



Planning Commission Staff Report

Date: February 4, 2009

Case No.: PA-09-001

Application Type: Pre-Application

Location: 123 North Palm Canyon Drive

Applicant: Wessman Holdings, LLC / Palm Springs Promenade, LLC

Zone: Central Business District (CBD)

General Plan: Central Business District (CBD) Downtown Central Core

APN: 513-560-002, 004, 007, 008, 009

From: Craig A. Ewing, AICP, Director of Planning Services

Project Planner: David Newell and Ken Lyon, Associate Planners

PROJECT DESCRIPTION

This is a pre-application for a proposed major renovation of the existing Fashion Plaza Shopping Mall, to create a new east-west private street, renovate facades and reconfigure interior tenants spaces, construct a new two-story multi-screen movie-theater building on the site of the previous Pavilion tent structure, add second-floor restaurant/retail uses and a cross-street bridge, add off-street parking, paint and reconfigure the existing structured parking garage, remove the existing west side amphitheater and add new landscaping.

RECOMMENDATION

There are no approvals or entitlements granted on pre-applications. The Planning Commission may provide comments on the proposed scope of the project which Staff will incorporate into the final response letter to the applicant. No recommendation or inference of approval or disapproval is to be made for pre-applications.

PRIOR ACTIONS TAKEN ON THE PROJECT:

On January 26, 2009, the project was reviewed by the Architectural Advisory Committee. A staff memo dated 1-21-09 accompanied the presentation.

The AAC reviewed the project, and generally gave favorable comments which included:

- Study in more detail the pedestrian experience, making sure adequate sidewalks and outdoor amenities are integrated that will draw pedestrians off Palm Canyon and down the proposed new side street. May need to remove more of the roof of the old mall along the proposed new street to provide better pedestrian consideration.
- The outdoor space along Palm Canyon Drive north of Tahquitz needs to be 'energized'.
- The parking lot southwest of the existing building, specifically behind California Pizza Kitchen and the AT&T Store needs more landscaping and shade.
- Evaluate whether new street should be one-way or two-way vehicular traffic. Concern with traffic jams due to likely drop-off, stopping and vehicular standing on the narrow street.
- Consider creating little spaces along the sidewalk of the new street for vender carts, public toilets, seating/gathering and other pedestrian amenities.
- Consider a traffic circle at the west end of the new east-west street in front of the museum; design seems "messy and incomplete" in this area.
- City should work with developer to assure design of street furniture ties in with downtown; this center should feel a part of downtown, not a separate entity.
- Consider more second floor retail spaces along the east-west street
- Avoid architecture that is overly stylistic that will quickly become dated.
- Project would benefit from more "architectural rigor" and less "tacked-on elements".
- Break up the vastness of the southwest parking lot to give it better pedestrian scale; consider extending the north-south street from the center traffic circle southward to align with Belardo (requires relocation of the south stair/escalator).
- Do more to open up and define the area in front of the museum

BACKGROUND AND SETTING:

The first phase of the Fashion Plaza Mall was constructed in the late sixties following the demolition of the Desert Inn¹. A Planned Development District (PDD 147) was approved in the early 1980's which incorporated a major expansion and addition to the mall.



C. 1967: Palm Canyon entrance to the new "Desert Inn Fashion Plaza"

The first phase of construction of the Fashion Plaza was comprised of the strip of retail spaces that front Palm Canyon Drive. Later, additional anchor stores and other retail/tenant spaces were constructed behind this first phase and included construction

¹ In 1985, the City Council designated the site of the former Desert Inn, now the Fashion Plaza, a Class 2 historic site.

of the hotel (now the Hyatt Hotel), the structured parking and additional interior mall space just south of the Hyatt.

The last major renovation and expansion was done in the eighties. The mall has been mostly vacant for the past several years. The owner/developer, Wessman Holdings, LLC recently submitted a Specific Plan application to the City for a complete redevelopment of the Fashion Plaza and other surrounding blocks in the downtown. For various reasons, the applicant has scaled back the redevelopment concept and is presently seeking comments on this pre-application to retain most of the existing mall and substantially remodel it.



Aerial view of the subject site and existing mall.

The proposed renovation would include new façade treatments, reconfiguration of tenant spaces and elimination of the main east-west interior corridor. The proposed new private east-west street would be located along the old main corridor by removing the roof in that area and reconfiguring the grade to create a two-lane street and sidewalks. The proposed addition of a movie-theater is proposed on the site of the Pavilion Theater tent (shown in the photo above). New second-floor restaurants and a bridge connecting them are included at the eastern end of the proposed new private street.

The site is located in the heart of the Central Business District at the northwest corner of Tahquitz Canyon Way and Palm Canyon Drive. The following table shows the surrounding uses.

Table 1.0: Surrounding land uses, General Plan, Zoning

	Land Use	General Plan/Specific Plan	Zoning
North	Hotel (Hyatt)	CBD	CBD
South	Commercial (Oasis Building)	CBD	CBD
East	Commercial	Public/Quasi-public	CBD
West	Institutional (Museum)	CBD	CBD

REVIEW:

GENERAL PLAN

Density.

The General Plan land use designations for is Central Business District. The Fashion Plaza is in what is defined as "the Downtown Central Core". The General Plan describes the Central Core and its proposed density and uses as follows:

The downtown central core should be a vibrant, compact, and walkable center of activity in the downtown area. The core should be comprised of a central core area consisting of taller (max 60 feet) building surrounded by an equally vibrant, but shorter (max 30 to 45 feet) mixed-use (commercial/office/residential outer core area. (From Page 35 of the Downtown Urban Design Plan).

The downtown Central Core and the Gateway areas may be developed with a maximum FAR of 3.5. If projects in these areas provide substantial public spaces or plazas, an FAR of up to 4 may be developed upon approval of a Planned Develop District or Specific Plan. The downtown Central Core may also accommodate up to 70 dwelling units per acre for residential or hotel uses if a PDD or SP is prepared and approved. (Page 2-7 of the Land Use Element.)

