 400' with internal rights-of-way less than 80' wide.

Strategy 9.2: Require east-west and north-south mid-block publicly accessible pedestrian passages, and mid-block pedestrian crossings, spaced no more than 400' from Collectors and Drives.

Policy 10: Institute a network of on-street and off-street routes and gateways for active transportation and transit modes that bridge projects, neighborhoods, and municipal and regional trail systems.

Strategy 10.1: Prioritize Neighborhood and District Corridors as the primary routes for pedestrian and active transportation facilities, over Major Arterials and Highway 111.

Strategy 10.2: Implement the CV-Link and Cultural Trail as important components of the pedestrian and active transportation network, with shared use off-street connections between them every ¼ mile.

Strategy 10.3: Provide a district loop transit service connecting residents to retail and services; co-locate loop transit service stops with tram stops that may connect local workforce to major employers.

Strategy 11.1: Apply a low minimum; potentially, a 50% reduction in parking required throughout the 111 Highway corridor, with parking provisions for the Village Build-Out Plan as a model code.

**once and shared-
livability and**

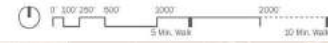
Strategy 11.1: Apply a low minimum; potentially, a 50% reduction in parking required throughout the Highway 111 corridor, with parking provisions for the Village Build-Out Plan as a model code.

Strategy 11.2: Apply a maximum; potentially, a 15% reduction below the Municipal Code standard for on-site parking, potentially in accordance with the Shared Use Parking ordinance.

Strategy 11.3: Include site development standards that require short-term or flex-zone / drop-off zone parking turn outs at each residential development to support rideshare and delivery needs.

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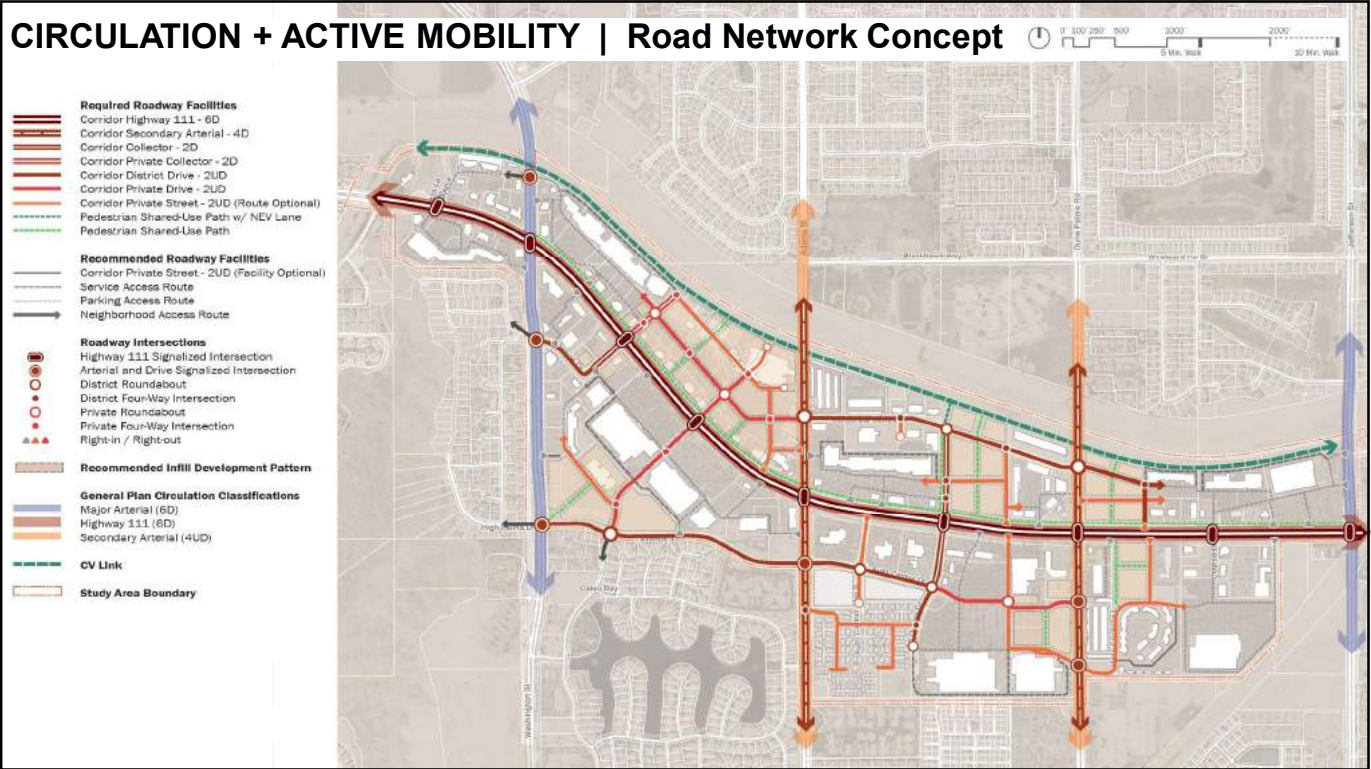
CIRCULATION + ACTIVE MOBILITY | Framework Plan