Full conformity review of the project against the goals and policies of the General Plan will be incorporated if a formal development application is submitted to the City for this project.

Downtown Urban Design Plan.

The project appears to integrate many of the design standards outlined in the Downtown Urban Design Plan (DUDP). Specific review of the project against the parameters of the DUDP will be analyzed as part of a formal application submission to the City.

ZONING ORDINANCE:

The development standards for the existing Fashion Plaza are defined in Planned Development District 147 and PDD 257. Since these PDD's established the development standards for the Fashion Plaza, it is recommended that the proposed redevelopment of the site be submitted as an amendment to the existing Planned Development District rather than as a new PDD or a separate major architectural application. Where proposed new development deviates from that of the original PDD,

or where the existing PDD has no defined standards for new elements (such as the proposed private street), it is recommended that the development standards for these new elements be defined and proposed when the PDD amendment application is submitted.

Parking:

Parking standards for the downtown are regulated by the Downtown Combining Parking Zone. The combining zone provides for relaxed parking standards for the CBD recognizing that it is primarily a pedestrian-oriented part of the City. For mixed use projects, one off-street parking space is required for every 375 gross square feet of building area. Theater parking requirements are calculated in addition to this basic standard as noted below.

92.26.00(A)(6): Mixed-Use Developments, Which Exceed Twenty Thousand (20,000) Square Feet of Gross Floor Area:

One (1) space for each three hundred seventy-five (375) square feet of gross floor area. In addition, theaters and restaurants within mixed-use developments shall also require parking in addition to the 1:375 ratio as follows:

Additional Parking Required for:

Size of Mixed-Use Development	Theaters	Restaurant area over 25% of total area of development
20,000 - 100,000 sq. ft.	3 spaces/100 seats	1 space/100 sq. ft.
100,000 - 200,000 sq. ft.	3 spaces/100 seats over initial 450 seats	1 space/167 sq. ft.
200,000 sq. ft.+	3 spaces/100 seats over initial 750 seats	No additional spaces

a. An application for a mixed-use development shall designate any proposed theater and restaurant use for the purpose of computing parking requirements. Theater and restaurant uses may not thereafter be added in a manner which would require additional parking in accordance with the above ratios unless the additional parking can be provided on site or in-lieu fees are paid to the off-street parking fund.

The project proposes 352,900 gross square feet of building space. The total number of off-street parking spaces required is 1009 based on the Downtown Parking Combining Zone. There are a total of 1,042 existing parking spaces and 138 new spaces for a total of 1,180, therefore the project as proposed would appear be adequately parked. A full parking analysis would be conducted if a formal application is submitted.

Other design standards for off-street parking lots that would be reviewed as part of a formal development application would include:

- Decorative paving
- Shade
- Bicycle Parking

- Landscaping
- Consideration of "Parking Plazas" (described in the DUDP)

Other Zoning Code considerations that would be reviewed as part of a formal application include:

- *Setbacks*
- *Height*
- *Open space*
- *Provision for off-street trash, recycling, and loading needs:*
- *Architectural Review*

Additional comments from the Palm Springs Fire Department and Public Works are included as attachments to this staff report.

FINDINGS

There are no required findings for pre-applications.

CONCLUSION

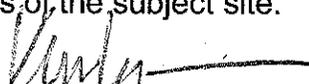
Staff will incorporate any additional comments from the Planning Commission into the final report that will be submitted to the applicant. No additional approvals or conclusions are necessary as part of a pre-application review.

ENVIRONMENTAL ASSESSMENT

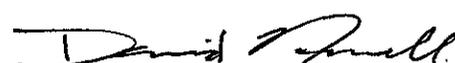
There is no environmental analysis required for pre-applications. At the time a formal application is submitted, an Initial Study will be prepared under the guidelines of the California Environmental Quality Act (CEQA).

NOTIFICATION

Notification of the public hearing was provided to property owners within a 400 foot radius of the subject site.