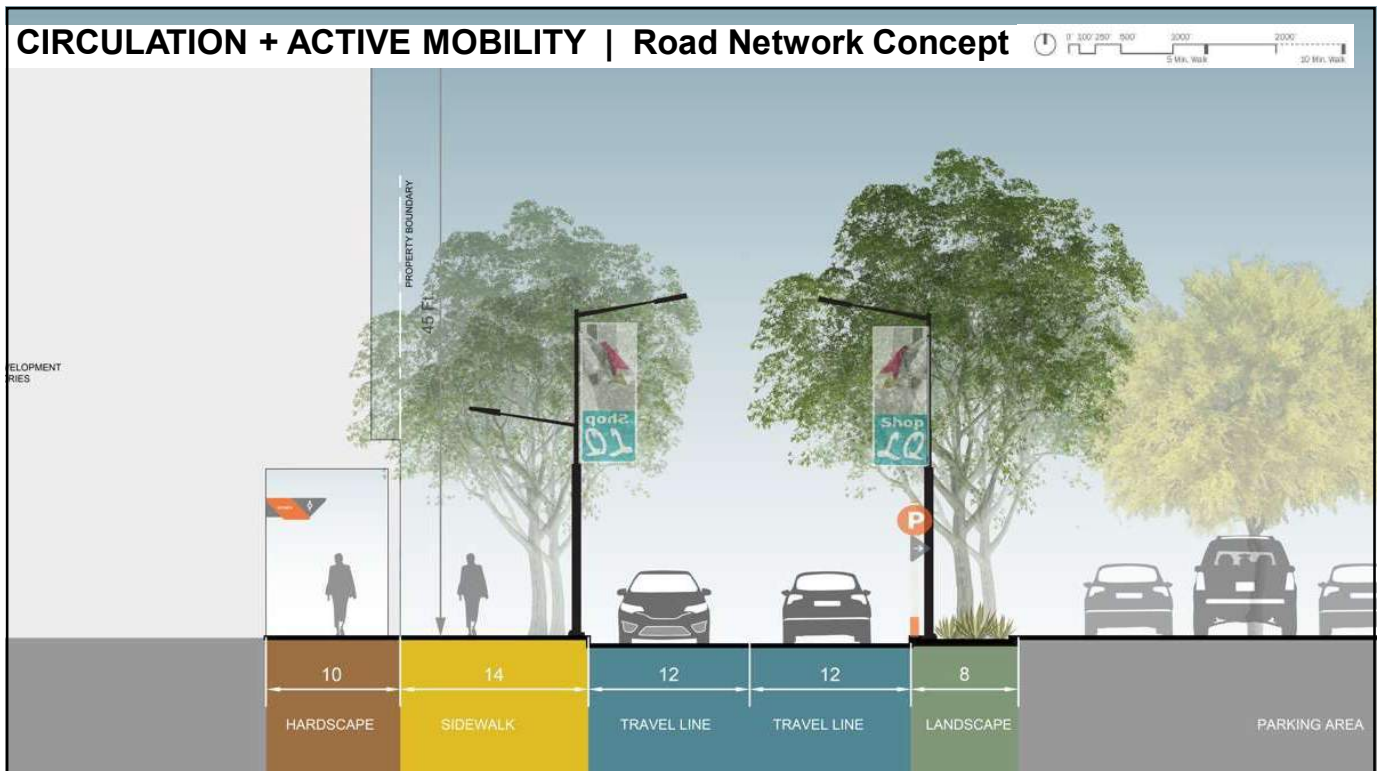
- Multimodal Corridors**
 - Regional Corridor
 - Municipal Corridor
 - District Corridor
 - Neighborhood Corridor
 - Internal Linkage
- Pedestrian Corridors**
 - Regional Pathway (CV Link)
 - Neighborhood Pathway (Cultural Corridor)
 - Internal Pathway
- Intersections**
 - Regional Gateway
 - District Entry Gateway
 - District Internal Gateway
 - Site/Project Entry
- Activated Circulation Facilities**
 - City Designated Street Event Space
 - City Designated Parking Event Space
- General Plan Circulation Classifications**
 - Major Arterial (6D)
 - Highway 111 (6D)
 - Secondary Arterial (4UD)
- Study Area Boundary**



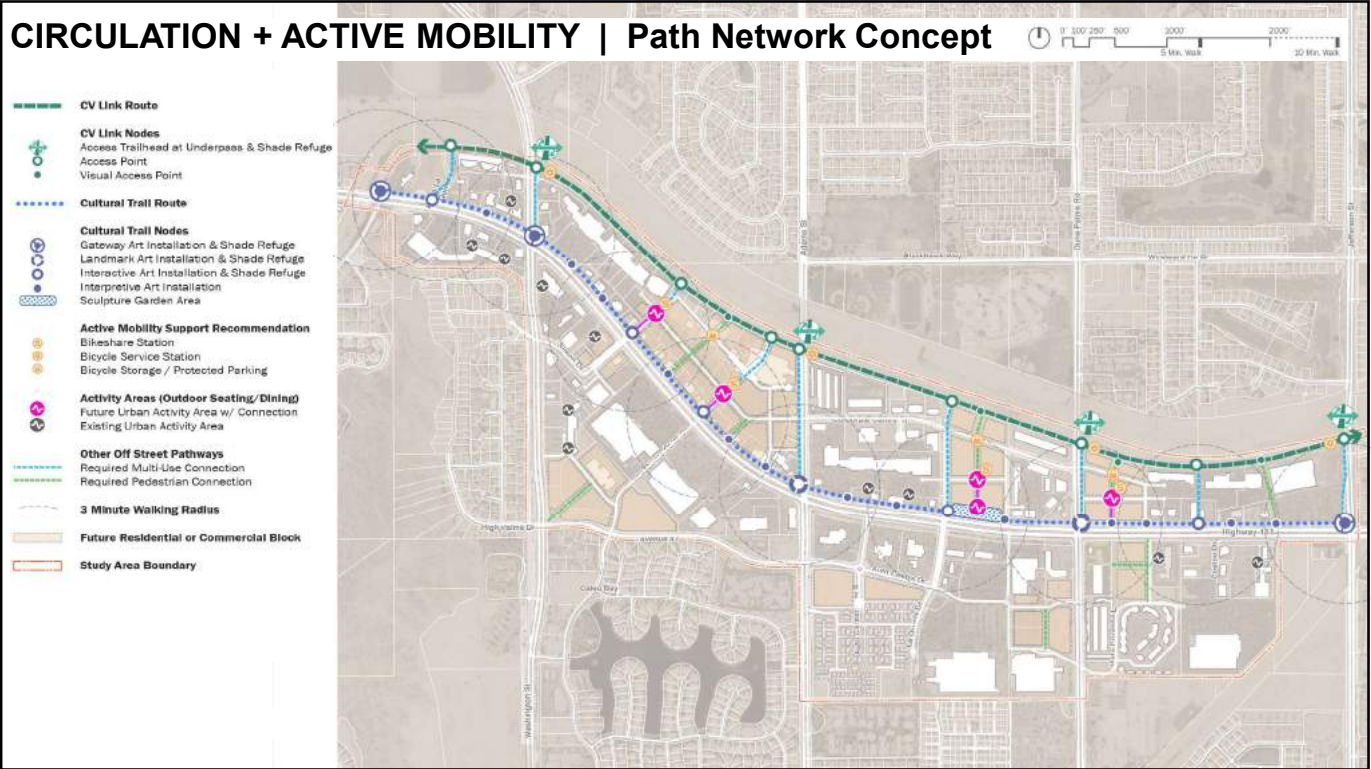
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LANDSCAPE & OPEN SPACE

Plan Elements

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LANDSCAPE & OPEN SPACE POLICIES

Policy 12: Prepare public realm landscapes that enhance urban resiliency, walkability, mitigate heat, and offer distinctive streetscapes attuned to the unique role of each roadway corridor.

Strategy 12.1: Maintain the Highway 111 corridor with its regionally appropriate existing landscapes in a manner which affords visibility to surrounding businesses, communicates a vibrant and consistent district urban brand, and integrates the new Cultural Corridor as a pedestrian resource valued for its storytelling, placemaking, and walkability.

Strategy 12.2: Configure District Corridors, such as Adams St and Dune Palms Rd, as multimodal tree-lined and regionally resilient streetscapes that provide a sense of entry from Highway 111 into a more mixed use and livable district, and which provide significant buffering between travel way and surrounding development.

Strategy 12.3: Configure Neig 47, and Auto Center Dr as more floor uses, walkability and enviro residents and visitors.

Strategy 12.4: Prepare differe gateways between Roadway corridors of different hierarchy and at entries into new infill developments.

Policy 13: Designate parks and open space reserves systemically throughout the Highway 111 corridor attached to internal project gateways and Neighborhood-Oriented corridors.

Strategy 13.1: Establish minimum standards of new open space facilities on a square-foot-per-resident or dwelling basis to ensure the Highway 111 Corridor provides livability and urban resilience.

Strategy 13.2: Focus parks and open space facility placement at recommended Open Space Nodes and along Open Space Resource Advancement Areas – primarily interior to new infill development and along approach routes branching from and visible to major Highway 111 intersections.

Strategy 13.3: Identify public realm streets and private parking areas to serve as Potential Outdoor Event Spaces for programmed events – facilitated by design and use guidelines and operated or approved through City programs.

Strategy 13.1: Establish minimum standards of new open space facilities on a square-foot-per-resident or dwelling basis to ensure the 111 Highway Corridor provides livability and urban resilience.

Policy 14: Develop a cohesive wayfinding system that makes Highway 111 corridor resources and destinations navigable for residents and visitors while also communicating a single urban brand.

Strategy 14.1: Use a kit-of-parts signage and wayfinding system that includes public realm and private realm information and directional elements, consistently applied across the Highway 111 corridor.