Ken Lyon,
Associate Planner



David Newell,
Associate Planner



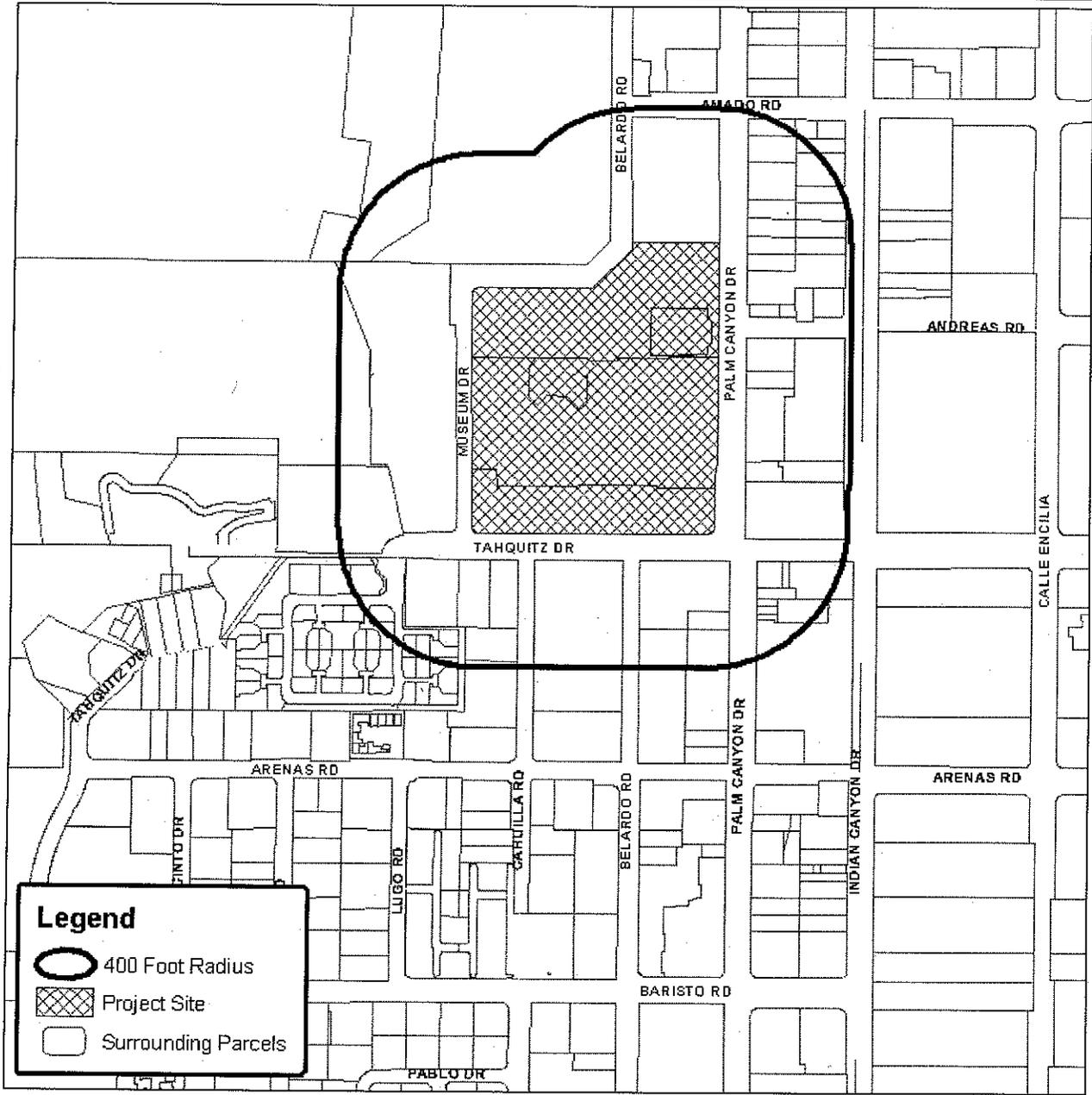
Craig A. Ewing, AICP
Director of Planning

ATTACHMENTS

1. Aerial Photo
2. Comments from Palm Springs Fire Department 1-21-09
3. Comments from Public Works dated 1-27-09
4. Reduced plans and elevations



Department of Planning Services Vicinity Map



CITY OF PALM SPRINGS

CASE NO: PRE-APP 09-001
APPLICANT: Palm Springs Promenade, LLC

DESCRIPTION: A pre-application by Palm Springs Promenade, LLC, to renovate the existing Desert Fashion Plaza located at 123 North Palm Canyon Drive, within the Central Business District of the City. The proposed renovation project will create a new east-west private street in the mid-section of the mall. The proposed renovation will also include new facades, reconfiguration of interior tenants' spaces, a new two-story multi-screen movie-theater building on the site of the existing Pavilion tent; new second-floor restaurant/retail uses and a cross-street bridge along Palm Canyon Drive.

MEMORANDUM

DATE: January 21, 2009
TO: Edward Robertson, Planning
FROM: Scott Ventura, Division Chief/Fire Marshal
SUBJECT: Fire Department Specific Comments for Desert Fashion Plaza
Pre-Application

Upon initial review of the Desert Fashion Plaza remodel, the following comments have been identified by the fire department as issues of concern and will need to be addressed by the applicant:

- Installation of additional fire hydrants will be needed on the center street.
- Fire apparatus access road on the center street to be designed, and maintained to support the imposed loads of fire apparatus (73,000 lbs. GVW) and shall be surfaced so as to provide all-weather driving capabilities.
- Fire apparatus access road on the center street to have a minimum unobstructed width of 24 feet.
- Fire apparatus access road on the center street to have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height.
- An unobstructed vertical clearance of not less than 13 feet 6 inches is required for fire apparatus access under the foot bridge. Current drawings show 19' vertical clearance under the foot bridge.
- Proposed landscaping plans to include dimensions of trees when they are fully grown. Minimum unobstructed vertical clearance required for apparatus movements and access is 13 feet 6 inches.
- Turning radii throughout the project will need to meet fire department requirements for fire apparatus movements. A minimum inside turning radius of 30 feet with an outside turning radius of 45 feet is required.
- Proposed canopy along the center street presents an obstruction for ground ladder and aerial ladder operations.

Scott Ventura
Division Chief/Fire Marshal

DESERT FASHION PLAZA (DFP) REDEVELOPMENT

Preliminary Engineering Comments

January 27, 2009

Engineering/ADA Access Standard Conditions/Policies

TRAFFIC

A comprehensive Traffic Impact Analysis ("TIA") will be required for this Department's formal review and analysis of the Desert Fashion Plaza Redevelopment project. The applicant shall retain a California registered civil engineer or traffic engineer, who shall coordinate with the City Engineer on the determination of a project study scope for the TIA. The TIA scope shall be required to focus on the following issues:

1. Review/consider the pedestrian oriented nature of the area and the increase in pedestrian activity created by the proposed redevelopment project; determine recommendations for design of project features (i.e. new pedestrian cross-walks) that promote the pedestrian activity of the area, as well as ensure traffic safety between vehicles and pedestrians within the area.
2. Obtain current traffic volumes during "season" (i.e. between October to April) for the mid-day peak hour (11AM to 1PM) and PM peak hour (4PM to 6PM) for all studied intersections and roadways, for a weekday, Thursday (PM peak hour only – to determine traffic model variations during "Villagefest"), and Saturday.
3. Determine trip generation rates resulting from the proposed project. **This requires that land uses proposed within the project be determined and agreed upon by the applicant. The applicant is encouraged to identify the final proposed land uses for the project and provide the overall land use densities (i.e. commercial/retail space (by square foot), and professional office space (by square foot) to the engineer it selects to prepare the TIA as soon as possible.** The TIA should estimate the total trips generated by the current Desert Fashion Plaza (i.e. if reopened) and estimate the total trips generated by the Desert Fashion Plaza Redevelopment project; appropriate analysis should be included in the TIA to demonstrate the net overall increase of trips generated by the proposed project.
4. Analyze the on-site roadway intersection, the North Palm Canyon Drive project intersection (i.e. determine traffic signal relocation/modification needs), and analyze existing project intersections in the surrounding area that receive a minimum of 50 peak hour trips generated by the proposed redevelopment project; determine any necessary improvements required

upon "project opening" or by 20 years following "project opening". Identify fair share contributions to required "future" traffic mitigation.