Strategy 14.2: Design and install gateway elements as part of roadway landscapes at entry points into the Highway 111 corridor which reflect the 2019 Highway 111 Corridor vision as an urban brand.

Strategy 14.3: Continually maintain, protect, and update wayfinding infrastructure specific to this Highway 111 corridor in a program supplemental to existing landscape maintenance

the private realm is a , buffering, accessibility,

Strategy 15.1: Achieve a minimum standard of pedestrian accessibility between major roadway corridors and trails, and through the middle of project sites for new infill and redevelopment projects.

Strategy 15.2: Avoid walled enclaves, and maintain visual access, while ensuring private realm landscapes provide selective visual screening, shading, and buffering for sensitive uses.

Strategy 15.3: Collaborate with land owners and businesses to prepare and administer a private realm signage standard that suits existing uses while ensuring a consistent high quality in new projects.

Strategy 15.4: Ensure a consistent outdoor furnishing and pedestrian lighting throughout the Highway 111 district at pedestrian areas and residential projects for infill and redevelopment projects.

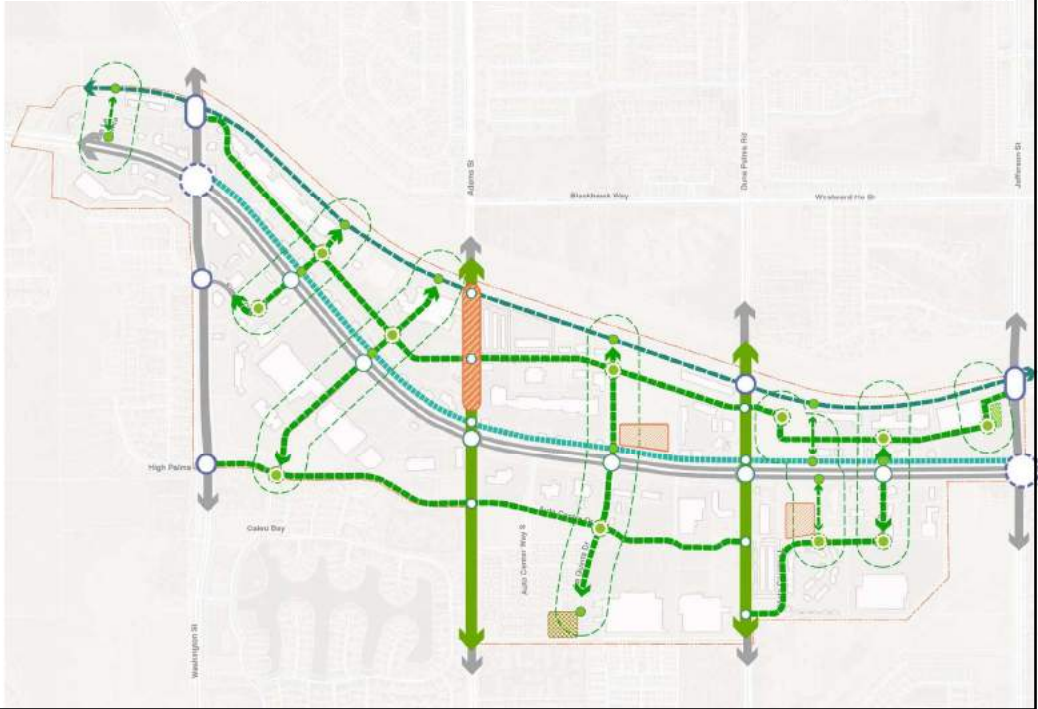
Strategy 15.5: Ensure that new standards are applied only to new infill projects and redevelopment in a manner that does not require land owners and tenants to renovate existing unchanged properties.

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LANDSCAPE & OPEN SPACE | Landscape Framework



- Open Space Priority**
 - Major Open Space Node
 - Secondary Open Space Node or Refuge
 - Open Space Resource Advancement Area
- Multimodal Corridors**
 - Major & Minor Project Entry Landscape
 - District Gateway Landscape
 - Regional Gateway Landscape
 - Corridors w/ Existing Landscapes
- Multimodal & Neighborhood Green Corridors**
 - District Corridors w/ Urban Cooling & Greening
 - Neighborhood Corridor w/ Urban Cooling & Greening
 - Private Drive or Street w/ Urban Cooling & Greening
- Pedestrian Pathways**
 - CV Link
 - La Quinta Cultural Trail
- Event Space Resources**
 - Potential Outdoor Event Space (Private)
 - Potential Outdoor Event Space (Public)
- Ecological Reserve/Restoration Potential**
- Study Area Boundary**



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LANDSCAPE & OPEN SPACE | Green Corridors Concept



- Open Space Priority**
 - Open Space Node (Shown w/ Open Space)
 - Pocket Park (Publicly Controlled)
 - Pocket Park (Privately Controlled)
 - Open Space Resource Advancement Area
- Green Corridors by Improvement Type**
 - Street Trees & Extensive Buffer Landscapes
 - Street Trees & Parkway Landscapes (Public)
 - Street Trees & Parkway Landscapes (Private)
- Pedestrian Pathways**
 - CV Link w/ Standard Implementation
 - CV Link Segment w/ Landscape Enhancements
 - La Quinta Cultural Trail
 - Recommended Off-Street Paved Route (NEV)
 - Recommended Off-Street Path
- Circulation Framework**
 - Corridors w/ Existing Landscapes
 - Internal Linkages
- Ecological Reserve/Restoration Potential**
- Study Area Boundary**



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URBAN SYSTEMS & RESILIENCY

Plan Elements

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URBAN SYSTEMS & RESILIENCY

Policy 16: Built a sustainable utility network to meet or exceed the full scale of future development, installing facilities that enable individuals and communities to thrive with less impact.