5. Analyze the City's "Villagefest" event and other parades/special events, and determine traffic impacts associated with the proposed project and closure of Palm Canyon Drive during "Villagefest" and other parades/special events; identify recommendations to ensure that commercial access and emergency services and access to the proposed project are maintained during "Villagefest" and other parades/special events.

CIRCULATION

We were advised that the applicant proposes new private streets within the DFP Redevelopment Project, consisting of the following: a new local east/west street extending from Museum Drive to Palm Canyon Drive; a new north-south street that is proposed in the center third of the site, but not intersecting any public street. The conceptual plans for the DFP Redevelopment project indicate parallel or 90 degree bay on-street parking spaces along the two new streets. Regarding the project's circulation, we have the following comments:

1. The proposed east-west travelway through the DFP site shall be private. The Engineering Dept. recommends that the proposed east-west private interior street be one-way westbound. A driveway entrance shall be constructed at the entrance of the proposed travelway onto N. Palm Canyon Drive, as well as onto Museum Drive. This travelway shall not be located over the underground parking garage because the parking garage roof is not designed to hold the weight of a fire truck.
2. The proposed round-a-bout shown east of the proposed movie theatre is not approved because it will create circulation problems because of passenger drop-offs for the movie theatre. The size of the proposed round-a-bout does not meet standard design criteria for a round-a-bout and needs to be analyzed by a traffic engineer. The round-a-bout area shall not be covered because it will impair the ability to use the fire department's ladder truck.
3. East of the proposed DFP entrance off Museum Drive, there is a north turn into an on-site parking area that is only approx. 25 ft. from the Museum Drive east right-of-way line. Potential traffic interruption onto Museum Drive could be caused by cars attempting to turn into this first parking aisle. This issue could be eliminated by making the new east-west street one-way west-bound. Section 93.06.00 "Off Street Parking" of the Palm Springs Municipal Code should be consulted.

4. The proposed north-south travelway should have a stop sign at the southeast corner of the intersection with the proposed east-west travelway. The circulation needs to be analyzed by a traffic engineer.

DRAINAGE

It is recommended that the applicant consider the following issues associated with stormwater runoff and water quality management:

1. A Preliminary Project-Specific Water Quality Management Plan must be submitted and approved by the City Engineer prior to going to Planning Commission for project approval.
2. Nuisance water throughout the downtown Commercial Business District is a constant complaint from downtown merchants and the public. The applicant will be required to prepare a Water Quality Management Plan for addressing nuisance water and for treating all on-site stormwater runoff. Provisions for intercepting all on-site stormwater runoff from the commercial/retail buildings shall be required such that requirements associated with the City's National Pollution Discharge Elimination System (NPDES) Permit are satisfied. This project will be legally required to install measures in accordance with applicable National Pollution Discharge Elimination System (NPDES) Best Management Practices (BMP's) included as part of the new NPDES Permit issued for the Whitewater River Region from the Colorado River Basin Regional Water Quality Control Board (RWQCB). The applicant is advised that installation of BMP's, including mechanical or other means for pre-treating stormwater runoff, will be required by regulations imposed by the RWQCB. The new NPDES Permit issued by the RWQCB requires "post-construction" BMP's, which will be mandatory for this project. It shall be the applicant's responsibility to design and install appropriate BMP's, in accordance with the NPDES Permit (or additional requirements imposed by the City), that effectively intercept and pre-treat stormwater runoff from the project site, prior to release to the City's municipal separate storm sewer system ("MS4"), to the satisfaction of the City Engineer and the RWQCB. Such measures shall be designed and installed on-site; and provisions for perpetual maintenance of the measures shall be provided to the satisfaction of the City Engineer, including provisions in Covenants, Conditions, and Restrictions (CC&R's) required for the development.

SEWER

1. This Department recommends that the applicant review the City's new grease trap ordinance and obtain information from other jurisdictions with similar commercial/retail downtown projects to determine appropriate methods of ensuring grease, oils and other prohibited wastes are intercepted and removed from the sanitary sewer system.

CONSTRUCTION PHASING

1. It is recommended that the project, if phased, be identified on a Phasing Plan. It is recommended that the applicant be required to submit a project schedule and be required to comply with City imposed limitations on work occurring within the project along Palm Canyon Drive. An outreach program and cooperative effort should be required between the applicant, the City, Main Street, and all downtown merchants, such that impacts due to the redevelopment of the Desert Fashion Plaza and subsequent construction of the movie theatre is minimized for all existing downtown merchants and the public.
2. It is recommended that the applicant coordinate all construction adjacent to and on Palm Canyon Drive with the City Engineer and other Departments as necessary to minimize impacts to "Villagefest", and all of the various special events and parades scheduled within the downtown Commercial Business District. The applicant should be held accountable to meeting an approved construction schedule, reviewed and approved by the City. The applicant should have a project superintendent or other agents that meet regularly with City staff and the City's Special Events Committee to ensure that scheduled renovation or construction activities do not conflict with proposed events downtown.