Strategy 16.1: Attempt to achieve full supply of irrigation water for new development sites from non-potable or "purple pipe" water sources that include recycled wastewater.

Strategy 16.2: Implement solar PV shading over surface parking spaces for projects on City owned or lands or those sold to developers by the City Manager with public funds and partnerships.

Strategy 16.3: Perform utility planning and alignment studies to understand utility supply, facility sizing, and programmi especially for bid packages.

Policy 17: Mitigate urban heat thr shading, passive cooling, through means of reducing climate impacts.

Strategy 17.1: Require that new commercial and retail development provide publicly accessible shaded areas with shade structures or trellises with a minimum coverage equivalent to 5% of project new building footprint with greater coverage being highly desired.

Strategy 17.2: Consider development code standards for primarily south, and east / west facing facades to achieve different solar gain and thermal mass responses to respective sun angles.

Strategy 17.3: Apply a tree canopy coverage standard to support passive pedestrian cooling and comfort at outdoor gathering areas and walkways using regionally appropriate drought tolerant species.

Strategy 17.1: Require that new commercial and retail development provide publicly accessible shaded areas with shade structures or trellises with a minimum coverage equivalent to 5% of project new building footprint with greater coverage being highly desired.



DISCUSSION BREAK

4 KEY DEVELOPMENT SITES

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DEVELOPMENT CONCEPTS

La Quinta Drive

- 280 Units
- 2 Restaurants
- School / Training




Apartments
93 Dwelling Units
121 Parking Spaces

Apartments
46 Dwelling Units
55 Parking Spaces

Apartments
69 Dwelling Units
5.2k Services (Retail)
99 Parking Spaces

Apartments
71 Dwelling Units
3.8k Services (Retail)
100 Parking Spaces

Independent Dining
11k Food/Beverage
11k Shaded Patio
200' Vendor Curb

Institutional / Office
18k Floor Area
5k Shaded Patio
1k Atrium Lobby

| Yield Summary | | | |
|----------------------------|-------------|-----------------------|------------------|
| Site Acres (Commercial): | 4.94 | Commercial GFA: | 29,000 SF |
| Site Acres (Residential): | 8.27 | Residential GFA: | 427,500 SF (280) |
| DU/Ac Entire Parcel (Res): | 17.7 (33.7) | Gross DU Size (Eff.): | 1,500 SF (25%) |
| FAR (Res Sites): | 0.97 (1.19) | Res Parking Rate: | 1.25 |

Note: Mixed-use services share surface parking; res. acres include frontage roadway.

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DEVELOPMENT CONCEPTS | Mixed-Use at La Quinta Dr

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DEVELOPMENT CONCEPTS

Residence Inn

- 120 Units
- Entertainment Use
- Senior Living

Event Space
 2k F+B Equivalent
 24k Green Common
 40 Parking Spaces

Apartments
 120 Dwelling Units
 150 Parking Spaces
 3 Levels

Apartments
 24 Dwelling Units
 2 Levels
 (Included at Left)

Yield Summary

| | | |
|---------------------------|-------|------------------------------------|
| Site Acres (Event): | 1.18 | Commercial GFA: 2,000 SF |
| Site Acres (Residential): | 5.38 | Residential GFA: 168,000 SF (120) |
| DU/Ac: | 22.30 | Net DU Size (Eff.): 1,050 SF (25%) |
| Residential FAR: | 0.71 | Res Parking Rate: 1.30 |

Note: Res. acres include frontage roadway between residential and event uses.

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DEVELOPMENT CONCEPTS

Dune Palms Rd

- 126 Units
- Fast Food / Wash
- Multi-Use Path

| | | |
|---------------------------|--------------------|--------------------------------------|
| Apartment 1 | 26 Dwelling Units | 34 Parking Spaces |
| Apartment 2 | 45 Dwelling Units | 2.4k Services 78 Parking Spaces |
| Apartment 3 | 55 Dwelling Units | 4.2k Services 93 Parking Spaces |
| Independent Dining | 4.8k Food/Beverage | 1k Shaded Patio 72 Parking Spaces |
| Auto Service | 4.2k Floor Area | 1k Shaded Patio 14 Parking Spaces |

Active Street
28 Parking Spaces
250' Vendor Curb

Yield Summary

| | | | |
|---------------------------|--------------|-----------------------|------------------|
| Site Acres (Commercial): | 3.74 | Commercial GFA: | 6,600 SF |
| Site Acres (Residential): | 5.18 | Residential GFA: | 177,600 SF (126) |
| DU/Ac (Entire Site): | 13.79 (24.2) | Gross DU Size (Eff.): | 1,410 SF (25%) |
| Residential FAR: | 0.80 | Res Parking Rate: | 1.25 |

Note: Pos. acres include frontage roadway split between residential and retail uses.

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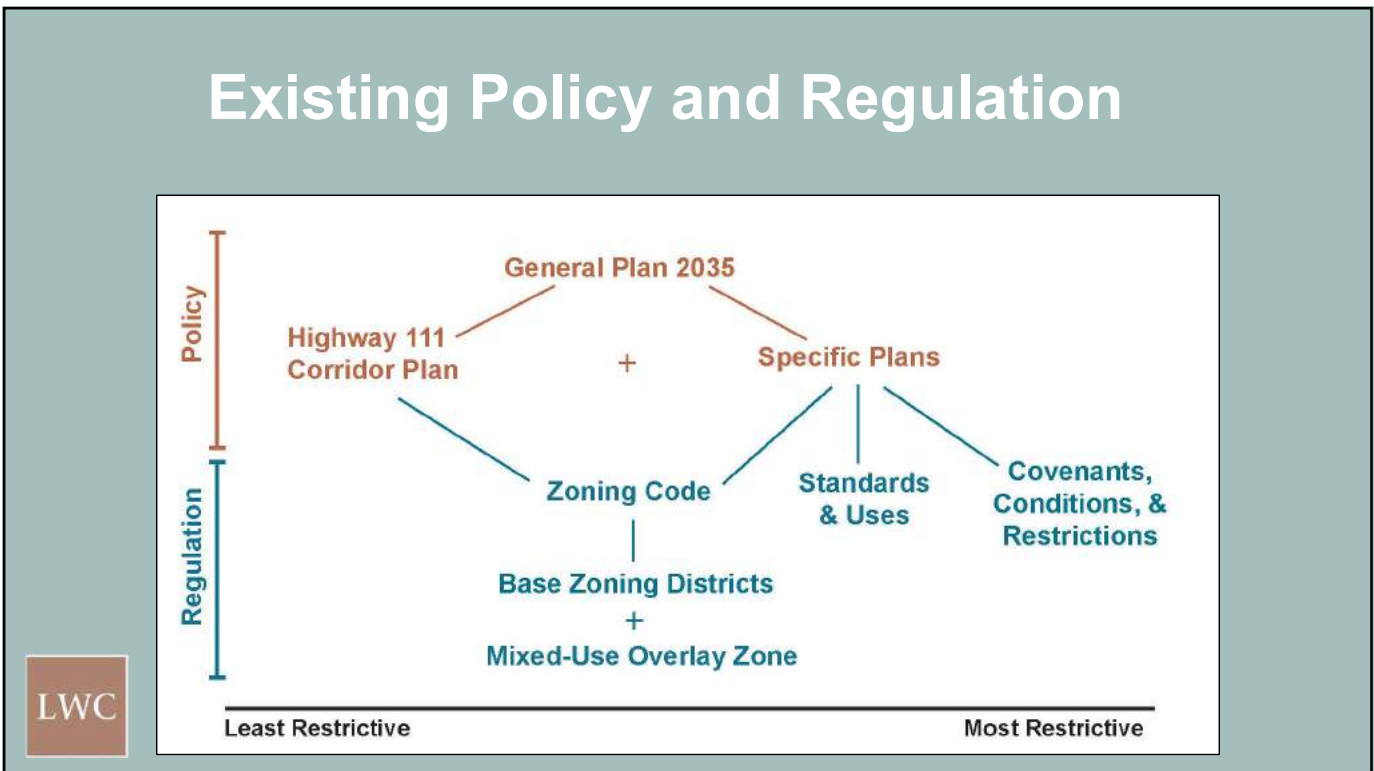


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5 DEVELOPING OUR CODE APPROACH



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Policy vs. Regulation

Specific Plan

- Implement General Plan
- Policy Document
- Establishes **Long Term Vision, Goals, Policies**, Programs, on topics that include:
 - Land Use
 - Circulation
 - Economic Development
 - Infrastructure
 - Open Space
- Implementation and Financing

Regulatory Code

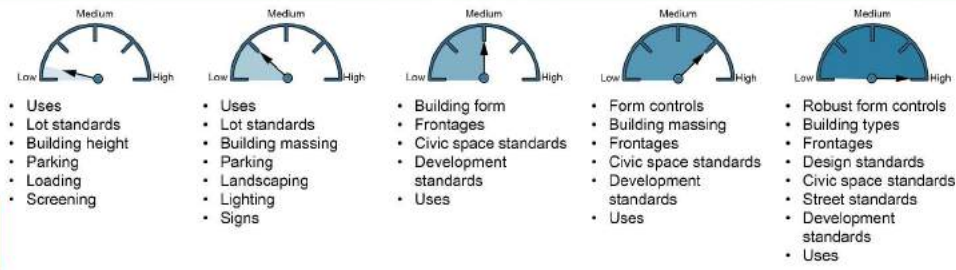
- Implements Specific Plan
- Regulatory Document
- Includes **use regulations, development standards, and procedures** such as:
 - Height
 - Massing/scale
 - Density/Intensity
 - Building Placement (setbacks)
 - Parking
 - Frontage requirements