STANDARD CONDITIONS AND REQUIREMENTS

1. A complete list of standard "boiler plate" engineering conditions is available upon request. All typical standard conditions and requirements from this Department will be recommended as part of this project, as determined after further review of final site designs and plans.





center street cross section
scale = 3/16" = 1'-0"

section A

- Medicinal
- Screening
- New Metal
- Face
- Steel Canopy
- Storage Zone
- Structure

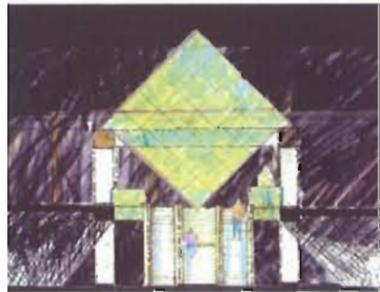


mall entry



center street
scale = 1/16" = 1'-0"

canopy plan



cross section thru escalators
scale = 1/8" = 1'-0"

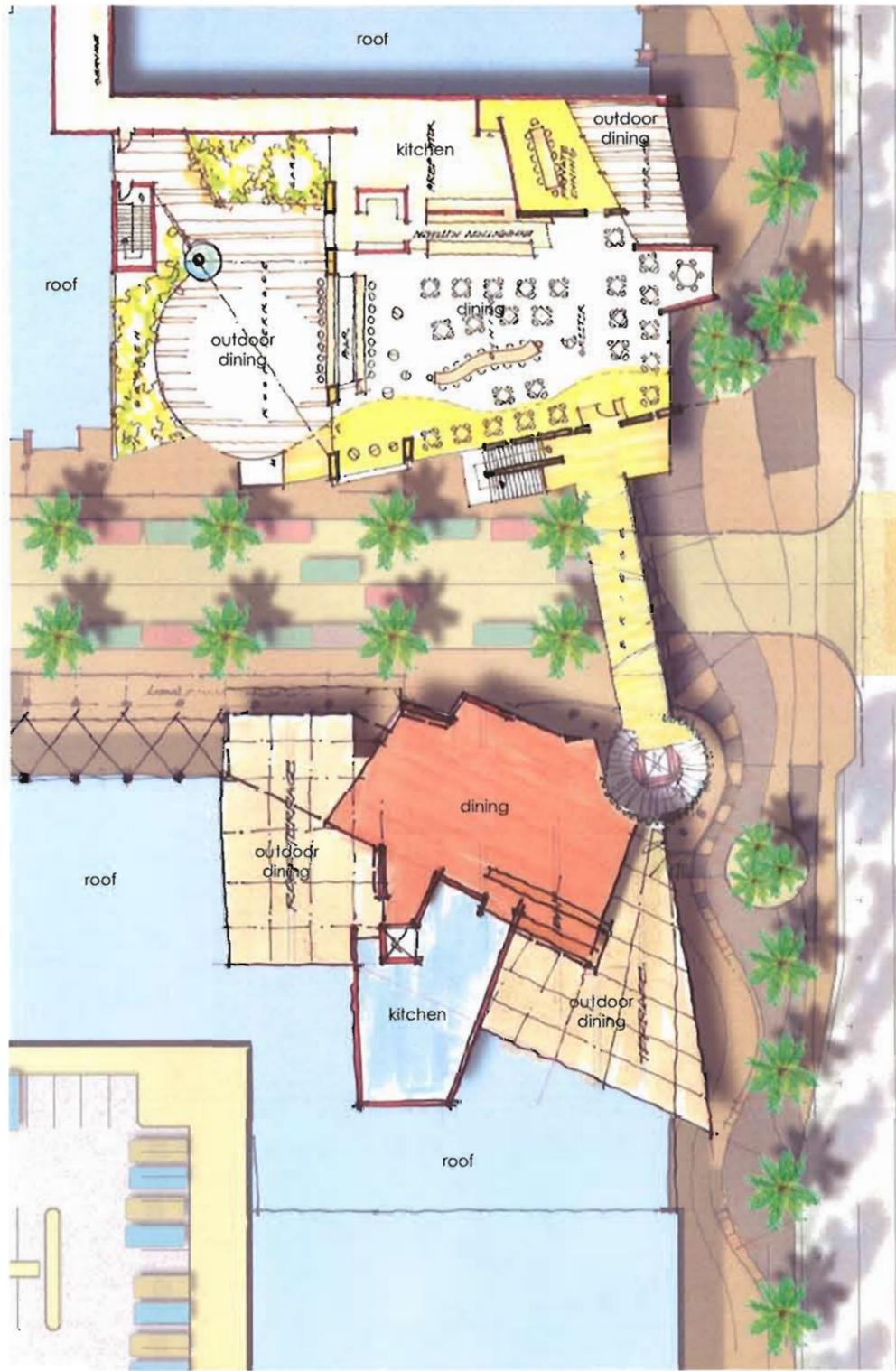
section B



escalators to parking

CENTER STREET





floor plan second floor
scale = 1/16" = 1'-0"



floor plan ground floor
scale = 1/16" = 1'-0"



1 elevation
scale = 1/16" = 1'-0" east



elevation
scale = 1/16" = 1'-0" east - existing



2 elevation
scale = 1/16" = 1'-0" south



3 elevation
 scale = 1/16" = 1'-0" west



4 elevation
 scale = 1/16" = 1'-0" west



5 wessman walk elevation
scale = 1/16" = 1'-0" west



wessman walk plan
scale = 1/16" = 1'-0" west



6 wessman walk elevation
scale = 1/16" = 1'-0" west



wessman walk plan
scale = 1/16" = 1'-0" west



7 restaurant/retail elevation
scale = 1/8" = 1'-0" looking south



8 restaurant/retail elevation
scale = 1/8" = 1'-0" looking north



9 restaurant/retail elevation
scale = 1/8" = 1'-0" looking west



10 bank building elevation
scale = 1/8" = 1'-0" looking north

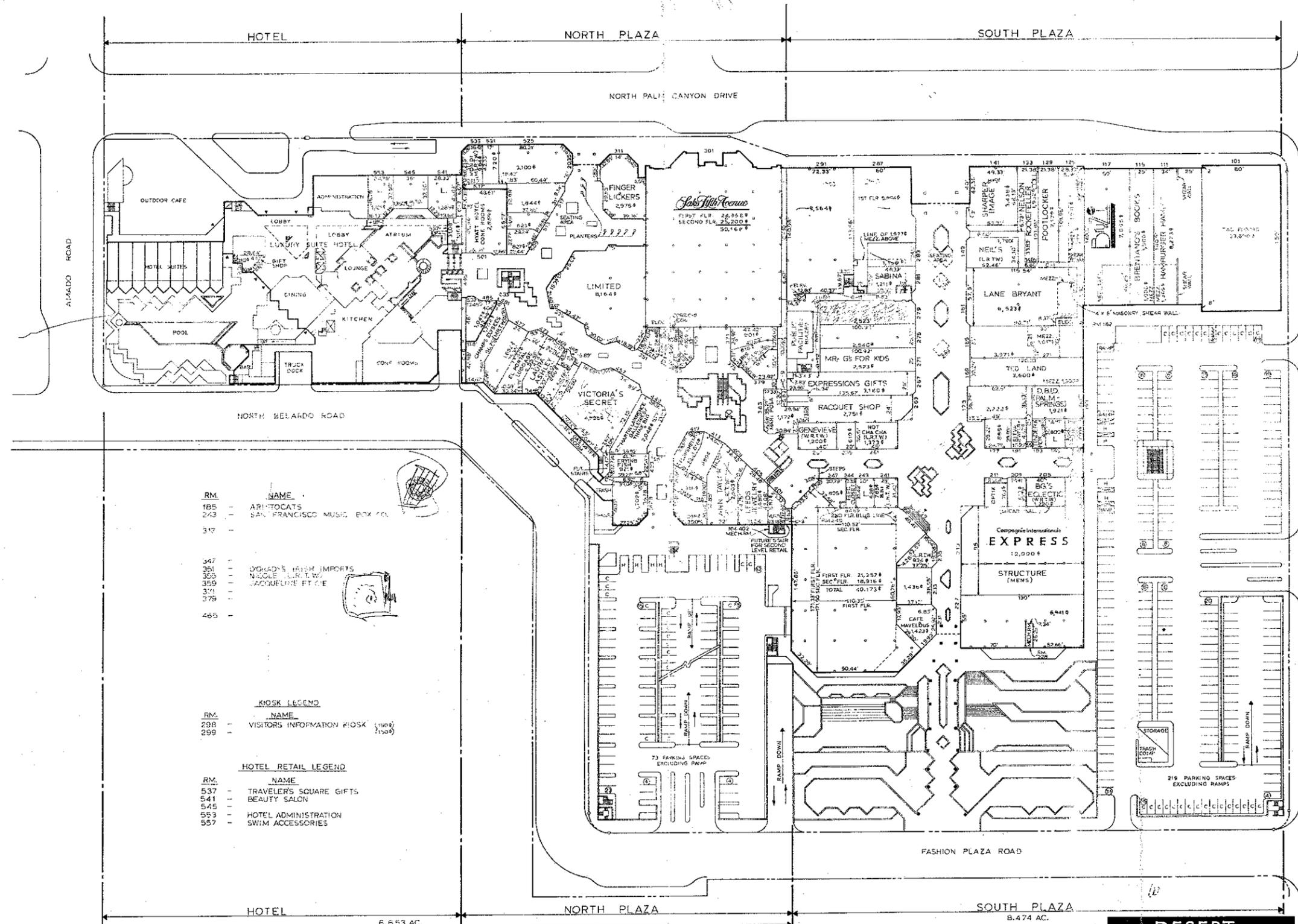


11 bank building elevation
scale = 1/8" = 1'-0" looking east



12 bookstore/fitness elevation
scale = 1/8" = 1'-0" looking west





- | RM. | NAME |
|-----|-----------------------------|
| 185 | ARISTOCATS |
| 243 | SAN FRANCISCO MUSIC BOX CO. |
| 317 | |
| 347 | |
| 351 | DOUGLAS'S HIGH IMPORTS |
| 353 | NICOLE LURITZ |
| 359 | JACQUELINE ETIC |
| 371 | |
| 379 | |
| 465 | |
-
- | RM. | NAME |
|-----|-----------------------------------|
| 298 | VISITORS INFORMATION KIOSK (1500) |
| 299 | VISITORS INFORMATION KIOSK (1500) |
-
- | RM. | NAME |
|-----|-------------------------|
| 537 | TRAVELER'S SQUARE GIFTS |
| 541 | BEAUTY SALON |
| 545 | |
| 553 | HOTEL ADMINISTRATION |
| 557 | SWIM ACCESSORIES |

	SOUTH PLAZA	NORTH PLAZA	HOTEL	TOTAL PROJECT
TOTAL FLOOR AREA	212,240 sq ft	145,985 sq ft	358,227 sq ft	716,452 sq ft
LEASABLE AREA	177,480 sq ft	104,919 sq ft	253,399 sq ft	535,798 sq ft
NON-LEASABLE AREA	34,760 sq ft	41,066 sq ft	104,828 sq ft	180,654 sq ft
CONCOURSE & WALL AREA	31,947 sq ft	32,236 sq ft	54,183 sq ft	118,366 sq ft
SMALL SHOP LEASABLE AREA	139,507 sq ft	53,745 sq ft		193,252 sq ft
PARKING				
AT GRADE	209 SPACES	73 SPACES	0 SPACES	282 SPACES
BELOW GRADE	295 SPACES	156 SPACES	175 SPACES	626 SPACES
ABOVE GRADE	0	139 SPACES	0	139 SPACES
HOTEL ROOMS			200 ROOMS	