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Different Places Need Different Regulations



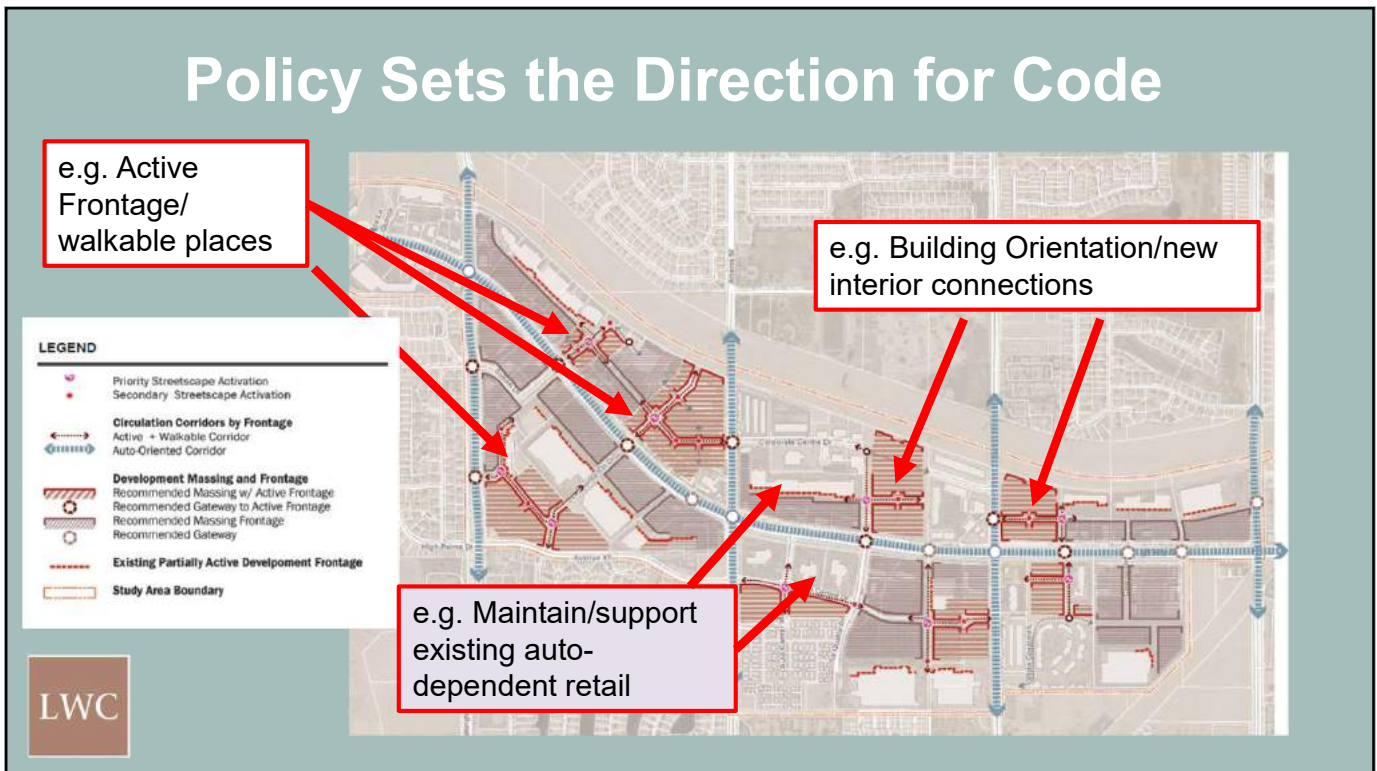
Level of Control



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Development Code as Implementation Tool

Example Goal:

HUMAN SCALED. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

Example Policy:

Strategy 2.2: Require active ground floor frontages for new development at key internal gateways and roadways to advance walkable urban environments off-of, but connected-to, the Highway 111.

Example Code Implementation Strategy:



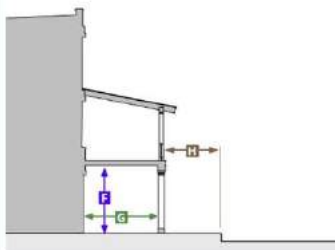
In targeted 'walkable' areas, regulate building frontage