LEGEND
 C - INDICATES COMPACT PARKING STALL
 H - INDICATES HANDICAPPED PARKING STALL

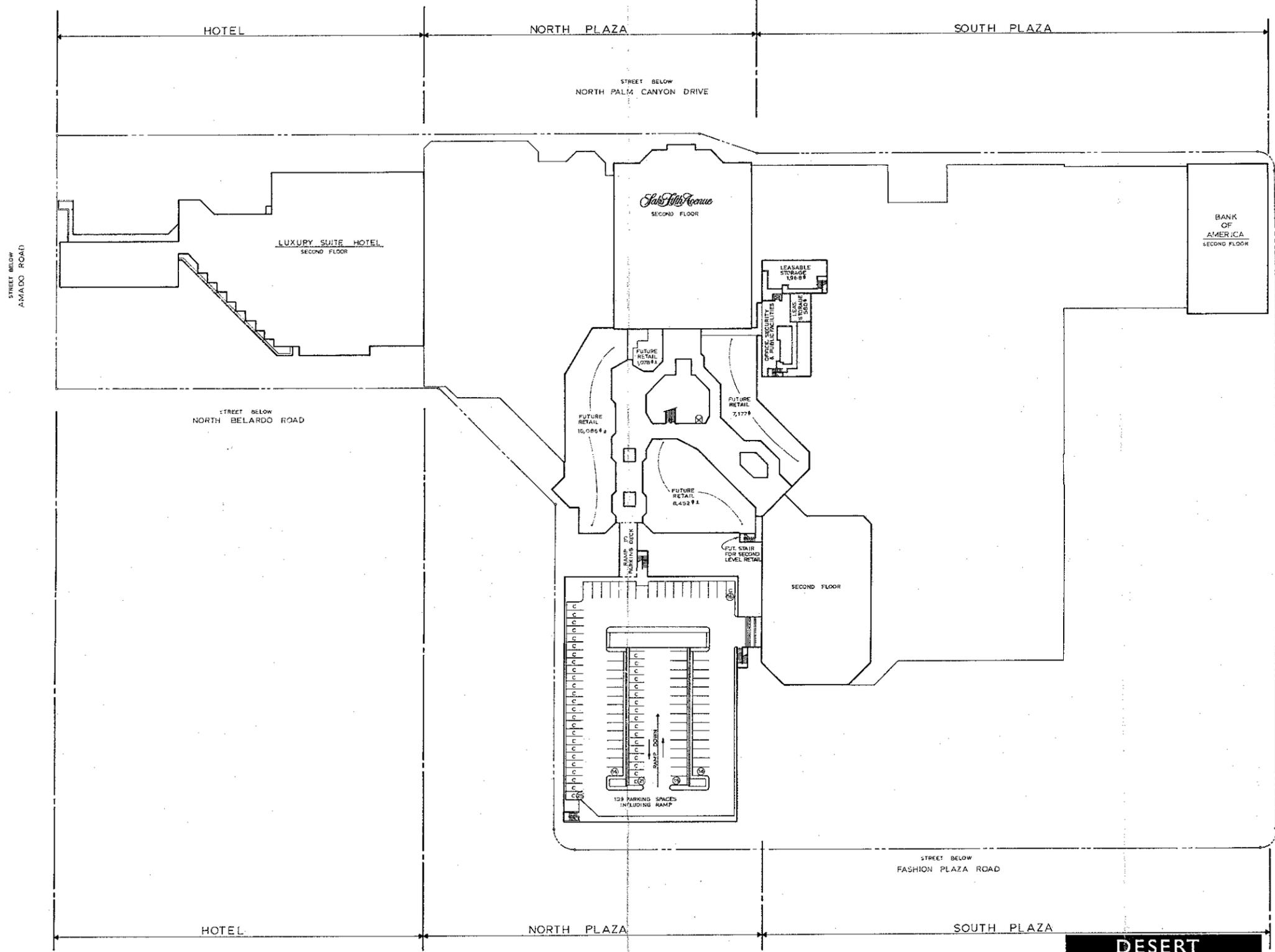
GRADE LEVEL PLAN
 LEASING PLOT PLAN
 SCALE: 1" = 40'

**DESERT
 FASHION
 PLAZA**

DeBartolo
 SOUTH PLAZA ASSOCIATES
 AND
 NORTH PLAZA ASSOCIATES
 7820 MARKET STREET
 YOUNGSTOWN, OHIO 44512

PALM SPRINGS
 123 N. PALM CANYON DRIVE
 PALM SPRINGS, CA 92262

MAY 7, 1993 RBW
 MAR 24, 1993 RBW
 FEB 24, 1993 RBW
 JAN 23, 1993 RBW
 JAN 14, 1993 RBW
 DEC 16, 1992 RBW
 NOV 16, 1992 RBW
 OCT 16, 1992 RBW
 SEP 16, 1992 RBW
 AUG 16, 1992 RBW
 JUL 16, 1992 RBW
 JUN 16, 1992 RBW
 MAY 16, 1992 RBW
 APR 16, 1992 RBW
 MAR 16, 1992 RBW
 FEB 16, 1992 RBW
 JAN 16, 1992 RBW
 DATE: AUG-18-1990 RBW



DeBartolo
 SOUTH PLAZA ASSOCIATES
 AND
 NORTH PLAZA ASSOCIATES
 7820 MARKET STREET
 YOUNGSTOWN, OHIO 44512

SECOND LEVEL PLAN

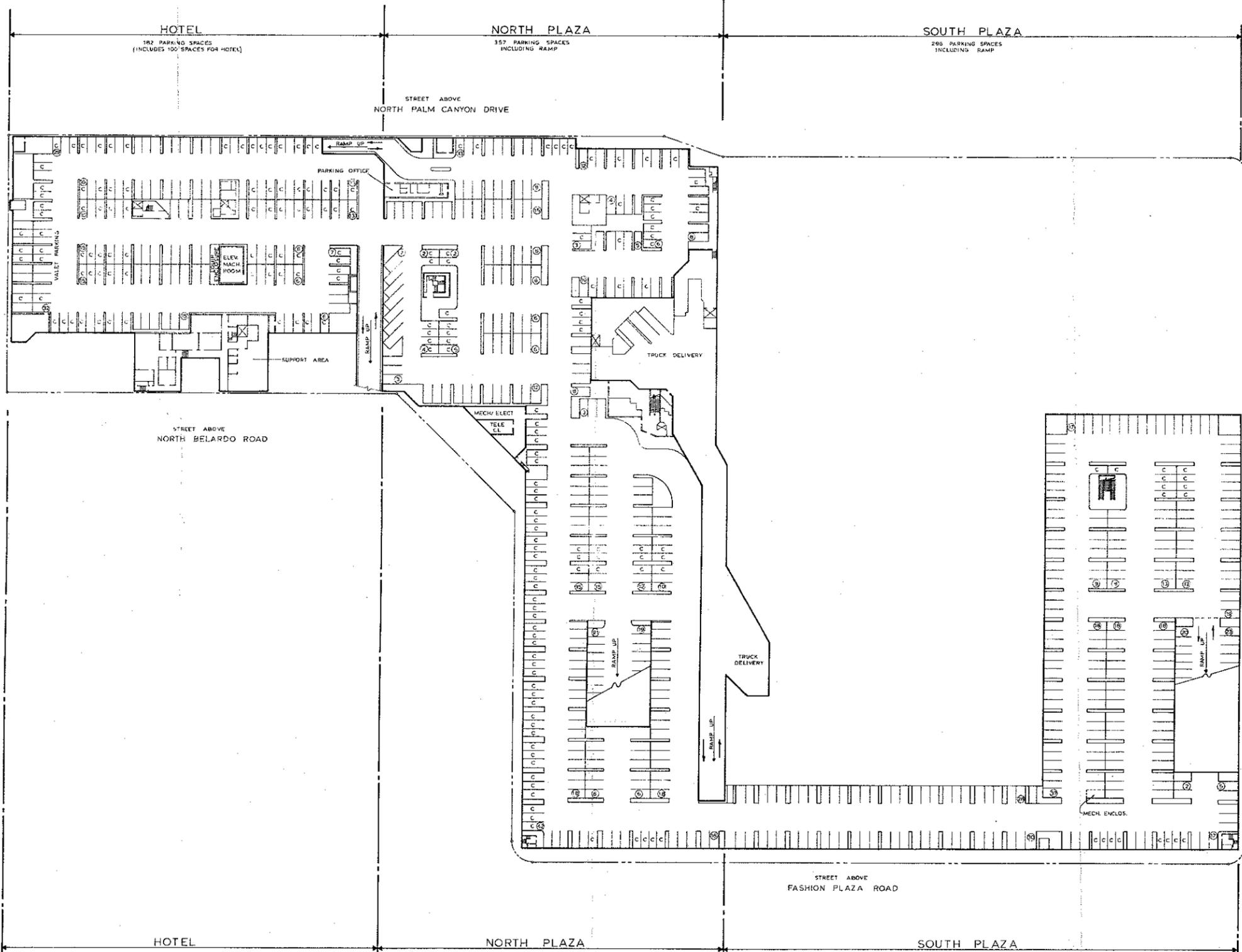
**LEASING
 PLOT PLAN**
 SCALE: 1" = 40'



**DESERT
 FASHION
 PLAZA**

PALM SPRINGS
 123 N. PALM CANYON DRIVE
 PALM SPRINGS, CA. 92262

MAY 7, 1993 RBW
 MAR 5, 1993 RBW
 OCT 21, 1992 RBW
 APR 22, 1992 G.N.
 JAN 14, 1992 G.N.
 SEP 14, 1991 RBW
 MAY 2, 1991 C.C.
 FEB 18, 1991 RBW
 OCT 29, 1990 G.N.
 SEP 24, 1990 G.N.
 SEP 18, 1990 G.N.
 MAY 10, 1990 RBW
 FEB 2, 1990 RBW
 OCT 24, 1989 RBW
 SEP 19, 1989 RBW
 APR 24, 1989 RBW
 MAR 1, 1989 G.N.
 SEP 20, 1988 RBW
 DATE: AUG 16, 1988 RBW



DeBartolo
 SOUTH PLAZA ASSOCIATES
 AND
 NORTH PLAZA ASSOCIATES
 7620 MARKET STREET
 YOUNGSTOWN, OHIO 44512

LOWER LEVEL PARKING PLAN
**LEASING
 PLOT PLAN**
 SCALE: 1" = 40'

**DESERT
 FASHION
 PLAZA**

PALM SPRINGS
 123 N. PALM CANYON DRIVE
 PALM SPRINGS, CA. 92262

MAY 7, 1993 RBW
 MAR 3, 1993 RBW
 OCT 24, 1992 RBW
 APR 22, 1992 GWR
 JAN 16, 1992 GWR
 SEP 18, 1991 GWR
 MAY 7, 1991 CAC
 FEB 18, 1991 RBW
 OCT 19, 1990 GWR
 SEP 4, 1990 CAC
 OCT 1, 1990 CAC
 MAY 10, 1990 RBW
 APR 5, 1990 PJB
 FEB 22, 1990 GWR
 OCT 24, 1989 RBW
 SEP 12, 1989 RBW
 APR 24, 1988 RBW
 MAR 1, 1988 GWR
 SEP 30, 1988 RBW
 DATE: 11-16-1988 RBW