Example - Frontage Types

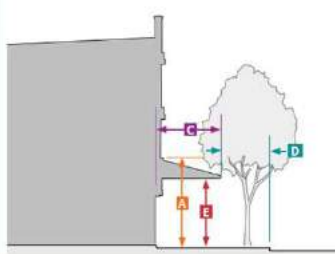
| ZONES PERMITTED | | | | | | | | |
|---------------------------------------|-----|---------------------------------------|--|----------------------|------|-----|-----|-----|
| | NE2 | NG3 | CE1 | ME1 | ME2 | CO1 | CO2 | CE2 |
| ELEMENTS OF SHOPFRONTS AND VARIATIONS | | | | MIN. | MAX. | | | |
| General | A | Height Clear, Top of Transom | 12 ft. | 16 ft. | | | | |
| | B | Width of Shopfront Bay(s) | 10 ft. | 25 ft. | | | | |
| | | Transparency, Ground Floor | 70% | 90% | | | | |
| Projection (present) | C | Depth | 4 ft. | - | | | | |
| | D | Setback from Curb | 2 ft. | - | | | | |
| | E | Height, Clear, Bottom of Projection | 8 ft. | 10 ft. | | | | |
| Gallery & Arcade Variation | F | Height, Clear | 12 ft. | 16 ft. | | | | |
| | G | Depth, Facade to Interior Column Face | 12 ft. | 16 ft. | | | | |
| Gallery & Arcade Variation | H | Setback from Curb | 2 ft. | 6 ft. | | | | |
| | | Column Height | 4 times column width | 5 times column width | | | | |
| Terrace Variation | I | Length | - | 150 ft. | | | | |
| | J | Distance Between Access Points | - | 75 ft. | | | | |
| | K | Depth | 8 ft. | - | | | | |
| | | Average Grade | Max. 3 ft. higher or lower than the adjacent sidewalk or Public Open Space. Walls may extend an additional 2 ft. in height. Fence/railing height per California Building Code (CBC). | | | | | |



C. Shopfront with Gallery Variation



A. Shopfront



Development Code as Implementation Tool

Example Goal:

HUMAN SCALED. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

Example Policy:

Strategy 2.3: Require that buildings be sited near the street and organized with the more active functions facing toward and prominently visible from the street.

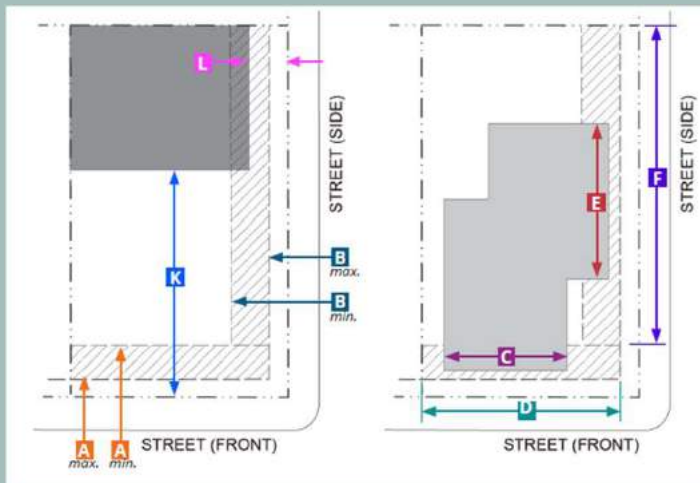
Example Code Implementation Strategy:

Regulate location of buildings on a site.
Require 'active' ground floor uses.



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Example - Building Placement



| BUILD-TO-LINES | | | |
|--|---|--------------------------|-------------------------------|
| A | Primary Build-to Line (max./min.) | 40 ft./NA | 5 ft./15 ft. |
| B | Secondary Build-to Line (max./min.) | 30 ft./NA | 5 ft./15 ft. |
| BUILDING PLACEMENT WITHIN PRIVATE FRONTAGE AREAS | | | |
| C | Min. Built Percentage of Primary Frontage Width | NA | 65% of primary frontage width |
| D | | $\frac{C}{D} \times 100$ | |

Corridor Fronting Commercial Ground Floor Use Required.

- a. Properties designated with a Corridor Fronting Commercial Ground Floor Use designation must not be developed with residential units on the first or ground floor fronting Foothill Boulevard or Haven Avenue.
- b. Allowed uses are limited to any non-residential use that is allowed in the base zone.
- c. Residential uses are allowed on upper stories or behind ground floor non-residential uses.



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NEXT STEPS

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NEXT STEPS

Highway 111 Pavement Rehabilitation – Summer 2024

- GHD working with City to incorporate Complete Street elements from Corridor Plan

Highway 111 Concept Development

- Finalize Highway 111 Complete Street Concept

Highway 111 Corridor Specific Plan

- Develop Draft Specific Plan
- Develop Regulatory Code (Appendix or Separate Cover)
- Prepare Draft CEQA Document
- Council Adoption

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CEQA UPDATE

As progress is made on the Highway 111 Corridor Specific Plan, environmental analysis is underway on two fronts.



Highway 111 Corridor Specific Plan

- Prepared draft project description suitable for CEQA documentation
- Completed database reviews and field survey for biological resources
- Currently preparing Administrative Draft IS/MND



15-Acre City-Owned Site

- Conducted database reviews and field surveys for biological resources and cultural resources
- Prepared standalone Biological Resources Memo
- Prepared standalone Cultural Resources Report

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FINAL DISCUSSION

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